

# DANGEROUS GOODS SAFETY ADVISER EXAMINATIONS

## FEEDBACK AND GUIDANCE FOR RE-SIT CANDIDATES

### *Introduction*

This paper provides general feedback received from the DGSA markers appointed to mark the examination papers. It aims to highlight areas where weaknesses have been identified in recent examinations.

The comments will not apply to all candidates but it is hoped that the observations will help those who have been unsuccessful to prepare for re-sitting.

### GENERAL

- **Candidate performance indicates that some are ill-prepared for the examination.**
- **Candidates should note that illegible handwriting and presentation can result in a loss of marks.**
- Many candidates fail to read questions with sufficient care or miss key words within the question such as “explain” or “give reasons”.
- The requirement to “explain” or “give reasons” for your answer means you should identify the key steps taken to reach your answer. This allows an examiner to give suitable credit for the methods used. Similarly, candidates can lose marks if no explanation is given.
- Although candidates generally present references correctly, some use page numbers which are not references.
- Candidates must be aware that the dangerous goods rules are multimodal; whilst a detailed knowledge of the air and sea rules is not required, candidates must know how RID/ADR address the relationship.
- Candidates must appreciate that packaging codes (UN) apply to packagings, IBCs, large packagings, packagings for infectious substances and cylinders (pressure receptacles). Some types of packaging require additional markings. Candidates need to understand that there are many packaging types in addition to drums and IBCs.
- Candidates must be able to use the relevant parts of RID/ADR to identify the packaging codes and the additional markings applicable to all packaging types.
- Even when “CDG2009” is pre-entered on the answer paper, some candidates quote RID/ADR references.
- Candidates must be aware that there are a number of UK national derogations to RID/ADR.
- Candidates still seem unable to distinguish the difference between the mixed packing and mixed loading rules.
- Some candidates have difficulty understanding the tank hierarchy.
- Candidates must be familiar with the Transport Document completion requirements.
- Many candidates seem unable to identify the difference between “limited quantities” and fully regulated consignments.
- Limited Quantities and Excepted Quantities are NOT exemptions from ADR
- Special provisions and special packing provisions must be addressed when devising questions

### CORE

- Please refer to the general comments above, particularly those relating to answer presentation and the requirements for an explanation.
- DGSA related questions do not always relate to “the duties of the DGSA”; some may relate to reporting or qualification requirements etc.

- A question relating to the determination of a class or packing group, particularly through the use of the “table of precedence” may not require the allocation of a proper shipping name; if this is required, it will be asked for in the question.
- Candidates must ensure they understand the “limited quantities” and excepted quantities regime and its application, including the new marking requirements.

## ROAD

- **Candidates should note that the narrative text at the beginning of each case study is integral to answering the questions it contains and candidates will need to constantly refer to that narrative.**
- **Some candidates cannot distinguish between the marking requirements for vehicles carrying bulk/tank loads and those carrying packages. This is a basic requirement for a DGSA. Problems with this issue may be linked to a failure to read the question properly. Some candidates also appear unable to distinguish between “labels” and “placards” and “tanks” and “containers”.**
- Some candidates fail to differentiate between “limited quantities” (3.4) and load related exemptions (1.1.3.6).
- Candidates have difficulty in distinguishing between accident reports which are the responsibility of the DGSA under 1.8.3 and serious accident or incident notifications which are required under 1.8.5.
- Candidates must understand the safety obligations of the participants (1.4).
- Candidates have difficulty in accurately describing the duties of a DGSA described in ADR 1.8.
- Candidates have difficulty in recognising the detailed requirements shown in the columns on the right hand page in Table A of ADR.

## ALL CLASSES

- “All Classes” means that a question can relate to any class. Candidates must not assume that all the questions are limited to classes 3, 6.1 and 8.
- Candidates do not understand the requirements for marking “limited quantities” packagings.
- Candidates are unable to identify the difference between “limited quantities”, “excepted quantities” and fully regulated consignments.
- Candidates understand the use of Packing Instructions but they clearly do not understand that the general provisions located before the actual Packing Instructions are an integral part of the Packing Instructions and questions may relate to this area; candidates must know the contents of 4.1.1, 4.1.2 and 4.1.3.
- Candidates do not understand the rules for orientation arrows.
- Candidates do not understand the difference between requirements relating to the design and testing of a packaging and conditions of use.
- Candidates must understand that DGSAs are **not always** required for the shipment of dangerous goods.
- Candidates do not understand that certain packaging types have a finite life.
- Candidates seem to be unable to distinguish between a “package” and an “overpack”.
- Dangerous goods meeting the rules of classification are never exempt from RID or ADR unless there is specific statement to that effect e.g special provision. In some cases there are relaxations from all requirements

Failure to take account of this feedback and guidance may lead to poor performance.