



CANDIDATE PERFORMANCE REPORT

September 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	65.6%
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Candidate Performance

General Comments:

Candidates need to ensure they fully read the question and that their answer reflects the question being asked.

A number of candidates failed to show clearly how they reached their conclusions when the question specifically required an explanation.

Candidates need to be precise when quoting references relating to the UK Carriage of Dangerous Goods Regulations – CDG2009 (as amended).

Areas that candidates performed well in:

Topic 1 – Classification

Topic 2 – Packing and tank provisions

Topic 3 – Exemptions and concessions

Candidates generally performed well on these topics, many only losing marks for failing to show how they reached their conclusions. Candidates should be aware that showing such steps is regularly part of the marking scheme.

Areas that candidates found demanding:

Topic 1 – Classification

Some candidates struggled to correctly answer basic classification questions e.g. deriving Packing Groups from physical properties. In addition, marks were lost for incomplete/ inaccurate references.

Topic 3 – Packing and tank provisions

Although questions on this topic were generally well answered, a number of candidates failed to relate their interpretation of the UN packaging approval code to the packaging in the question concerned.

All Classes

National pass rate	41.5%
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Candidate Performance

General Comments:

The examination paper was not well answered by the majority of candidates, with numerous marks being lost due to candidates failing to answer all elements of the questions or fully research the regulatory text.

This examination is concerned with classification, packing, marking/labelling of the package or containment system, and documentation. It does not focus on vehicle related issues such as mixed loading and small load thresholds.

Unless otherwise stated, references are required to support answers. Many of the questions required candidates to visit two or more areas of text to establish the answer(s). In such cases, references were required for each area of text consulted but these were often not provided.

Marks were lost due to packing instruction references being incomplete. Candidates should note that the regulatory part, chapter, section and sub-section are required in addition to the packing instruction number.

Where a specific substance is quoted, the answer must be particular to the substance in the question; a general answer or statement will not gain the mark(s).

Areas that candidates performed well in:

Topic 1 – Classification

Candidates performed well in questions relating to the allocation of classes, UN numbers and proper shipping names to newly developed products.

Topic 2 – Packing and tank provisions

Candidates did well when interpreting substance-specific package construction requirements and answering questions relating to package limitations.

Topic 3 – Marking and labelling

Questions on package marking and labelling (including 'Limited Quantities' (LQ)) requirements were generally answered well.

Topic 4 – Documentation requirements

Candidates answered well in questions where they were required to provide transport document entries.

Topic 5 – Limited Quantities and Excepted Quantities

Questions on determining if substances are acceptable for carriage under LQ provisions were generally answered well.

Areas that candidates found demanding:

Topic 1 – Classification

Candidates struggled with ensuring proper shipping names are complete, including NOS or a technical name in brackets, where appropriate.

Topic 2 – Packing and tank provisions

Many candidates failed to recognise the distinction between packages, IBCs and tanks.

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.

Candidates lost marks for providing a description of package construction instead of a packaging code.

Topic 3 – Marking and labelling

There were many occasions where candidates provided incorrect and/or misleading mark(s) and label(s) on a package in addition to those that were actually required, losing marks as a result.

Candidates also failed to note that orientation arrows are required on two opposite sides of a package.

Topic 4 – Documentation requirements

Many candidates provided incorrect transport document entries by failing to include a (technical name) after the proper shipping name.

There was an inability to correctly show primary and subsidiary hazards of classes and divisions within the transport document.

Road

National pass rate	55.3%
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Candidate Performance

General Comments:

Feedback from markers suggest that the September 2024 Road examination gave candidates a good opportunity to demonstrate the breadth and depth of their skills and knowledge of the subject matter.

Many candidates performed well, demonstrating a sound understanding of the subject matter.

Areas that candidates performed well in:

Topic 1 – Transport equipment

Topic 6 – Cleaning and/or decontamination

Topic 7 – Operational procedures

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

Areas that candidates found demanding:

Topic 2 – Marking and placarding

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

Topic 2 – Marking and Placarding & Topic 3 – Documentation

Many candidates lost marks by providing incorrect or incomplete references.

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

Candidates displayed a lack of understanding of the different roles and obligations applicable under the UK CDG Regulations – CDG2009 (as amended).

There appears to be confusion between mixed packing and mixed loading requirements.

Topic 4 – Compliance thresholds

Candidates generally struggled with questions relating to parking and supervision.

Rail

National pass rate	80%
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Candidate Performance

General Comments:

The performance of candidates in this diet was generally satisfactory.

However, as is routinely the case, candidates lost marks for not answering all parts of a question.

It appears that candidates do not always read questions with sufficient care, providing only partial answers as a consequence.

Marks were also lost for incomplete and/or inaccurate regulatory references.

Rail exam candidates must be familiar with the UK national CDG regulations - CDG2009 (as amended) - and understand the extent to which these regulations amend the provisions of RID.

Areas that candidates performed well in:

The performance of candidates was satisfactory across most areas of the syllabus.

Areas that candidates found demanding:

The performance of candidates was mixed in the following topic areas:

Topic 1 – Transport equipment

The distinction between 'tank' and 'bulk' load transport provisions.

Topic 2 – Marking and placarding

The placarding and marking of rail transport units, in particular, the distinction between 'placards' and 'markings'.

The application of the UK national CDG regulations – CDG2009 (as amended) – and the extent to which these regulations vary the transport unit marking requirements of RID.

Inland Waterways

National pass rate	100%
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Candidate Performance

General Comments:

The results for this diet were satisfactory.

Candidates performed well across all the syllabus topic areas, demonstrating a sound knowledge of ADN.

Answers and references suggested that candidates were generally well prepared for the exam.

Areas that candidates performed well in:

The performance of candidates across the various syllabus topics was generally good.

Areas that candidates found demanding:

No obvious areas of weakness were apparent and answers and references across all subject areas were generally sound.

Preparing candidates for future assessments

General

Candidates who are new to dangerous goods and/or have limited experience of dealing with the applicable regulations are strongly advised to attend a training course before attempting the DGSA examinations.

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

It is strongly recommended that candidates familiarise themselves with the 'Instructions to Candidates' and 'Notes' provided at the beginning of each exam paper 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).

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 provide on the DGSA website in preparation for the exam.

Candidates are encouraged to ensure that they fully understand the requirements of the 'Limited Quantities' provisions and how they impact upon package marking and documentation.

Candidates should ensure they clearly understand the distinction between package 'marks' and 'labels', and are aware of how marking and labelling requirements might be affected by the contents or the impact of 'Limited Quantities' and 'Excepted Quantities' rules.

When requested to do so, candidates must ensure they show how they reached their conclusions within their answer.

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 provide on the DGSA website in preparation for the exam.

Candidates should also familiarise themselves with the UK CDG Regulations and the Emergency Action Code.

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 relevant DGSA syllabus prior to sitting this examination. In preparation, they should attempt the sample questions provided on the DGSA website. This will go some way to giving candidates a good idea of what to expect.

Candidates are encouraged to not waste valuable time in quoting regulatory texts (and specific volumes) when providing supporting references to a specific question.