



# CANDIDATE PERFORMANCE REPORT

## March 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.

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# Core

National pass rate	67.1%
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The Examiners and Markers for the Core examination would like to emphasise that candidates need to carefully read questions in full. This will ensure that the answers given reflect the questions being asked.

Many candidates performed well and carefully laid out their answers.

However, where requested to do so, candidates must ensure that their answers show clearly how they reached their conclusions.

## **Candidate Performance**

Areas that candidates performed well in:

Candidates performed well in the following areas:

### **Topic 1 – Classification**

### **Topic 3 – Packing and Tank Provisions**

- Candidates specifically performed well in relation to IBC inspection requirements and Limited Quantities criteria, only losing marks for poor “signposting” as to how they reached their conclusions

Areas that candidates found demanding:

Many candidates struggled to correctly answer some areas of classification i.e. deriving Packing Groups from physical properties.

Some candidates lost marks for incomplete and/or inaccurate references. The regulatory part, chapter, section, sub-section e.g. 5.4.1.2.3.2, and where applicable, packing instruction number e.g. 4.1.4.1 P001, must be provided.

Several candidates failed to identify the steps taken to reach their conclusions, despite this being requested in the question. Candidates should be aware that showing such steps is part of the marking scheme for some questions.

# Road

National pass rate	63.9%
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Feedback from Examiners and Markers suggest that the March 2024 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 areas of Topic 2 Marking and placarding, Topic 3 Documentation, Topic 4 Compliance thresholds, and Topic 8 Emergency response requirements.

Candidates did not show a good understanding of the CDG regulations - CDG2009 (as amended), - in particular the requirements relating to Emergency Action Codes.

## Candidate Performance

Areas that candidates performed well in:

Candidates performed well in the following topic areas:

**Topic 1 – Transport equipment**

**Topic 3 – Documentation**

**Topic 7 – Operational procedures**

**Topic 10 – Training**

Questions on 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 incorrect or incomplete reference(s). The regulatory part, chapter, section, sub-section e.g. 5.4.1.2.3.2, and where applicable, packing instruction number e.g. 4.1.4.1 P001, must be provided.

**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**

- Answers for questions relating to this topic area were missing key information

Many candidates lost marks by not fully reading the requirements of the question and only completing one part of a question.

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

Several candidates found questions relating to the placement of panels and/or placards onto tankers under both the UK and ADR regimes demanding. Many candidates failed to understand parking and supervision requirements.

# Rail

National pass rate	53.8%
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The overall performance of candidates in this diet was mixed, with some candidates performing very well whilst others found the exam challenging.

As is frequently the case, several candidates lost marks for incomplete or insufficiently detailed answers or references.

Candidates must ensure that questions relating to a specific substance or article are answered accordingly – the information provided in the answer must directly relate to the substance or article concerned.

A number of candidates failed to recognise the distinction between the accident and incident reporting requirements arising, respectively, under 1.8.3 and 1.8.5 of RID.

Many marks were lost on questions relating to transport documents due to inaccurate details and/or incomplete entries.

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

## Candidate Performance

Areas that candidates performed well in:

The performance of candidates was mixed across all topic areas.

Areas that candidates found demanding:

Candidates struggled with the following topics:

### **Topic 2 – Marking and placarding**

- Questions concerning the application of the UK national CDG regulations - CDG2009 (as amended) - in particular, requirements relating to the interpretation and application of the Emergency Action Code - were poorly answered and/or referenced

### **Topic 3 – Documentation**

- A number of candidates lost marks on questions concerning transport document completion, mainly due to a lack of attention to detail

**Topic 5 – Filling, stowage, loading and segregation**

- Several candidates failed to correctly interpret and/or apply provisions relating to safe loading/unloading procedures e.g. mixed loading restrictions

# Inland Waterways

National pass rate	100%
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The results for this diet were very good with candidates performing well across all syllabus topic areas.

Candidates demonstrated a sound knowledge of the requirements for transporting dangerous goods on international inland waterways and an ability to navigate ADN.

It was apparent that candidates were generally well prepared for the exam.

## **Candidate Performance**

Areas that candidates performed well in:

The performance of candidates was good on all syllabus topics.

Areas that candidates found demanding:

No obvious areas of weakness were apparent.

Answers and references across all subject areas were generally sound.

It appeared that candidates for this exam diet were well prepared.

# All Classes

National pass rate	71.4%
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The All Classes examinations are concerned with classification, packaging, marking/labelling of the package or containment system, and documentation. Candidates should be mindful that this exam subject does not include questions relating to vehicle requirements.

Candidates should carefully read all parts of each question as many lost 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 all provided.

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 answer(s). In such cases, references are required for each area of text consulted to provide that full answer.

Many marks were lost due to packing instruction references being incomplete. The regulatory part, chapter, section, sub-section e.g. 5.4.1.2.3.2, and where applicable, packing instruction number e.g. 4.1.4.1 P001, must be provided.

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

## **Candidate Performance**

Areas that candidates performed well in:

Candidates performed well in the following topics:

### **Topic 1 – Classification**

- Describing class properties
- Identifying specific classes based on given properties
- Allocating UN numbers and proper shipping names
- Describing precautionary measures for the containment of certain substances

### **Topic 2 – Packaging and Tank provisions**

- Questions related to package testing and inspection regimes were well answered
- Many demonstrated a good understanding of interpreting specific packaging construction requirements for certain substances

### **Topic 3 – Marking and labelling**

- In general candidates demonstrated a sound understanding of package marking and labelling requirements

### **Topic 5 – Limited and Excepted Quantities**

- Many candidates demonstrated a sound understanding of limited quantities thresholds



## Areas that candidates found demanding:

Many marks were lost by candidates not providing sufficient relevant references to support their answers. The regulatory part, chapter, section, sub-section e.g. 5.4.1.2.3.2, and where applicable, packing instruction number e.g. 4.1.4.1 P001, must be provided.

Candidates struggled with the following topics:

### **Topic 2 – Packing and tank provisions**

- Many failed to identify that elements within UN package approval marks can have different meanings depending on the type of package
- Several did not show an understanding of differing tank types, specifically UN portable tanks and RID/ADR tanks

### **Topic 3 – Marking, labelling and placarding**

- Many failed to apply subsidiary hazard package labels
- Many marks were lost by candidates placing incorrect and misleading mark(s) and label(s) on a package in addition to the correct marks and labels
- Several candidates lost valuable time explaining how to mark a vehicle

### **Topic 4 – Documentation requirements**

- Many candidates did not provide accurate transport document entries by failing to provide a technical name after the PSN

# 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 include the regulatory part, chapter, section, sub-section e.g. 5.4.1.2.3.2, and where applicable, packing instruction number e.g. 4.1.4.1 P001.

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 understand the DGSA syllabus prior to sitting the exam. They are also encouraged to attempt the sample questions provided on the DGSA website in preparation for the exam.

Candidates are encouraged to seek clarity on the difference between 'limited quantities' and 'excepted quantities' as these topics are regularly confused, leading to the loss of substantial marks.

Candidates are encouraged to ensure they clearly understand terminology such as marks and labels and how marking and labelling requirements might be affected by the contents or the impact of 'limited quantities' and 'excepted quantities' rules.

Candidates need to ensure they show how they reached their conclusions when the question requires this detail. Otherwise, marks will be lost.

## **Road**

Candidates are encouraged to read and understand the DGSA syllabus prior to sitting the exam. They are also encouraged to attempt the sample questions provided on the DGSA website in preparation for the exam.

Candidates should also familiarise themselves with the CDG regulations (CDG2009 as amended) including the Emergency Action Code requirements.

## **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 (CDG2009 as amended) and not just the requirements of the international RID regulations.

## **Inland Waterways**

Candidates are encouraged to read and understand the DGSA Inland Waterways syllabus prior to sitting the exam.

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

## **All Classes**

Candidates should study the DGSA syllabus prior to sitting the examination.

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.

Before submitting a completed paper, candidates should carefully check that their written answers cover all elements asked within the question. This will help towards ensuring all elements have been answered and when asked for, an explanation has been given of how the answer was reached.