



CANDIDATE PERFORMANCE REPORT

June 2023

The purpose of this document is to highlight key subject areas from this examination diet where our examiners reported that candidates performed well and topics that candidates found demanding.

The report also provides guidance to help candidates prepare for future assessments.

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Core

Diet	June 2023
National pass rate	77.1%

Candidate Performance

Areas that candidates performed well in:

Topic 1 - Classification

Performance in this topic area was good. Some candidates struggled to show how they reached their conclusions from the base data provided. Candidates should read questions carefully.

Topic 4 - Marking, Labelling and Placarding

Generally, questions on these issues were well answered. However, candidates need to ensure they can locate and quote the references for package marking and labelling and transport unit marking and placarding requirements. Candidates need to ensure they understand the requirements relating to the application of orientation marks.

Topic 5 - Documentation Requirements

Candidates need to ensure they are familiar with the regulatory requirements relating to the completion of the dangerous goods transport document, including the need to annotate the "base" description to reflect issues such as "wastes" and "salvage packagings."

Areas that candidates found demanding:

Several candidates inadequately showed the steps they have taken to determine their answers, losing marks as a result.

As a general comment, candidates need to take care to ensure that they present their conclusions as clearly and concisely as possible.

Topic 6 - Exemptions and Concessions

Candidates struggled to interpret and/or apply the concessions available in the transport regulations. In particular, the packing and marking provisions applicable to dangerous goods consigned under 'Limited Quantities' were not well answered.

Road

Diet	June 2023
National pass rate	58.1%

Feedback from markers and examiners suggest that the June 2023 Road examination gave candidates a good opportunity to demonstrate the breadth and depth of their skills and knowledge of the subject matter.

Candidates did not perform well in the following areas: Topic 1 – Transport Equipment, Topic 2 Marking and Placarding, and Topic 3 Documentation.

Candidates did not show a good understanding of the UK National CDG regulations, in particular the requirements relating to the use and application of Emergency Action Codes.

Candidate Performance

Areas that candidates performed well in:

Candidates performed well in the following topic areas:

- **Topic 6 – Cleaning and/or decontamination**
- **Topic 7 – Operational procedures**

Questions on both these topic areas were answered well with the majority of candidates accessing most of the marks available.

Areas that candidates found demanding:

Many candidates lost marks by providing an incorrect or incomplete reference.

Topic 2 - Marking and Placarding & Topic 3 – Documentation

Candidates failed to provide all the required references or did not complete them in full.

Topic 8 – Emergency response requirements and parking/supervision requirements

Many candidates failed to understand the application of the supervision and parking requirements.

Many candidates lost marks by not fully reading the requirements of the question and/or only providing partial answers.

Candidates displayed a lack of understanding of the regulatory regime, specifically the DGSA's role and the requirements applicable under the UK CDG regulations.

Several candidates found the requirement relating to the placement of panels and/or placards on tank transport units under both the UK and ADR regimes demanding.

Rail

Diet	June 2023
National pass rate	75%

Candidates generally performed well.

However, the markers and examiners for the Rail exam report that candidates continue to lose marks for failing to provide sufficiently detailed answers, often giving general answers when the information and details specific to the substance(s) in the question are required.

References were also sometimes too general with candidates failing to follow the instruction to provide the relevant part, chapter, section, and sub-section (as applicable) when using RID. As is often the case, the performance of candidates on questions relating to requirements arising from the UK national CDG regulations was mixed.

Candidates preparing for the Rail exam need to place greater emphasis on gaining an understanding of the content and provisions of the UK regulations and the extent to which the requirements of RID are varied for national rail operations.

It continues to be the case that candidates regularly fail to recognise the distinction between 'placards', 'marks', and 'labels' - terms which have a specific interpretation in RID and CDG2009 (as amended).

Candidate Performance

Areas that candidates performed well in:

The performance of candidates on most syllabus topics was good or satisfactory.

Areas that candidates found demanding:

The performance of some candidates was below expectations in the following specific topic areas:

Topic 2 – Marking and Placarding

Questions concerning the application of provisions under the UK national CDG regulations - CDG2009 (as amended) - relating to rail transport unit placarding and marking.

A number of candidates failed to recognise the distinction between 'placards' and 'marks' - terms which have a specific interpretation in the dangerous goods transport regulations.

The requirements concerning the use and interpretation of the Emergency Action Code under CDG2009 (as amended).

Inland Waterways

Diet	June 2023
National pass rate	83.3%

Overall, the pass rate for this diet was very good.

The majority of candidates displayed a very sound understanding of how to navigate around the ADN Agreement.

Most candidates performed well on questions relating to topic areas throughout the syllabus.

Candidate Performance

Areas that candidates performed well in:

Most candidates performed well on questions relating to topic areas across the syllabus.

Areas that candidates found demanding:

There was no evidence that any specific aspects of the syllabus or topics covered by the questions in this exam were of particular concern to candidates.

Questions relating to the transport of dangerous goods in tank vessels and those relating to vessels carrying packaged goods consignments were addressed equally well.

All Classes

Diet	June 2023
National pass rate	53.4%

Candidates dropped marks by failing to ensure that all elements of a question were answered. For example, where questions required more than one detail in the answer these were not always provided, resulting in a loss of marks.

Unless otherwise stated references are required to support answers. Many questions require the candidate to visit two or more areas of text to establish the full answer. In such cases, references are required for each area of text that contributes to the complete answer.

Failing to provide sufficient references is a common fault with candidates quoting references that do not support the answers given.

Where a specific substance is quoted, the answer will be particular to that substance rather than an answer from a general section.

In this diet candidates were not fully reading through questions and/or considering certain details in questions that had a bearing on the correct answer.

In addition, in most cases Special Provisions were disregarded.

Candidate Performance

Areas that candidates performed well in:

Candidates performed well in the following topic areas:

Topic 1 – Classification

Candidates performed well in the identification of UN numbers and proper shipping names, based on the properties of particular substances.

Topic 2 - Packaging and Tank provisions

Candidates demonstrated a good understanding of packaging and tank selection for specific substances.

Questions on specific package features and the hierarchy of tanks were well answered.

Topic 3 - Marking and labelling

In general candidates demonstrated a sound understanding of package marking requirements.

Areas that candidates found demanding:

Many marks were lost by candidates not providing sufficient relevant references to support their answers.

Topic 2 - Packing and tank provisions

Many candidates failed to provide an adequate description of the packagings they had selected.

Topic 3 - Marking, labelling, and placarding

Marks were lost through not specifying that marks and labels should be placed on two opposite sides of an IBC.

Topic 4 - Documentation requirements

Many candidates provided inaccurate transport document entries, failing to provide either a technical name in brackets after the PSN and/or subsidiary hazard details.

Topic 5 - Limited Quantities and Excepted Quantities

Most candidates lost marks for marking a package as Limited Quantities (LQ). The question contained details which informed the candidate that the package exceeded LQ restrictions.

Insufficient attention was given to valuable information contained in Special Provisions.

Preparing candidates for future assessments

General

Prior to the examination, candidates are encouraged to attempt the sample questions on the SQA website and review the relevant syllabus for the examinations they intend sitting.

Candidates should ensure they read questions fully and provide complete answers to all parts of a question.

Candidates should also ensure they provide full references where required.

Core

Candidates are encouraged to read and ensure they have an understanding of the basic principles behind the various sections of regulations and the associated terminology e.g. package types, marks versus labels etc.

Areas identified during recent exam diets which caused candidates some difficulties are as follows:

Topic 6 - Exemptions and concessions

Candidates should ensure they understand how to interpret and apply Limited Quantities provisions / concessions and the associated package marking requirements.

Topic 4 - Marking, labelling and placarding

Candidates should ensure they are familiar with the UK CDG Regulations and, in particular, the extent to which marking and placarding provisions vary from those required under the international transport regulations.

Candidates should ensure they show the steps they take to reach their answers and provide complete references.

It is important that candidates are familiar with the various packaging types available for dangerous goods and the testing and coding requirements associated with them.

Topic 8 - Training

Candidates should ensure they are familiar with the training requirements for personnel with dangerous goods duties in the Transport Chain.

Topic 9 - Legal framework

Candidates should be clear about the difference between DGSA "monitoring activities" and "duties".

Road

Candidates should read and understand the DGSA syllabus prior to sitting the exam.

Candidates are also encouraged to attempt the sample questions provided on the DGSA website in preparation for the exam.

Candidates should remember to familiarise themselves with the UK CDG regulations including the requirements for Emergency Action Codes and placarding.

Rail

Candidates are encouraged to study the DGSA Rail syllabus in detail prior to taking the exam.

Candidates need to ensure they understand the structure, content, and requirements of the UK national CDG legislation and not just the requirements of the international RID regulations.

Inland Waterways

All candidates are encouraged to read and understand the DGSA Inland Waterways syllabus prior to the sitting of the exam.

Candidates should ensure that they read questions carefully and provide complete answers and references.

All Classes

Candidates should read and understand the DGSA syllabus prior to sitting examinations.

In preparation, they should attempt the sample questions provided on the DGSA website.

All elements of each question should be read through completely to prevent duplication of answers or irrelevant information being given.

Before submitting a completed paper candidates should carefully check what they have written to ensure they have answered all elements of each question.

It should be noted that the All Classes paper relates to the classes, containment systems and preparation of consignments, not vehicle selection and use.