

# Chief Examiner's Report

## Certificate of Professional Competence Module 7 International Passenger Transport

June 2010

### Candidate Performance

This paper is written such that it examines a candidate's knowledge and application of that knowledge as applied to the position of International Passenger Transport Manager.

Candidate performance was in many respects disappointing as the answers provided often showed a lack of knowledge across the breadth of the syllabus. Questions that focussed on the international aspect of operations were in general poorly answered and candidates appeared to be over-reliant on their knowledge from the CPC passenger national syllabus. Candidates often failed to read the question carefully and answered with information that was not relevant. Candidates who appeared to have received good training and learning materials which covered the **whole** syllabus performed well.

### Analysis

**Question 1:** This question required the candidate to identify three official bodies involved in the formation of EU Directives. (Syllabus reference 1.1.4.).

Candidates did not perform well in this question; a significant proportion of candidates were unable to gain any marks on this question. This reflects previous poor performance in this syllabus area from earlier exams. Candidates seem ill-prepared in this aspect of the syllabus

**Question 2:** The question tested candidates' basic knowledge of the principles of cabotage. (Syllabus reference.....).

This question prompted a mixed response from candidates with some candidates finding it straightforward whilst others were unable to provide even a basic description. Some candidates provided answers which related to third country traffic. A proportion of candidates failed to provide an example as required in the question.

**Question 3:** This question asked candidates to identify what TOMS stood for and to outline the benefits of this system. (Syllabus reference .....).

Another mixed response to this question with some candidates providing very clear answers whilst some candidates appeared not to have even heard of the system. A surprising number of candidates gave no answer to a question that has appeared in the national exams as well as being regularly examined in the international exam.

**Question 4:** Candidates were asked for actions to be taken in regard to a vehicle being hired from a national 'O' Licence holder to replace a broken down vehicle with respect to Operator Licensing legislation. (Syllabus reference 8.2).

Candidates performed reasonably well to this question with most candidates achieving some marks. Candidates who performed less well on this question provided answers that did not relate to Operator Licensing. Some candidates seemed to confuse the 'O' licence with vehicle discs.

**Question 5:** Candidates were asked to carry out a costing from given information in the paper. (Syllabus reference 6.1.3).

This question was very well answered by the majority of the candidates. Candidates often lost marks by dividing the individual passenger accommodation cost by the number of passengers when providing a per passenger cost.

**Question 6:** This question dealt with border security issues in relation to action to be taken by the driver immediately before boarding. (Syllabus reference 11.1.6)

A majority of candidates performed well in answering this question. Candidates who performed less well failed to focus on driver actions or did not tailor their answers towards 'immediately before'.

**Question 7:** The question tested Driver's Hour's knowledge relating to multi-manning. (Syllabus reference 2.1.).

This question produced a mixed response from candidates with some candidates identifying clearly the breaches within the schedule. Candidates who performed less well provided answers in terms of breaches of working time regulations even though the question specifically identified breaches in EC Regulation 561/2006. Some candidates failed to identify the multi-manning aspect of the schedule.

**Question 8:**

This question asked the candidate to identify why an application for a regular service may be refused. (Syllabus reference 10.1.).

(Part A) A mixed response from candidates with the well prepared candidates providing a range of correct answers. Candidates often failed to gain marks by providing answers related to the criteria for gaining an 'O' Licence. Some candidates were not specific enough in terms of the issues relating to competition.

(Part B) Very few candidates were aware of whom to make an appeal to for a refusal to grant a regular service authorisation.

**Question 9:** This question required the candidate to identify the countries joined by the Tunnel Du Somport (Syllabus reference 16.2).

A majority of candidates were unable to answer this question with most opting for France/Italy and the Alps as their answer. This syllabus area allows for questions from across Europe in terms of major routes, ferry crossings and mountain passes. Candidates would benefit from having a broader knowledge than just the tunnels through the Alps and the Øresund Link.

**Question 10:**

This question asked candidates to identify the meaning of an information sign on entrance to a city in Germany.

Most candidates were unable to identify the meaning of this sign and what was required to comply. Candidates appeared under-prepared for a question on an international sign. Given the increasing prevalence of Emission controls when entering major European cities, it is an important issue for the passenger international operator.

**Pass Rate: 56%**