

## **Certificate of Professional Competence Module 5 International Passenger Transport December 2009**

This was a straightforward paper which did not have any questions that confused or misled the candidates. This is reflected by the fact that full marks were awarded to a number of candidates for each question.

The candidates who had prepared thoroughly and knew the subject well stood out, whereas those who had not were unable to answer the questions through a simple lack of knowledge. It is stating the obvious to say that the chance of passing this paper depends a lot on the commitment of the individual candidate. It appears that the well prepared candidates performed well, but those who didn't, struggled. This was apparent in the range of marks obtained by candidates within the same centre for Part A, with the most extreme range being 0 to 39.

**Question 1:** An application to the TC for an increase in the number of vehicles authorised on the licence to at least 63 was required together with an explanation of how this would be achieved. A lot of candidates simply said that an application for a "major change" should be made. They appear to have confused the terminology as anyone who has properly studied this course would know that this only applies to road haulage. The two criteria that the Traffic Commissioner will be concerned with when considering the expansion are financial standing and maintenance as they are directly related to the number of vehicles in the fleet whereas the other criteria are not. It appears that a lot of candidates did not read the question properly and simply listed all of the criteria and did not confine themselves to the two which "increase" with vehicle numbers.

The police and local authority can object on the grounds that the criteria for an "O" licence are not met.

**Question 2:** This was a very straightforward calculation and a large number of candidates obtained full marks for the correct answer of £2583.24.

**Question 3:** The facilities required are laid out in the Guide to Maintaining Roadworthiness, are well known, and therefore most candidates scored well on this part of the question. The second part of the question required the outline of a system to ensure that maintenance records were kept safely. This would include their safe passage from creation in the workshop to storage and back-up/duplication. This was reasonably well answered although quite a few candidates simply stated what documents should be kept.

**Question 4:** This question was reasonably well answered with the main errors being on Days 1 and 6 when candidates only took five hours from leaving to arriving, thereby forgetting to take a statutory 45 minute break from driving. The majority of candidates correctly identified the times as 07:15 and 13:00 on Day 6 allowing the driver to take the minimum weekly rest of 45 hours before starting again two days later. A few candidates started at 02:00 and 04:00 for which marks were not awarded. This is a passenger paper and not a road haulage one, in which lorry drivers can, and do, start at any time of the day or night. In passenger transport one has to be very conscious of the comfort of the clients and so the latest start time possible would have to be scheduled to obtain any customers - as it is they would have had to have gone for breakfast no later than 06:30.

The second part was well answered by those candidates who got the correct times for Day 6 but those who did not clearly struggled because they did not understand the point.

**Question 5:** Most candidates scored well as the four hazards were listed in the scenario and all they had to do was copy them on to their answer sheet and then describe a relevant safety measure.

**Question 6:** Again most candidates scored well as the staff were listed in the scenario and an organisation chart could have been drawn up in the classroom before the examination. Those candidates who did not score highly tended to be those who did not read the question properly and included all of the staff rather than simply dealing with the operational side of the business.

**Question 7:** This question was generally well answered although it is surprising how many candidates do not know the two compulsory insurances.

**Question 8:** This was a straightforward knowledge question concerning the PSV conduct regulations and was answered well by most candidates.

## **Conclusion**

I feel that this was a fair paper which enabled those candidates who had prepared well to demonstrate their knowledge and to obtain a pass. The scenario did not make it too easy for candidates to “question spot” but nevertheless it gave sufficient pointers to the majority of the questions to allow them to concentrate their studies accordingly. This is consistent with level 3.

**Pass Rate: 42%**