

Level 3 CPC (Certificate of Professional Competence) for Transport Managers (Passenger Transport) June 2022

Examination Date – 10th June 2022

Chief Examiner Report.

General Comments

The report below is intended to give tutors and candidates advice and guidance when preparing for future examinations. It sets out to explain where candidates in this examination were or were not awarded marks for their answers. This report should be read in conjunction with the further guidance given within the Skills and Education Group Awards website.

81 candidates sat the examination

The pass mark for this paper was set as part of the Awarding process and for this series was set at 29 and 41% of candidates achieved this level.

The P1 (Multiple Choice) paper was also considered at the awarding meeting and examiners concluded that the pass mark for this paper should be set at 39. 46% of candidates achieved this mark.

We would continue to remind centres that candidates should not use loose sheets to answer questions unless all of the blank additional sheets in the answer booklet have been used. Where it is necessary to use loose sheets, they must be plain lined pages (not templates for any particular type of question) and they must be clearly marked with the centre name and number and the candidate's name and number.

It is important for candidates to note that examiners will always mark the first answer given in the answer booklet, unless it has been clearly crossed out and annotated to show that the candidate has rewritten the answer on a different page. There were some instances in this examination where candidates had rewritten an answer, but not crossed one out.

It is important that candidates read questions carefully, including all notes attached to each question, and focus answers on exactly what is being demanded. Some candidates lost a number of marks through not doing this.

Comments on the following pages for individual questions are designed to assist students and tutors when preparing for future examinations.

Question 1

WBC is to acquire a number of new buses to operate its local bus service, A14. The company must decide whether to buy the vehicles or contract hire them from Rex.

- (a) Use the information provided in the case study to calculate the total annual cost to WBC of operating one bus, assuming that it is bought.**

Notes:

You MUST show all your workings.

You MUST name each cost item and provide a total for each, to the nearest 1p.

- (b) Use the information provided in the case study to calculate whether it would be cheaper for WBC to buy the buses or to contract hire them from Rex.**

Notes:

You MUST show all your workings.

You MUST state which option would be cheaper.

This question was generally well answered, with 62% of candidates achieving at least 6 of the available 12 marks. The main reason for candidates not getting all of the available marks in part (a) was that they did not follow the instructions given in the notes to the question. i.e. not giving totals for each of the costs. Many candidates still total the separate running costs per kilometre and use this total to calculate the total running cost. This method does not comply with the demand to give a total for each cost item and results in missing out on 3 marks. Additionally some candidates did not calculate the total ANNUAL cost for ONE combination, as was asked for in the question, but either calculated a daily cost and/or a cost for the 3 combinations.

There were various ways of showing the workings in part (b) and candidates were credited with marks whichever way was correctly used.

One option for correctly calculating the answers is given below.

(a)	
Depreciation -Purchase price – residual / 5 years	£12,000
VED	£220
Insurance	£5,000
Other standing costs	£10,000
Driver	£39,000
Tyres ($£2,400 / 60,000 = £0.04$) x 110,000	£4,400
Fuel ($£1.20 / 10\text{kpl} \times 110,00\text{km}$) OR $11,000 \times £1.20$	£13,200
Maintenance ($£0.2 \times 110,000\text{km}$)	£22,000
Total	£105,820

(b)	
Lease	£48,000
VED	£ 220
Other standing costs	£10,000
Wages	£39,000
Fuel	£13,200
Total	£110,420
Buying is cheaper	

Question 2

You are required to prepare a plan for the operation of the proposed local bus service, A14.

- (a) Calculate the minimum number of buses required each day to operate service A14.
Note: You **MUST** show all your workings.
- (b) Calculate the minimum number of drivers required each day to operate service A14.
Note: You **MUST** show all your workings.
- (c) Identify which drivers' hours rules will apply to the drivers working on service A14.
- (d) The drivers working on service A14 must take daily rests. Give the minimum duration of one of these rest periods.
- (e) The drivers working on service A14 will have to take rest and refreshment breaks during the scheduled layovers at the Bus Station and the Train Station. Give the minimum duration of the break they must also take after working for 8.5 hours.

This multi-part question required candidates to have knowledge of domestic drivers' hours regulations and be able to apply them in planning a bus service operation.

Part (a) required a standard calculation to calculate the number of buses required on the specified service.

Round trip driving (19 + 21 + 21 + 19) = 80 minutes
Layover Train Station: 5 minutes
Layover Bus Station: 15 minutes
Total (80 + 5 + 15) = 100 minutes
Divide by headway (20") = 5 buses

Part (b) required knowledge of maximum driving time to calculate the number of drivers required. The case study did not give details of drivers' shift lengths or weekly working days, so candidates could not use that information to calculate an answer, meaning that the only way to

do it was to use the daily driving time and the maximum legal daily limit on driving to calculate the minimum number of drivers required.

Round trips per day: 40
Driving time (40 x 80mins per trip = 3,200 minutes OR 53.33 hours
Divide by 10 hours (max driving) = 5.33
Therefore 6 drivers

Parts c, d and e required basic knowledge of domestic drivers' hours' regulations to gain 1 mark for each part.

Question 3

You are required to plan a driver schedule for the proposed 10-day tour to France.

- (a) Use the information provided in the case study to complete the table below. Your schedule must begin when the drivers start work at WBC's operating centre and end when the passengers have been unloaded at their hotel in France.

Notes:

You **MUST** show a start time, finish time, and a clear description of each activity for each time period.

You **MUST** show a destination for each driving period.

You are **NOT** required to give tachograph modes.

You are **NOT** required to identify the drivers, but you **MUST** show any driver changeover activities.

- (b) Identify which drivers' hours rules will apply to the drivers working on the tour to France.
- (c) The drivers on the 10-day Tour to France will not be able to take any weekly rest periods during the tour. Give the minimum duration of the rest period that they must each take on return to Walvingham.

Almost 70% of candidates were awarded at least 6 of the available 14 marks in this question and some candidates achieved all 14 marks. The question demanded a straightforward two-man schedule. As with driver schedules in every examination, marking stops only at any point where a schedule becomes illegal, or passengers are not loaded, or a ferry/shuttle time is missed. Otherwise, where a line of the schedule is miscalculated, no mark is given for that line, but marking continues, with subsequent lines being adjusted accordingly.

The notes to the question indicated that it was necessary to show all driver changeover activities. Some candidates did not do this and therefore, their schedule became illegal. Examiners cannot "assume" that a candidate simply omitted to show a driver change.

Where candidates did not change to Central European Time upon reaching France, 1 mark was lost.

Parts b and c were well answered, with almost all candidates correctly stating that EU Rules would apply to this tour and that the drivers would be required to take at least one regular and one reduced weekly rest (69hrs) on return to Walvingham.

A correct schedule for part (a) is given on the following page.

Start time	Finish time	Activity
0500	0510	Checks
0510	0530	Drive Pickup OR town centre
0530	0600	Load
0600	0915	Drive Cheriton
0915	0930	Embark
0930	1005 OR 1105	Ferry OR crossing
1105	1145	Drive rest area OR hotel
1145	1200	Driver change
1200	1630	Drive rest area OR hotel
1630	1730	Meal stop
1730	2200	Drive rest area OR hotel
2200	2215	Unload

Question 4

WBC will cancel local bus service A23, with effect from 31 August 2022. The company has successfully applied to register local bus service A14.

- (a) The company must apply to cancel service A23. Name the TWO bodies to which such applications must be submitted and, for each, give the latest date for doing so, assuming that the company does not wish to apply for a reduced notice period.
- (b) The introduction of local bus service A14 will require WBC to take actions related to operator licensing. Details of the company's plans for service A14 are set out in the case study.

Describe THREE actions, related to operator licensing, that WBC must take before it can begin operating service A14 on 1 September 2022.

This question required candidates to have knowledge of the process of applying for/changing/cancelling a local service registration.

Cancellations must be submitted to The Traffic Commissioner at least 42 days before the cancellation takes effect and to The Local Authority at least 28 days before notification to the T.C.

In part (a), some candidates lost marks by not giving the dates demanded in the question, but simply giving the time periods

In part (b), marks were lost by some candidates not describing actions, but simply giving documents.

Question 5

You have decided to address the DVSA officer’s concerns, described in the case study. You will prepare a maintenance programme for WBC’s vehicles, following the guidance provided in the DVSA Guide to Maintaining Roadworthiness (The Guide) in all matters related to vehicle maintenance.

- (a) State the minimum period that WBC’s vehicle maintenance plan must cover in advance, to comply with The Guide.**
- (b) State which of the vehicle types that WBC operates should be included in its maintenance plan, to comply with The Guide.**
- (c) Identify FIVE activities that WBC should include in its maintenance plan, to comply with The Guide.**

Parts (a) and (b) were well answered, although few candidates correctly identified 5 activities which The Guide recommends should be included on a maintenance planner.

Some examples of such activities are given below:

MOT OR annual test
LOLER examination
Tachograph calibration
Routine Servicing
Safety inspections
MOT OR annual test preparation
Roller Brake Test
Emission test

This examination is “open book”, meaning that candidates are able to take permitted written materials into the examination room with them. One document which is listed in our qualification guide as being recommended reading is the DVSA Guide to Maintaining Roadworthiness. Many tutors suggest to candidates that this document should be taken into the examination, as it is often referred to in one or more questions.

In this examination, this question's answer would have been assisted by those candidates who had the guide with them.

Question 6

You have some concerns about potential damage to your good repute and the company's reputation in the event that any serious offences are committed. In particular, you are aware that Regulation (EC) 1071/2009 defines the most serious infringements that must be considered by Traffic Commissioners for the purposes of assessing good repute.

Using the information provided in the case study, outline EIGHT such serious infringements that could result in you, WBC and/or its directors losing their good repute.

Note: Only offences that are relevant to WBC's operations will be accepted.

This question was referring to the MSIs (Most Serious Infringements), as outlined in the question. These are detailed in most, if not all training manuals and therefore candidates were able to take answers directly from their notes. Some candidates however, appeared not to have read the question correctly and listed many and varied infringements, none of which are defined in Regulation (EC) 1071/2009.

**Chief Examiner
27th July 2022**