

Level 3 Certificate of Professional Competence for Transport Managers (Passenger Transport)

Examination Date – 5th June 2026

Chief Examiner's Report

1. Scope

The report below is intended to provide tutors and candidates with guidance on the most recent examination and to support preparation for future examinations. It aims to explain how candidate responses were assessed and where marks were awarded or not awarded within this examination. This report should be read alongside any additional guidance provided on the Skills and Education Group Awards website.

2. Exam Results

In a slight change to the past process, the P1 (multiple-choice paper) will have a fixed pass mark of 42 out of 60 (70%), unless adjustment is required due to extenuating circumstances.

The P2 (Case Study) paper pass mark, as always, will continue to be set as part of the Awarding process completed by examiners and SEG Quality.

P1 Paper – multiple choice

The pass mark for this paper was set at 42, with 43 (44.3%) candidates achieving this mark. This result is a good increase (5.4%) from the March 2026 series exam. A total of 97 candidates sat this examination.

P2 Paper – Case Study

The pass mark for this paper was set at 30, with 40 (46.5%) candidates achieving this mark. This was a slight decrease (3.5%) from the March 2026 series exam. A total of 86 candidates sat this examination.



3. Important Notes

Many of the comments below are a repeat of previous reports. It would be appreciated if all Centres concerned could take the following comments on board and implement them as best as possible.

3.1 Answer writing

As a reminder to candidates and any new examination centre, it clearly states on the front of the answer booklet that candidates **must** write their answers in ink with no exceptions. This is also reiterated by invigilators to candidates at the beginning of the examination. If any answer booklets are received with answers written in pencil by the candidate they will **NOT** be marked.

Can all centres please continue to check that all candidates only have pens at the exam to eliminate this practice in future.

However, I am pleased to report that this issue no longer appears to be occurring. Thank you to all those involved for their efforts in bringing about this improvement.

3.2 Loose sheets of paper

This has improved significantly. However, there remain instances where loose sheets are being used unnecessarily, despite the two spare pages at the end of the answer booklet not having been used. The use of loose sheets should be limited to occasions where they are genuinely necessary.

This helps alleviate the risk of the sheets becoming detached from the relevant answer booklet, which may result in them not being received by the examiner or the answers being missed during marking.

If loose sheets are required due to a candidate using all the spare pages at the back of the answer booklet, please ensure that your candidate puts their name and candidate number at the top of each sheet and the question number the answer or workings are for. Please then firmly attach these sheets to your candidate's answer booklet.

3.3 Question Reading

All candidates should be made aware of the need to follow all instructions provided in the question and any corresponding notes. Marks are frequently lost where these instructions are not followed.



3.4 Question Answering

a) Requested number of answers

All candidates should be made aware that examiners will only mark the number of responses requested within a question. For example, where a question asks candidates to 'give 5 reasons', only the first 5 responses will be marked.

However, where a response has been clearly crossed out, it will not be marked by the examiner. If a question is continued or rewritten elsewhere, a clear annotation **MUST** be provided to direct the examiner to the correct location.

Where a response has **NOT** been crossed out, and there is **NO** annotation to indicate the location of an alternative response, the examiner will mark what is written against the question and **NOT** the alternate answer.

The above is something that we urge training centres to instil within their candidates to eliminate this issue.

When a question requires a specific number of responses, it is considered best practice to present this as a numbered list (1, 2, 3, 4, etc.). This helps ensure the candidate gives the correct number of answers and allows the examiner to find all the answers given. Where answers are included within a large paragraph, there is a greater risk that relevant points could be missed.

b) Verbs

A significant number of candidates continue to struggle with the differences between describe, outline, state, give, list, actions, etc.

While centres continue to advise candidates on this point, misunderstandings in this area are, at times, costing candidates a significant number of marks and, ultimately, a pass.

There are three 'levels' of depth required. The verbs used fall into three categories.

- a) Give / state / identify
- b) Describe / outline / detail
- c) Explain / analyse

The word action (to do something) is also used and continues to be misunderstood by some candidates. In-depth guidance is provided below:



a) Give / state / identify

These are the least demanding of the command words. They do not require a full explanation or a very detailed description BUT they do require the candidate to select the right information / knowledge and demonstrate it straightforwardly. These questions might also be phrased, 'What documents...' or 'What items...' and answers may need more than a couple of words to make them item specific.

For example, 'Give FOUR documents that must always be carried on the vehicle outside the UK'.

- x community licence isn't specific enough, because what actually must be carried is
- ✓ a certified copy of the community licence.

For example, 'Give three pieces of information on the driver daily vehicle check sheet'.

- x The date isn't specific enough for a check sheet but the
- ✓ date of vehicle inspection or date of fault rectification is.

For example, 'Give FIVE actions that a driver should carry out on his load'.

- x Restraints is not action; even suitable restraints is not action but
- ✓ check restraints are suitable for the load IS an action!

Caution! Check what comes after the give/state/identify. Don't let verbs like 'give', 'state' or 'identify' hide what the rest of the question asks for. 'Identify' is used to signify that the simplest item of information is required. With the open book format, marks are rarely given for very simple items that can come straight out of a book. Now, when we use 'identify', we are asking the candidate to engage in a thought process and give us the result of that.

For example, 'Identify where the plan does not meet the requirements of the legislation'.

- x The answer to this is not just 1st week but could be
- ✓ The gap between inspection periods (the 1st week of January and the 3rd week of March) is too long.

b) Describe / outline / detail

These verbs ask candidates to do more than just give a simple answer. A broad definition of each of them is, 'characterise, give the main features or various aspects of, summarise'.

We expect candidates to give details or a description.

A few words or a list will not be enough. Candidates should ask themselves 'HOW?' and make sure that those details are covered in their answer

For example, 'Describe TEN defects that would render the tyres illegal'.

- x Cuts is not a description. Neither is Wear. (Think: HOW? would each item render the tyres illegal)
- ✓ 'Cuts in the tyre in excess of 25 mm' or 'Wear deep enough to expose the ply or cord' give a description – they contain detail.

Caution! Beware of using 'ensure' as the verb in responses. Usually 'check', 'prove', 'submit' or 'provide' etc. will outline actions more appropriately.

c) Explain / analyse

These verbs indicate the most challenging kind of question; they ask for depth, reasoning and judgement. A definition of this command is, 'define, offer reasons for or a cause of, justify'. We expect candidates to do more than just describe in their answers. Instead, they must go into thorough detail AND, where relevant, give reasons.

Not all 'Explains' require reasons BUT candidates must still go into detail AND answer the question. They should ask themselves 'WHY?' and make sure the 'BECAUSE' is covered. Candidates should check what they are supposed to be explaining (a reason? process?) and make sure that question is answered.

Answers to this type of question need to be full sentences that provide in-depth detail. If a question asks for a process or steps, then that is what is required for the marks.

For example, 'Explain how NINE additional or higher costs could arise as a result of carrying out international journeys'.

- x Tolls. does not EXPLAIN how a higher cost arises does not give details
- ✓ Tolls can create higher costs (WHY?) because many motorways in Europe charge tolls, unlike the UK where there is only one toll motorway.

For example, 'For the criteria of financial standing, explain what SEG will need to demonstrate to the Traffic Commissioner'.

- x £8000/£4500 does not EXPLAIN – does not go into detail
- ✓ SEG will need to show that it has (details) £8000 for the first vehicle and £4500 for every other vehicle (WHY?) because it has to demonstrate that there is enough money to keep the vehicles in a fit and serviceable condition.

DON'T FORGET to look at what comes after the verb:

- State which
- Calculate whether or not
- Explain how
- Explain why

This is part of the question. If candidates miss this, they may be answering the wrong question and losing opportunities to gain marks!

d) Actions

This requires the candidate to include a verb in their answer that shows that someone is going to do something, or has done something, or that something has or is going to happen.

The action could be quite short, but actions in a question are normally added to any of the above.

Examples of actions are: submit, apply, pay, install, provide, place, send, obtain, etc.

For example, State FIVE actions SEG must take for their Operator Licence application

- x Financial evidence. This does not give an action
- ✓ Submit financial evidence



4. Question Answers / Guidelines

Multiple Choice Paper

The number of candidates passing this paper has increased, which is positive. However, more work is still required to improve this further. Let's aim for a 50% pass rate by the end of 2026!

The correct answer for each question scored highly overall. However, a significant number of questions were answered incorrectly, either because candidates did not know the answer or had misunderstood the question. Additional practice may therefore be beneficial.

Almost every question was answered correctly by 50% or more of the candidates, although some questions were not answered as well.

Question Spotlight (New Section)

This section has been added to help identify one or two questions where candidate performance was lower than expected.

Jan is working subject to Regulation 561/2006. They start driving at 07.00 hrs immediately after having completed cleaning their coach and doing a walkaround check, which took a combined total of 3 hours. What is the time at which Jan must take a break?

- A. 10.00hrs
- B. 11.00hrs
- C. 11.30hrs
- D. 13.00hrs

The correct answer to this question was A, with 27 candidates getting selecting this option. Almost the same number of candidates selected option C.

Option A is correct because Jan would have started work at 0400 hrs in order to complete her 3 hours of cleaning and vehicle checks before beginning to drive at 0700 hrs. As she started work at 0400 hrs, the Working Time Regulations would apply from 1000 hrs when she had completed 6 hours of work.

Candidates may have looked at the start driving time and the question line of taking a break, but disregarded the fact that Jan had completed 3 hours of work prior to driving.



Case Study

Continuing from the March & April 2026 Chief Examiner Reports, where the full set of answers was provided rather than a sample, the same approach has been taken for this examination.

Some training centres do request further clarification or explanation on certain questions, which we are always happy to provide. However, it is hoped that providing the answers for each question will address some, if not all, of your queries.

As per the March & April 2026 exam, all examination answers are published alongside the allocation of marks and any relevant explanatory notes.

A substantial amount of quality assurance activity is undertaken to ensure that each examination paper is fair, balanced, and consistent across the series. This review continues through the question authoring, reviewing, scrutineering, Chief Examiner review and internal quality control stages.

An examiner standardisation meeting takes place following the exam, where a sample of marked candidate answers is compared to the mark scheme and, where necessary, refining of the mark scheme is carried out to address any anomalies identified during the initial phase of marking. Any amendments made following this process have been highlighted within this report

We sincerely hope that this extra information will prove helpful to you and your candidates.

Guidance for all questions and answers

The following is to help you better understand the excerpts provided from our mark scheme:-

1. Anything in **bold type** is required to be part of the answer provided or at least wording that is very similar that leads the examiner in the same direction as to that in bold type.
2. On the questions below all the bold text highlights the important parts of the question that the candidate should have taken on board when providing their answer.
3. Words included in the suggested answer that are not shown in bold are not mandatory. Their inclusion is optional and intended only as supportive or illustrative detail. The absence of these words does not affect the awarding of marks with a caveat that some wording may be necessary to ensure an outline/explanation answer is properly given.
4. Where the word “OR”, or the symbol “/”, is used between acceptable answers, the inclusion of any one of the listed options is sufficient for the award of the mark. If these options are provided separately within a candidate’s response, they are treated as

equivalent and only one mark may be awarded, as the responses are considered to address the same assessment point.

5. Where the mark scheme shows “1 + 1” and maybe more it means that marks were allocated to various parts of the answer such as:-
 - a) in a costing question there could be marks for the workings and the answer with a mark awarded for the workings even if the final answer is incorrect or
 - b) if the mark scheme shows a table with multiple answers in bold then each one will gain a mark if correct.
6. ‘Marking Notes’ such as “Mark the first 8 answers only” have been included for individual questions where appropriate.

This means that only the first eight responses provided by the candidate would be considered for marking. Any additional responses beyond this limit would be disregarded and therefore not awarded marks.



Question 1

Commuter Coach Services Ltd (CCS) intends to offer new company shares to the public to finance its expansion plans. This will require the company to convert from its current 'limited company' status to that of a plc.

- (a) Who must approve CCS's proposal to apply for a change of status to that of a plc?
(1 mark)
- (b) If approved, to whom must CCS apply to change its status to that of a plc?
(1 mark)
- (c) What is the authorised minimum allotted share capital that CCS must have, to change its status to that of a plc?
(1 mark)
- (d) What new appointment must CCS make if it changes its status to that of a plc?
(1 mark)
- (e) Give **THREE** organisations, people or companies that CCS must inform of the change when the company becomes a plc?
(3 marks)

Total marks = 7

Part (a) asked who must approve the proposal.

Many candidates did not seem to understand the distinction between directors and shareholders. In many small LTD companies, these are the same individuals. However, any decision to change a company's status must be approved by the majority of the shareholders.

Part (b)

LTD and PLC companies are answerable to Companies House, and any changes in their status must be notified to Companies House in the first instance.

Part (c)

This section was well answered, with most candidates identifying a figure of £50,000.00

Part (d)

This was also well answered, with most candidates identifying that a Company Secretary was required. However, many candidates lost a mark by stating only Secretary or Qualified Secretary, which was not specific enough.

Part e)

This section was not well answered, with many candidates repeating Companies House as their answer. There were several possible correct answers, including the Office of the Traffic Commissioner, as well as the other options listed below.

The marks gained were spread fairly evenly between 1 and 7 marks, with the most common scores being 3, 4 and 5 marks. Only 9 candidates achieved the full 7 marks.

Set out below is a model answer.

	ANSWERS	MARKS
A	Shareholders	1
B	Companies House OR Registrar of Companies	1
C	£50,000	1
D	Company Secretary	1
E	HMRC	Mark the first three responses only = 3 marks
	Traffic Commissioner	
	Banks	
	Suppliers	
	Customers	
	Insurers OR Insurance Company	
	Accountants	



Question 2

Commuter Coach Services Ltd (CCS) intends to operate four new feeder services for the proposed ski tours to France.

Use the information provided in the case study to calculate the time that each of the four drivers of the 49-seat coaches must start work (in Luton, Derby, Newcastle and Glasgow) to arrive at South Mimms Services with the passengers at 13.00 hrs.

Notes: You MUST show all your workings to the nearest minute, including the following:

- Total driving time for each of the four drivers for their journeys to South Mimms Services. Do not include driving on return journeys
- Total time between each of the four drivers starting work and arriving at South Mimms Services
- The time that each of the four drivers must start work

(12 marks)

This was a straightforward question that tested a candidate's ability to calculate the pickup times for the various feeder routes into South Mimms services. Candidates were required to show the coach start times, the driving time for each route, and the total time taken to complete the journey.

However, this question was not well answered. Most candidates correctly identified the shortest route, Luton, and correctly calculated the driving times for all routes. However, many were unable to calculate the total working time and pick-up times accurately, resulting in lost marks.

The majority of candidates scored between 2 and 4 marks, with the most common score being 4 out of 12 marks. Only 5 candidates scored the full 12 marks.

A total of 24 candidates scored 0 marks, either because they did not attempt the question or because their answers were completely incorrect.

Some common mistakes were:-

1. Not gathering the relevant information from the case study.
2. Unable to actually work out the driving times.
3. Missing out one or more of the activities.



A model answer is set out below, but just showing the wording in bold would be sufficient to gain the marks:-

ANSWER					MARKS
	Luton	Derby	Newcastle	Glasgow	
Distance (km)	37.5	187.5	450	637.5	
Speed (kph)	75	75	75	75	
Driving to pick-up	2 minutes	20 minutes	45 minutes	40 minutes	
Driving with passengers	30 minutes	150 minutes	360 minutes	510 minutes	
Total driving time	32 minutes	170 minutes OR 2 hours 50 minutes	405 minutes OR 6 hours 45 minutes	550 minutes OR 9 hours 10 minutes	1+1+1+1
Checks	15 minutes	15 minutes	15 minutes	15 minutes	
Loading	45 minutes	45 minutes	45 minutes	45 minutes	
Stops	0	30 minutes	90 minutes	120 minutes	
Total time	92 minutes OR 1 hour 32 minutes	260 minutes OR 4 hours 20 minutes	555 minutes OR 9 hours 15 minutes	730 minutes OR 12 hours 10 minutes	1+1+1+1
Start time (to arrive at 13.00 hrs)	11.28	08.40	03.45	00.50	1+1+1+1
TOTAL					12



Question 3

Commuter Coach Services Ltd (CCS) intends to operate ski tours to France.

Use the information provided in the case study to complete the table below for a driver schedule for **one** of the vehicles taking passengers from South Mimms Services to Albertville. Your schedule must start when the drivers begin work at the Cambridge operating centre and end on arrival at the hotel in Albertville.

Notes:

- You **MUST** show a start time, finish time and a clear activity description for each activity.
- You **MUST** show local times.
- You **MUST** show the destination for each driving period.

(13 marks)

This was a relatively straightforward scheduling question, asking candidates to produce a schedule from South Mimms to Albertville. As with other scheduling questions, this was not well answered.

Most candidates completed the schedule as far as the channel crossing, however, several candidates departed without collecting their passengers, while others failed to catch their scheduled train. In both cases, they were unable to gain any further marks.

Many candidates failed to follow the requirement for a 45-minute break every 4 ½ hours so failed to gain marks.

Some other common mistakes were:-

1. Not gathering the relevant information from the case study.
2. Miscalculating the correct start time.
3. Forgetting to change the time to Europe time thus losing a mark.

The majority of candidates scored between 4 and 10 marks, with the most common score being 7 out of 13 marks. Only 4 candidates scored the full 13 marks.

Set out below is a model answer.

Marking Notes:-

1. Failing to load the passengers marking stopped.
2. If the schedule becomes illegal, marking stops.

3. Crossing doesn't start at the correct time, and marking stops.
4. It was decided at the scrutineering meeting on this occasion to allow 'rest' instead of 'break', as phase 1 of the marking showed many candidates using this term. Had this not been allowed, a significant number of candidates would have lost a large number of marks. This is a recurring issue that needs to be addressed. A break is taken during a shift, whereas a rest period is taken between shifts.
5. The time column is not required in the exam but is there to assist the examiners when candidates calculate start and finish times incorrectly.
6. If the times are incorrect but the duration is correct, the mark is still awarded and marking continues.
7. Unnecessary activities result in no mark for the following line.
8. No mark is awarded for unnecessarily split driving periods.

ANSWER				MARKS
Start	Finish	Timing notes	Activity	
1300	1315	15 minutes	Checks	1
1315	1415	1 hour	Drive South Mimms services	1
1415	1500	45 minutes	Break / Loading passengers	1
1500	1700	2 hours	Drive Folkestone OR Le Shuttle	1
1700	1730	30 minutes	Check in OR break	1
1730	1805 OR 1905	35 minutes	Crossing OR Le Shuttle OR break	1
1905	2335	4 hours 30 minutes	Drive Annecy OR Albertville	1
2335	0020	45 minutes	Break	1
0020	0450	4 hours 30 minutes	Drive Annecy OR Albertville	1
0450	0535	45 minutes	Break	1
0535	0635	1 hour	Drive Annecy OR Albertville	1
0635	0720	45 minutes	Break	1
0720	0820	1 hour	Drive Albertville	1
TOTAL MARKS				13



Question 4

Commuter Coach Services Ltd (CCS) intends to operate ski tours to France.

Use the information provided in the case study to calculate the cost to CCS of **ONE** return journey to and from Albertville for **ONE** of the three coaches.

Notes:

- You **MUST** name each cost item and give a total for each, to the nearest 1p.
- You **MUST** show all your workings.

(13 marks)

This was a straightforward costings question that was answered reasonably well.

Tutors will regularly extol the virtue of **READING THE FULL QUESTION** before answering any question.

In this question, candidates also needed to read the case study carefully and note that the bus returned to Derby, rather than South Mimms or its home depot. Those who identified this correctly were able to achieve full marks. Of those that did not, many managed to calculate the standing costs correctly, but could not gain marks for any of the running costs, resulting in the loss of up to 6 marks.

The majority of candidates scored between 4 and 7 marks, with the most common score being 6 out of 13 marks. Only 4 candidates achieved the full 13 marks.

Candidates are reminded again that when doing the currency conversion, they either multiply or divide. A useful check is to consider whether the answer is reasonable. If the calculation results in more pounds sterling than Euros, it is likely they have used the wrong method.

Some common mistakes were:-

1. Not showing the workings.
2. Not working out the travel distance correctly.
3. Using the incorrect number of days.
4. Incorrect conversion from Euros to pounds.
5. Failing to clearly identify or name the cost.

Set out below is the model answer

Marking Notes:-

1. No marks for failing to show credible workings for fuel and tyres.
2. Marks are not awarded where the cost hasn't been clearly identified or named.

ANSWER		MARKS
Distance $70 + (148 + 840 + 45 \times 2) + 187.5$ Cambridge to South Mimms = 70km South Mimms to Folkestone = 148km Coquelles to Annecy = 840km Annecy to Albertville = 45km Albertville to Annecy = 45km Annecy to Coquelles = 840km Folkestone to South Mimms = 148km South Mimms to Derby = 187.50km	Taken from section titled Journey to Albertville Taken from table in Section titled Winter Ski Tours	2323.50 km 1
Standing costs (£210,000 / 250 x 2 days)	£1,680	1
Drivers (2 days x £200) x 2 drivers	£800	1
Passenger assistant (2 days x £150)	£300	1
Maintenance (£16,000 / 250 days x 2 days)	£128	1
Tyres (£3,250 / 65,000 km) x 2,323.5 km	£116.17 OR 18	1+1
Fuel (£1.20 / 10 kpl) x 2,323.5 km	£278.82	1+1
European allowance (3 x €45 x 0.88)	£118.80	1
Le Shuttle (€1,910 x 0.88)	£1,680.80	1
Tolls	£125	1
Total costs	£5,227.59 OR 60	1
TOTAL MARKS		13



Question 5

Commuter Coach Services Ltd (CCS) intends to open a new operating centre in Derby for a vehicle to be used on the feeder service for the ski tours and on local work.

- (a) Give the minimum category of operator licence for which CCS should apply, to cover the proposed operations from the Derby operating centre
(1 mark)
- (b) CCS may provide bank or building society statements as evidence of readily available funds to meet the financial standing criterion. Describe the time limits that are applied to the contents of these documents if they are to be accepted as evidence
(3 marks)
- (c) Give **FOUR** other documents (not including financial evidence) that CCS should be prepared to submit to the Traffic Commissioner to support its application for an operator licence.
(4 marks)

Total marks = 8

This was a straightforward question that tested the candidate's ability to identify what was required for an operator licence application.

This question could largely be answered using information available in the relevant training materials, with some thought required to align the answer to the question.

Part A

Many candidates took note of the wording of the question, which stated that the licence was required for a vehicle undertaking local work. This meant that **a Standard National** licence would be sufficient. Those candidates who did not chose a Standard International licence did not earn a mark.

A few candidates thought a Restricted Licence would be acceptable, even though such a licence has a limit of 16 passenger seats and is for businesses where PSV work is not the main activity

Part B

Candidates failed to gain marks by not providing specific information such as; bank statements for **28 days** not more than **2 months** old showing funds available within **30 days of the application**.

Part C

This section wasn't that well answered. The answer scheme below shows a variety of acceptable answers

The marks gained were spread out fairly evenly between 1 and 7 marks with peaks at 5 and 7 marks. Only 5 candidates managed to score the full 8 marks with 9 candidates scored 0 marks.

A model answer is set out below

Marking Notes:-

1. Part B – only one of the bold answers for the first mark.
2. Part C – mark the first four responses only

	ANSWER	MARKS
A	Standard national	1
B	Statements must cover 28 days OR must cover 27 days before closing balance on the statements OR a recent full four weeks	1
	within two months of the application	1
	Building society funds must be accessible OR available within one month (30 days)	1
C	Director Declaration	4
	Transport Manager Declaration	
	Transport Manager Contract	
	TM1 OR TM details	
	Evidence of professional competence OR CPC certificate	
	Details of any convictions (nb the external TM is new)	
	Proof of premises OR operating centre OR Letter from landlord, giving permission to park vehicle	

	Sketch OR plan of operating centre OR aerial view / picture / screenshot	
	Copy of maintenance contract / agreement with local garage	
	Example vehicle safety inspection sheet	
	Certificate of incorporation	
	Trading Certificate	
	TOTAL MARKS	8

Question 6

CCS's Director of Operations is concerned about the company's current vehicle safety inspection intervals and wants to ensure that the fleet is compliant with the DVSA Guide to Maintaining Roadworthiness (The Guide).

The Guide states "that safety inspections should, where practical, be programmed to follow a time-based pattern. The frequency at which inspections are undertaken should be determined by assessing the level of mechanical deterioration likely to be incurred over a period as a result of the vehicle's usage."

Outline **SEVEN** factors on which the Guide states such mechanical deterioration will depend

(7 marks)

This question was designed to test a candidate's knowledge of safety inspection intervals. For those candidates with access to the "Guide to Maintaining Road Worthiness", this was a straightforward question.

Much of the information required for this question could be obtained directly from the relevant training material. However, candidates were required to provide outline answers, and many lost marks by giving only one-word answers or lists, which were insufficient to gain credit.

The majority of candidates scored between 6 and 7 marks, with the most common score being 7 out of 7 marks. A total of 19 candidates scored 0 marks.

Some common mistakes were:-

1. Not writing the answer as an outline
2. Not understanding the question
3. Listing workshop requirements.

Set out below are 12 acceptable answers for the 7 marks available.

Marking notes:-

1. Mark the first SEVEN responses only.
2. One mark for each correct outlined response.
3. One word responses or lists should not earn marks.

ANSWER	MARKS
The age of the vehicle being operated	7
The type of the vehicle being operated	
Vehicle manufacturer's recommendations	
Nature of loads carried	
Nature of equipment OR fittings carried	
Type of operations undertaken	
Range of operations undertaken	
Type of terrain travelled over	
Nature of the environment driven in	
Distances typically travelled	
Speeds typically travelled at	
Typical journey times completed	
TOTAL MARKS	7