



CANDIDATE PERFORMANCE REPORT

June 2024

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.

Contents

Core	1
<i>Areas that candidates performed well in:</i>	1
<i>Areas that candidates found demanding:</i>	1
Road	2
<i>Areas that candidates performed well in:</i>	2
<i>Areas that candidates found demanding:</i>	2
Rail	4
<i>Areas that candidates performed well in:</i>	4
<i>Areas that candidates found demanding:</i>	4
Inland Waterways	6
<i>Areas that candidates performed well in:</i>	6
<i>Areas that candidates found demanding:</i>	6
All Classes	7
<i>Areas that candidates performed well in:</i>	7
<i>Areas that candidates found demanding:</i>	7
Preparing candidates for future assessments	9

Core

National pass rate	85.3%
--------------------	-------

Candidate Performance

Areas that candidates performed well in:

Topic 1 – Classification

Performance in this topic area was generally good.

Areas that candidates found demanding:

Several candidates inadequately showed the steps they made 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, avoiding the necessity for those marking papers to try and “second guess” or interpret random interconnected statements.

Candidates need to ensure that they clearly display the steps taken to reach their conclusions.

Topic 1 – Classification

- While performance in this topic area was generally good, some candidates failed to show how they reached their conclusions from the base data that they were either provided with or derived from data. Candidates should read questions carefully and only answer what is requested for each element.

Topic 4 – Marking, Labelling and Placarding

- As with previous examinations, many candidates struggled to correctly identify and state the relevant GB references. Candidates should ensure that they are familiar with the GB Regulations.

Topic 5 – Documentation Requirements

- Candidates need to ensure that they are familiar with the way ADR addresses the document entries for hazardous substances and the need to annotate the “base” description to reflect issues such as “wastes” and “salvage packagings”.

Topic 6 – Exemptions and Concessions

- As with previous exams, many candidates continue to struggle to identify and show how they reached their conclusions regarding, for example, Limited Quantities, concessions. Both with regards to Packages and Labelling.
- Candidates need to be sure that they understand the use of LQ labels, and particularly the use of “orientation” arrows.

Road

National pass rate	56.8%
--------------------	-------

Candidate Performance

General Comments:

Candidates appear to read the question, assemble the information but then are either unable to apply it or forget what the question was about. Questions in relation to tanks are often confused and are answered with packaged dangerous goods.

Other difficulties relate to list-type questions where candidates are asked to list all relevant answers but only provide a few. This relates particularly to vehicle equipment and the interpretation of an EAC.

Candidates often struggle with the application and applicability of HCDG provisions and also referencing to GB Regulations.

Areas that candidates performed well in:

Topic 4 – Compliance Thresholds

The text in relation to fire extinguishers was generally understood and the order of documentary entries even if all the required detail was sometimes absent.

Areas that candidates found demanding:

Topic 2 – Marking and placarding

Candidates struggled with working out the EAC for a multi load and explaining what the code meant. Many candidates missed out significant elements of the code explanation and a many answered the question giving a detailed explanation of how they arrived at the code but not what the code meant.

Topic 4 – Compliance Thresholds

Transport unit and vehicle equipment was an area that candidates found demanding, mostly due to shortcutting and very few candidates actually identified that the transport unit comprised of two vehicles.

Other difficulties relate to list-type questions where candidates are asked to list all relevant answers but only provide a few. This relates particularly to vehicle equipment and the interpretation of an EAC.

Candidates often struggle with the application and applicability of HCDG provisions and also referencing to GB Regulations.

Rail

National pass rate	100%
--------------------	------

Candidate Performance

General Comments:

Candidates generally performed well in this diet.

However, as is routinely the case, candidates lost marks for incomplete answers and/or insufficiently detailed references.

For example, marks were lost because candidates failed to “explain” an answer when an explanation was specifically required by the question and, in several cases, because references for questions concerning the UK national CDG regulations - CDG2009 (as amended) - were incomplete and/or inaccurate.

Rail exam candidates need to be familiar with the structure of CDG2009 (as amended) and understand the extent to which these regulations amend the provisions of RID, particularly with respect to UK rail transport unit marking requirements and the use of the Emergency Action Code.

Areas that candidates performed well in:

The performance of candidates was satisfactory across most topic areas.

Areas that candidates found demanding:

Topic 2 - Marking and placarding

The answers and/or references to questions concerning the application of the UK national CDG regulations - CDG2009 (as amended) - in particular, requirements relating to the Emergency Action Code, were not answered well.

Inland Waterways

National pass rate	33.3%
--------------------	-------

Candidate Performance

General Comments:

The results for this diet were very mixed.

Some candidates performed well across all syllabus topic areas whilst the answers and references provided by others suggested that they were not well prepared for the exam.

Areas that candidates performed well in:

The performance of candidates across the various syllabus topics was mixed.

Some candidates performed well on all syllabus subjects. Others had problems with many of the exam topics.

Areas that candidates found demanding:

Some candidates at this diet had problems with questions across many of the syllabus topics - relating to both tank vessel and dry cargo vessel operations.

All Classes

National pass rate	64.6%
--------------------	-------

Candidate Performance

General Comments:

Marks were lost by candidates failing to ensure that all elements of a question were answered. For example, where questions required more than one detail in the answer, in some cases these were not all provided.

The All Classes examinations are concerned with classification, packaging, marking/labelling of the package or containment system, and documentation. They do not include questions relating to vehicle requirements.

Candidates are required to indicate which regulatory text they are using on the examination booklet front cover, ie ADR, RID or ADN. There is therefore no requirement to quote the regulatory text when providing references to specific questions.

Unless otherwise stated, references are required to support answers. Many of the questions require the candidate to visit two or more areas of text to establish the answer(s), in such cases, references are required for each area of text consulted to provide that full answer.

Marks were lost due to packing instruction references being incomplete. The regulatory part, chapter, section and sub-section are required, this is in addition to the packing instruction number.

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

Areas that candidates performed well in:

Topic 1.2/1.3 – Classification

- Candidates performed well when describing class properties, particularly Class 1.
- Candidates also performed well in question relating to allocating UN numbers and proper shipping names.

Topic 2.1 - Packaging and Tank provisions

- Questions relating to interpreting specific package construction requirements suitable for certain substances were generally well answered.
- Candidates also performed well in questions relating to package limitations, UN package approval marks, and hierarchy of tanks.

Topic 3.1 - Marking and labelling

- Package marking and labelling (including LQ) requirements was an area that candidates performed strongly in as well as explaining why orientation arrows were not required on a particular packaging arrangement.

Areas that candidates found demanding:

Topic 1.3 – Classification

- Candidates struggled with the understanding of solutions and subsequent changes to substance classification.

Topic 2.1 – Packing and tank provisions

- Candidates often provided references relating to the correct package type but the wrong construction material.
- Some candidates failed to recognise that elements within UN package approval marks can have different meanings depending on the type of package or intended contents.

Topic 3.1 – Marking, labelling and placarding

- Many candidates provided incorrect and misleading mark(s) and label(s) on a package, in addition to the correct marks and labels.
- Candidates failed to identify that orientation arrows are required on two opposing sides of a package

Topic 4.1 – Documentation requirements

- Candidates struggled with questions relating to incorrect transport document entries by failing to provide a (technical name) after the PSN.
- Some candidates did not recognise that a container packing certificate is required when a multi modal journey involves the carriage of DG in a shipping container by sea.
- Incorrect transport document entry for empty and uncleaned packagings were provided by some candidates.

Preparing candidates for future assessments

General

Prior to the examination(s), candidates are encouraged to review the relevant syllabus for the examination(s) they intend to sit and attempt the relevant sample questions on the SQA website.

It is strongly recommended that candidates familiarise themselves with Instructions to Candidates and Notes before starting the examination.

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

All elements of each question should be read through prior to answering, thus preventing duplication of answers.

Where required in the question, it is important that candidates show the key steps in their decision making.

Candidates must also ensure that references where required, include the relevant part, chapter, section and sub-section (as applicable). Further guidance on referencing can be found [here](#).

Candidates need to be familiar with the UK Carriage of Dangerous Goods etc Regulations (CDG2009 as amended) – in particular requirements relating to the Emergency Action Code.

Candidates must be able to provide relevant references from CDG2009 and, when required, the associated texts e.g. the Dangerous Goods Emergency Action Code List (DG EAC List).

Before submitting a completed paper, candidates should carefully check that their written answers cover all elements asked within the question.

Core

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

Candidates should ensure that they are familiar with the use of the GB Regulations and areas where Marking and Labelling may differ from ADR (Syllabus Topic 4).

Candidates should ensure that they understand the principles in deciding whether Limited Quantities provisions / concessions apply and the resultant marking and labelling rules (Syllabus Topic 6).

Candidates should ensure that they are familiar with the various “training requirements” required for the various roles within the Transport Chain (Syllabus Topic 8).

Candidates should be clear about the difference between “monitoring activities” and “duties” placed upon a DGSA in the course of his activities. (Syllabus Topic 9).

Candidates should ensure that they develop the habit of showing the steps they took to reach their answers and the appropriate referencing.

It is important that candidates are familiar with the various packaging types and the coding and test requirements associated with them.

Road

Candidates should ensure that they understand and cite the appropriate GB regulation that directs to a particular schedule for the detailed application of the provision..

Where a question requires you to list all points, candidates must ensure they provide all the applicable answers and not just a selection.

When a question requires an explanation, candidates should ensure that they are explaining in full what the question is asking for.

Candidates must understand that packaged dangerous goods and tanks often have different provisions and that they are not interchangeable.

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 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 before applying to sit this exam.

Candidates must ensure they read questions carefully, answer all parts of the questions and provide complete references, in line with the instructions in the exam paper.

All Classes

Candidates should study the DGSA syllabus prior to sitting examinations. In preparation, they should be encouraged to attempt the sample questions provided on the DGSA website. This will go some way to giving (particularly new) candidates a good idea of what to expect within each examination.

It is strongly recommended that candidates familiarise themselves with Instructions to Candidates and Notes before starting the examination.

Do not waste valuable time in quoting regulatory texts (and specific volume) when providing supporting reference to specific question.

Before submitting a completed paper, candidates should carefully check that their written answers cover all elements asked for within the question.