

# CHARTERED INSTITUTE OF LOGISTICS AND TRANSPORT IN IRELAND

## PRINCIPAL MARKER'S REPORT FORM

### DANGEROUS GOODS SAFETY ADVISER EXAMINATION

#### PART TWO – COMMENTS MAY BE CIRCULATED

<b>No Attempting Examination:</b>	24
<b>No Passing Examination:</b>	18
<b>% Pass Rate:</b>	75.00%
<b>Average Mark</b>	35.29

#### A. General Comments

##### A. Comments on Individual Questions

- Q1. This was a two-part question concerning the classification of a weak solution of two hydrocarbon solvents, one a ketone and one an alcohol. Most candidates worked out the correct class, classification code and Packing Group of the substance. However, candidates could have showed more evidence of how they used the data in the question to arrive at their Packing Group decision.

In the second part, candidates were asked to choose an appropriate UN number and Proper Shipping Name. The best choice was UN 1993, FLAMMABLE LIQUID, N.O.S. Various other choices were offered including UN 1224, UN 1245, UN 3256 and UN 3540. UN 1224 and UN 1245 were unsuitable as they are specific to ketones and would not indicate that there is an alcohol in the mixture. 45% of candidates chose one of these inappropriate UN numbers.

For those candidates who chose UN 1993, the Proper Shipping Name has to be completed with a technical name or names in brackets as SP 274 applies to UN 1993. The Proper Shipping Name is not complete until the technical name(s) are added, Many candidates did not give all the references. This can be completed by the following process; go to the DG List to find that SP 274 applies, then go to Chapter 3.3 to find out what SP 274 is about, this will then lead candidates to a specific paragraph in Chapter 3.1

- Q2. This question was in two parts. The first part concerned the classification of another solvent. Most candidates demonstrated the use of the data in the first part for their decision on the Packing Group.

In the second part, candidates were asked whether one of the so-called “end-use” Proper Shipping Names could be used for the substance in the first part given that it was intended for use as a solvent in the printing ink industry. It required candidates to discover that SP 163 applies to the entry concerned in the Dangerous Goods List, UN 1210. This SP, specifically bans the use of this end-use Proper Shipping Name where the solvent concerned has its own UN number as was the case for the solvent in the question.

- Q3. This was another two-part question. the wording of the question was taken directly from 2.2.41.1.20(e) i.e. Class 4.1. Note, substances which are also dangerous polymerisers *may* be in Class 4.1 for other reasons –this class covers a wide range of substances from flammable solids to desensitised solid explosives and self-reactive substances as well as being the default class for dangerous polymerisers.

The second part of the question, about Class 6.2 was well answered on the whole.

- Q4. This question was about the meaning of the No. 9A label for lithium and lithium ion batteries introduced into ADR in 2017 and was also well answered.
- Q5. In this question it was proposed to transport a pallet with small boxes on it of a particular substance. Candidates were asked in the first part why the boxes, though small, would need to be UN certified. The reason was that in common with all Packing Group I substances the Limited Quantities allowance for the substance concerned in the Dangerous Goods List was “0” meaning no exemptions for such small boxes. The majority of candidates worked out correctly why the boxes would need to be UN certified.

In the second part, it was said that the pallets had been covered with a black plastic film on which was marked just the UN number. Candidates were asked to say whether this was sufficient. It required candidates to recognise that the pallets had been turned into an overpack.

25% of candidates did not answer that a No. 8 corrosive label was needed on the black film.

Candidates were asked to answer this question as fully as they could which included giving the minimum height of the letters for this mark. However, one point on this; candidates did not address the issue of what language or languages the word “OVERPACK” should be written. Many answered correctly, that the word had to be in the language of the forwarding country but did not state this was – Italian. Leaving this detail out is not answering the question fully.

- Q6. The first part of this question was a load segregation question. It required candidates to look up two substances with certain labelling in the mixed loading table in 7.5.2.1 to discover that carrying them on the same vehicle was banned.
- Q7. This was question about the meaning of some of the fields in the code for a UN certified packaging. It was well answered on the whole but 21% of candidates mistook the figure

“250” to be the maximum gross mass which, for a packaging clearly approved and certified for liquids was incorrect. Candidates should have answered this was the hydraulic test pressure measured in Pascals.

- Q8.** This was a question about the training rules in the ADR for *other than drivers*.. Candidates **MUST** be aware there are mandatory training requirements in the ADR for everyone concerned with the transport of dangerous goods and not just drivers (Chapter 8.2)

In the first part candidates were asked whether personnel involved in the *loading* of dangerous goods onto vehicles were subject to any training requirements. It required candidates to know two things – the existence of and provisions in Chapter 1.3 **and** that loaders are specifically mentioned in Chapter 1.4 of ADR as having certain safety obligations ascribed to them as one of the group of players in the physical distribution chain. Most candidates thought it a good idea that loaders should be trained but for full marks candidates had to link from 1.3.1 which opens with “Persons employed by the participants referred to in Chapter 1.4....shall be trained....appropriate to their responsibilities and duties”. Candidates were to make this specific link in their answers. The second and third parts of this question about helpers and passengers were answered competently by candidates.

- Q9.** This question concerned two *additional* items of information which must be shown on ADR transport documents such as a CMR note. The answer to the first part was “HOT”. Some candidates stated the incorrect control and emergency temperature. This was, in fact, the answer to the second part.
- Q10.** This question was about the full derogation from ADR at 1.1.3.1 (f) for the carriage of empty unclean static storage tanks.

**C. Comments on Candidates' Performance (include identification of any gaps in knowledge\areas of weakness)**

Any comments appear above.

**D. Comments on the Marking Process**

None.

SIGNATURE: ..... DATE: 22.07.2019

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