

Level 3 CPC (Certificate of Professional Competence) for Transport Managers (Passenger Transport) December 2024

Examination Date – 6th December 2024

Examination Report

1. In Scope

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.

2. Exam Results

As always, the pass mark for both the P1 (Multiple Choice) paper and the P2 (Case Study) paper were set as part of the Awarding process completed by examiners and S&EG quality.

P1 Paper

The pass mark for this paper was set at 39. 28.8% of candidates achieved this mark.

P2 Paper

The pass mark for this paper was set at 31 and 65.7% of candidates achieved this mark.

3. Important Notes

Many of the general comments given below are unfortunately having to be repeated in successive reports. It would be appreciated if all centres concerned could take on board the following comments and implement them as best as possible please.

3.1 Loose sheets of paper

Some centres are still giving candidates loose sheets of paper on which to write answers, even when the spare pages at the back of the answer booklet have not been used. This practice should stop, as it risks candidates not being awarded marks if the loose sheet has

become detached from the answer booklet, thereby making it impossible for an examiner to determine to which candidate the answer should be attributed.

3.2 Question Answering

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. Once again, examiners found a few instances where candidates had rewritten an answer, but not crossed out a previous one.

Candidates should also note that where a question demands a specific number of answers, only this number will be read by examiners and any further answers will not be considered, even if correct. It is important that candidates should read and follow instructions given in the notes to each question.

4. Question Answers / Guidelines

The following comments set out below are for individual questions providing further specific information and are designed to assist both the student and the tutor when preparing for future examinations.

Question 1

WBC is considering a proposed home to work service for farm workers in Leisfield, as described in the case study. Using the information provided in the case study.

- (a) Outline ONE reason why WBC cannot use its Standard International operator licence to authorise running vehicles on this proposed service and give the minimum type of operator licence for which WBC should apply.**
- (b) State which drivers' hours rules apply to the drivers working on the proposed service.**
- (c) Give the minimum number of vehicles required each day to operate the proposed service.**
- (d) Calculate the minimum number of drivers required each week to operate the proposed service. Note: you must show all your workings.**

Part (a) was poorly answered. Few candidates recognised that the reason the existing licence could not be used was that the new operating centre was in a different traffic area and therefore required a new operator licence. A significant number of candidates wrongly

assumed that an international operator licence could not be used for national work. There was also a number of candidates that thought a restricted licence was appropriate. Restricted PSV O licenses are only for organisations where PSV operation is not the main occupation. A restricted licence would have been the right choice for the farm if it had decided to buy a minibus and charge workers for its use.

Part (b) and (c) were well answered.

Part (d) was not well answered. Candidates were required to calculate the number of drivers **required each week**. Under domestic rules a PSV driver can work for 13 days without a weekly rest so each week only one driver is required

Question 2

WBC is considering a proposed air crew transfer service for BLCA, as described in the case study. Using the information provided in the case study,

- (a) Outline ONE reason why WBC will need to apply for a new operator licence before starting to operate the proposed service and give the minimum type of operator licence for which WBC should apply.**
- (b) State which drivers' hours rules apply to the drivers working on the proposed service.**
- (c) Calculate the minimum number of vehicles required each day to operate the proposed service. Note: you must show all your workings.**
- (d) Calculate the minimum number of drivers required each day to operate the proposed service. Note: you must show all your workings.**

See the comments in question one in respect of part (a) though more candidates did identify that a standard operator licence was required.

Part (b) was well answered.

Part (c) was well answered.

Part (d) candidates did not focus on the requirements for drivers on a single day as the question asked for.

Question 3

WBC is considering a proposed new local bus service in Newlands, as described in the case study. Using the information provided in the case study,

- (a) State which drivers hours rules apply to the drivers working on the proposed service.**
- (b) Calculate the minimum number of vehicles required each day to operate the proposed service between 06.00hrs and 09.00hrs. Note: you must show all your workings.**
- (c) Calculate the minimum number of vehicles required each day to operate the proposed service between 09.30hrs and 17.00hrs. Note: you must show all your workings.**
- (d) Calculate the minimum number of vehicles required each day to operate the proposed service between 17.10hrs and 20.00hrs.**

Note: you must show all your workings.

Part (a) was well answered.

Parts (b), (c), and (d) are common tasks for those involved in providing bus services. The common error was to not notice that this was a circular route and many candidates doubled up the journey and lay over times.

Question 4

WBC is considering the proposal from UST for WBC to provide a 49-seat coach for a weekly tour to Chambéry, France. Use the information provided in the case study to prepare a driver schedule for the first outward journey from Walvingham to Chambéry. Your schedule must start when the drivers begin work at the operating centre and end when the vehicle arrives at the secure parking area in Chambéry.

Notes:

You MUST give a start time and finish time for each activity.

You MUST give a clear description of each activity.

You MUST show the destination for all driving periods.

You MUST show local time throughout.

You are NOT required to show separate driving periods or driver changeovers between Coquelles and Troyes and between Troyes and Chambéry.

Start	Finish	Activity
0500	0520	Vehicle checks
0520	0550	Load
0550	0950	Drive Folkestone OR Le Shuttle
0950	1000	Check-in OR Embark
1000	1035 OR1135	Crossing OR Le Shuttle
1135	1145	Disembark
1145	1730	Drive Troyes
1730	1830	Stop in Troyes OR break
1830	2345	Drive Chambery
2345	0000	Unload
0000	0010	Drive to parking

This question was well answered. Some candidates lost a mark for not changing to local time. Some candidates lost a mark for the wrong start time and/or the wrong finish time. Regardless of the note that there was no requirement to show driver change overs some candidates still went to a lot of effort to do so. Those schedules that did not use the 10.00 train received no further marks. Candidates are reminded that these schedules are to test the candidates knowledge of break and rest requirements. Unless specifically instructed otherwise breaks should be as late as possible and as short as possible. Putting breaks that are not required cost candidates marks

Question 5

WBC is considering the proposal from UST for WBC to provide a 49-seat coach for a weekly tour to Chambery, France. Use the information provided in the case study to calculate the total cost to WBC and the amount to be quoted to UST for the first return journey, to Chambery and back to Walvingham.

Note:

You MUST name each cost and show all your workings to the nearest 1p.

Distance $(280+460+420+5)=1,165*2= 2,330+380$ in resort	2,710
Standing costs $(28,500 / 250 * 7)$	£798
Tyres $(3,250 / 65,000 * 2,710)$	£135.50
Fuel $(2,710 / 5 * 1.40)$	£758.80
Drivers $(2 * 7 * 190)$	£2,660
Le Shuttle	£520
Tolls $(150 * 0.8 * 2)$	£240
Total	£5,112.30
Markup 10%	£511.23
Quote	£5,623.53

This question was well answered with most candidates scoring at least 5 marks. The common error was to omit the 5 kilometres (km) to the coach park at the end of the outward journey and the 5kms from the coach park to the hotel at the start of the return journey.

Question 6

WBC employs drivers who work under Regulation EC561/2006 and/or under the provisions of GB Domestic drivers hours rules.

- (a) **Outline TWO provisions of Regulation EC561/2006 that relate to driver breaks.**
- (b) **Outline TWO provisions of GB Domestic drivers hours rules that relate to driver breaks.**

Part (a) was well answered.

Part (b) was not answered as well as part (a)

Question 7

When WBC submits its application to the Traffic Commissioner to register the standard local bus service in Newlands, it must provide certain details of the proposed route.

Give SIX details relating to the service's route that WBC must provide in its application.

This question was generally well answered though only answers giving **details relating to the route** were accepted. General answers that did not refer specifically to the route such as “operator name” were not accepted