

Safe and Environmentally Sound Ship Recycling SENSREC, WP4, Part 2

REPORT:

PILOT TRAINING OF TRAINERS

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ABSTRACT

As part of the tender ITT2016-04 'Development of Training for Health, Safety and Environmental Compliance - Development of Training Material Work Package 4, Part 2', the ACS Consortium organised and executed a training session to pilot the training material that was developed under Work Package 4. Within this report is a brief overview of the pilot event, feedback from participants and trainers, and an overview of improvements to training materials carried out as a result of the pilot.

ACKNOWLEDGEMENTS

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1 Introduction

As part of the tender ITT2016-04 'Development of Training for Health, Safety and Environmental Compliance - Development of Training Material Work Package 4, Part 2', the ACS Consortium organised and executed a training session to pilot the training material that was developed under Work Package 4. The purpose of the training pilot was to facilitate:

- Refining of created content and training materials
- Validation of delivery methods
- Capacity building through training trainers for the Bangladeshi ship recycling industry

This report contains a brief overview of the piloting activities.

2 Background

Within WP4 Part 2, training materials were developed by the ACS Consortium. These training materials had to meet the requirements of the approved ship recycling training curriculum and the unique educational needs of those working in the Bangladeshi ship recycling sector¹.

The training materials created consisted of the following eight modules:

- MODULE 1 - Ship Recycling Administration and Regulative Framework
- MODULE 2 – Job Hazard Awareness – Hazard and Risks
- MODULE 3 – Environmental Awareness
- MODULE 4 – Inventory of Hazardous Materials (IHM)
- MODULE 5 – Personal Protective and Safety Equipment
- MODULE 6 – Worker Wellbeing and Health
- MODULE 7 – Awareness and Handling of Hazardous Materials
- MODULE 8 – Vocational Education and Training

Within each of these modules, the content was tailored towards the following levels of trainees:

- Initial training for all workers
- Additional training for skilled and special workers
- Awareness for managers

For each of the modules, a comprehensive technical manual, teaching slides and additional educational support materials e.g. training videos, informative posters etc. were developed.

- **Technical Manual** – an all-encompassing resource containing all the required information required to address the learning objectives of the module topic. The technical manuals will be the primary resource in facilitating the training of trainers, capacity building for government authorities and will act as a reference point for ship recycling management.
- **Teaching Slides** – the information from the technical manual condensed into a set of visual and informative teaching slides. The teaching slides will be the main resource of the trainer when delivering training to the trainees.

¹ For further information refer to the final report of SENSREC, WP4, Part I: "Curricula, Training Strategy and Training Needs"

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- **Additional Educational Support Materials** – In certain key areas where additional support is required to aid in the understanding of specific learning objectives, materials such as training videos and posters are provided.

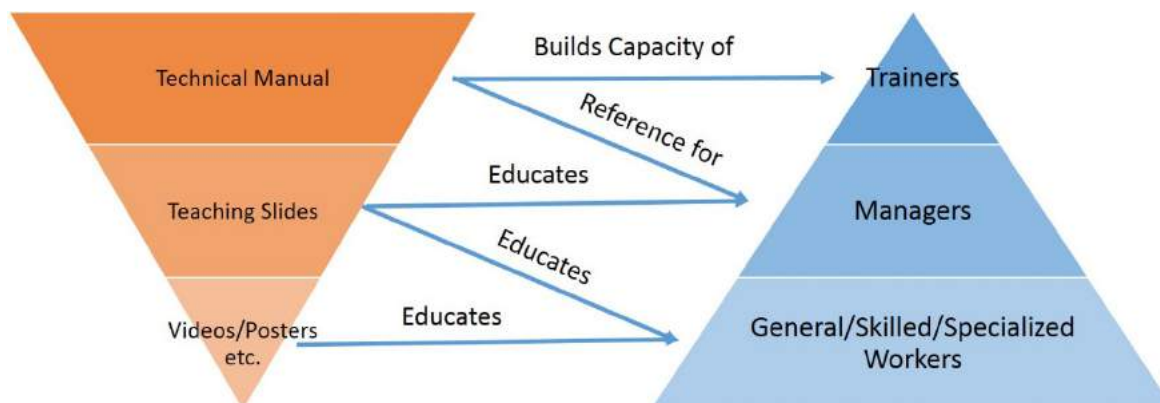


Figure 1: Training Material Relationship

Figure 1 shows the relationship of how the content of the technical manuals feeds the other training elements and for whom are the specific training materials intended for. This is the basis in which all levels of the created training materials developed within this project were subsequently piloted in a training of trainers' session.

3 Organisation, Venue, Dates and Participants

The logistical organisation of the pilot was conducted by the ACS Consortium. It was decided that the training facilities of the Bangladesh Marine Academy (BMA) would be utilised as it provided all the necessary training infrastructure required to safely and efficiently deliver the pilot. The duration of the pilot was discussed with partners and it was agreed a two-week period would be the maximum reasonable time to ask someone to be absent from their normal daily role while providing adequate time to suitably pilot the training materials. Invitations were subsequently sent out for the SENSREC Train the Trainers Course.

The Pilot Training of Trainers took place in the Bangladesh Marine Academy, Chittagong, Bangladesh, from 6 to 17 November 2016. Please refer to ANNEX I - Pilot Training of Trainers – Schedule for further details.

For the selection of training participants, the ACS Consortium cooperated closely with the Bangladeshi SENREC project National Project Manager and the Bangladeshi Ministry of Industries. It was agreed that between 15-20 candidates who were familiar with ship recycling operations and procedures, and preferably already engaged with ship recycling training activities, would be trained. As the pilot had the dual purpose of beginning to build ship recycling trainer capacity, it was also requested that those invited could potentially consider themselves as future ship recycling trainers.

During the training pilot, a diverse training cohort of 21 participants was achieved. The candidates were experienced and knowledgeable, coming from ship recycling yards, government departments, local education establishments and from bodies tasked with ship recycling safety inspection. Please refer to ANNEX II - Pilot Training of Trainers - Attendee List for further details.

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4 SENSREC Pilot Training of Trainers

The following is a pictorial summarisation of the activities of the SENSREC training pilot:



SENSREC Banner



Safety Equipment



SENSREC Training Kick Off Meeting



Classroom Theory



Practical Hazard Mapping Exercise



Fire Fighting Training

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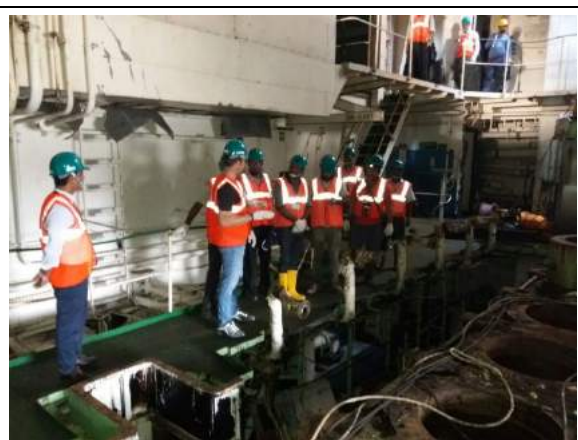
First Aid Training



Oxy-Fuel Cutting Training



Norwegian Ambassador to Bangladesh
Visits SENSREC Training Pilot



IHM Training On-board Vessel



IHM Training On-board Vessel



Ship Recycling Yard Based Training

Please refer to ANNEX I - Pilot Training of Trainers – Schedule for further details of the training schedule and the lecturers responsible for the delivery of each module.

In ANNEX III - Pilot Training of Trainers - Certificate, an example of the training certificate that candidates were issued on successful completion of this training course can be seen.

5 Feedback & Improvements

During the training pilot, the following feedback methods were utilised in gaining an understanding of the areas that worked well and those that required improvement:

- **Assessment** – Throughout the training pilot, continuous assessment of the participants was conducted through a mixture of written assessment, demonstration and direct questioning. This allowed for the trainers to identify any content that needed to be improved/clarified. Please refer to ANNEX IV - Pilot Training of Trainers - Written Assessment, for further details.
- **Feedback Questionnaire** – At the end of the training course, a feedback questionnaire was distributed to participants in order for them to rate the elements of the training course and suggest improvements. Fifteen training feedback questionnaires were returned to the ACS Consortium. Please refer to ANNEX V - Pilot Train of Trainers - Feedback Questionnaire, for further details.
- **Active participant feedback during training sessions** – During the training pilot participants were actively encouraged to suggest improvements and make comments. The training pilot had the privilege of being attended by some really experienced ship recycling experts, such as the esteemed Capt. Mohammed Anam Chowdhury, and their contributions and insights were invaluable in contributing to suggested improvements.
- **Trainer feedback** – The experiences and suggestions of the various trainers during the pilot were noted and taken into consideration.
- **Observations** – From the vocational education and training provision expertise of the Consortium members observing the training, key improvement points were noted and incorporated into the training materials.

After collecting all the feedback, using the methods mentioned above, the ACS Consortium discussed the gathered information. The following is a condensed overview of the feedback received during the training pilot and of areas requiring to be improved.

5.1 Overall Training Course

The overall feedback for the SENSRC training pilot was positive with all 15 respondents of the feedback questionnaire giving the SENREC training programme a 'Good' or better rating (Figure 2). This was replicated in the verbal feedback during the training sessions and from the feedback of the trainers.

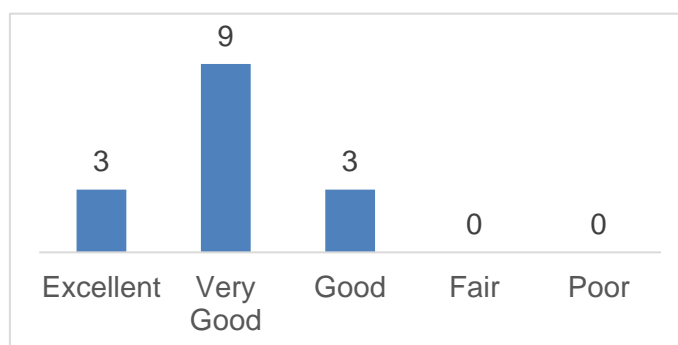


Figure 2: Overall Rating of the SENSREC Training Programme by Participants (n=15)

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From those observing, it was seen that the class remained interested and engaged throughout the whole training pilot. This was due to a good mixture of theory and practical teaching elements, and a discussion based training style, which resulted in interesting and useful dialogue between the different stakeholders present during the training. This was further reflected in the feedback questionnaire, in which all respondents answered positively when asked how satisfied they were with the training delivery (Figure 3).

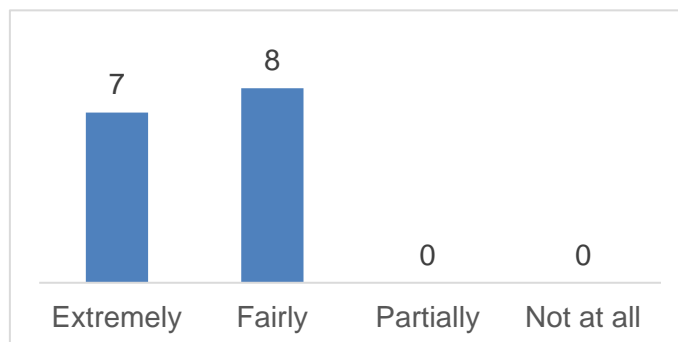


Figure 3: Training Delivery Satisfaction Ratings (n=15)

When asked in the feedback questionnaire about the usefulness of the training content, 8 respondents answered the top answer of 'Extremely' with remaining respondents selecting 'Fairly' (Figure 4).

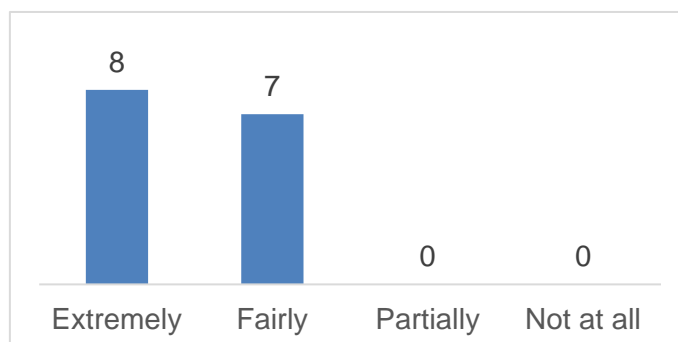


Figure 4: Usefulness of Training Content Ratings (n=15)

When asked on how helpful the SENREC training programme would be for the Bangladeshi ship recycling industry, 10 respondents answered 'Extremely', 4 selected 'Fairly' and 1 'Partially' (Figure 5).

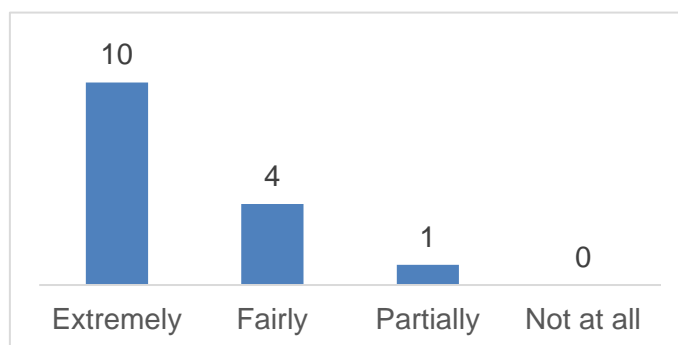


Figure 5: Helpfulness of SENSREC Training to Ship Recycling Industry Ratings (n=15)

5.2 Recommendations for Training Materials

During the pilot, many small changes and adjustments were noted as necessary changes for the newly created training materials. The following summarises the main suggestions for changes to the training materials of the eight modules:

- **MODULE 1 - Ship Recycling Administration and Regulative Framework**
 - Clarification on what the difference between an act, law, rule, regulation, convention etc. in a Bangladeshi context
 - A clearer connection between the Bangladeshi Ship Recycling Regulations and how they link in with the Ship Recycling Facility Plan at the beginning of the module
 - Minor Adjustments to technical manual and teaching slides
- **MODULE 2 – Job Hazard Awareness – Hazard and Risks**
 - Some participants struggled with the fundamentals of risk assessment. Clarification in the form of a worked example is required.
 - Linking of risk assessment to the Ship Recycling Facility Plan
 - Minor Adjustments to the technical manual and teaching slides
- **MODULE 3 – Environmental Awareness**
 - Minor Adjustments to the technical manual and teaching slides
- **MODULE 4 – Inventory of Hazardous Materials (IHM)**
 - Minor Adjustments to the technical manual and teaching slides
- **MODULE 5 – Personal Protective and Safety Equipment**
 - Clarification on the structure or system, such as the CE mark of the European Union, of ensuring the standard of Personal Protective Equipment (PPE) in Bangladesh
 - Practical solutions for Bangladesh PPE requirements i.e. safety shoes for those who have never worn shoes before and as a result have extremely wide feet
 - Minor Adjustments to the technical manual and teaching slides
- **MODULE 6 – Worker Wellbeing and Health**
 - Request from participants to add Hazardous Waste and Ship breaking Waste Management Rules, 2011 at the beginning of the module
 - Minor Adjustments to the technical manual and teaching slides
- **MODULE 7 – Awareness and Handling of Hazardous Materials**
 - Linking of hazardous material management, risk assessment and removal techniques to the Ship Recycling Facility Plan
 - Minor Adjustments to the technical manual and teaching slides
- **MODULE 8 – Vocational Education and Training**
 - Further information on the maintenance and calibration of testing equipment
 - Minor Adjustments to the technical manual and teaching slides

5.3 Schedule

As mentioned above, the duration of the pilot course was two weeks to balance the requirements of participants taking time off from their normal daily roles and having enough

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time to appropriately pilot the course. While the content was fully covered in the two weeks, it was felt by participants and trainers alike that more time was needed to be added to the course. The developed material is designed for three weeks of delivery, in line with the approved curriculum, so it is recommended that the full three weeks of training is adhered to in future.

Another scheduling issue encountered during the pilot was due to some participants having to catch up on their normal daily roles during the duration of the pilot. The initial schedule had a 9am start and a 5pm finish with generous breaks during the day. Towards the end of the first week of training this schedule was adjusted slightly to an 8:30am start, reduced length of breaks and a 3pm finish to accommodate participants leaving early to catch up on work.

In future, if those who have other roles are taking the training, it is recommended that a flexible schedule is considered, or the training is staggered into 3 sessions of one week taken over an extended period of time.

5.4 Facilities

The training facilities of the BMA were rated highly by the participants in the feedback questionnaire (Figure 6), and by the trainers. The only issue mentioned by the participants was the daily journey they had to make to the BMA. The BMA is located just south of the city of Chittagong and takes between 40 minutes to 2 hours to travel by bus depending on the time of day. If the BMA is to be utilised for future training sessions, it is recommended that the option of staying in the BMA's accommodation is offered.

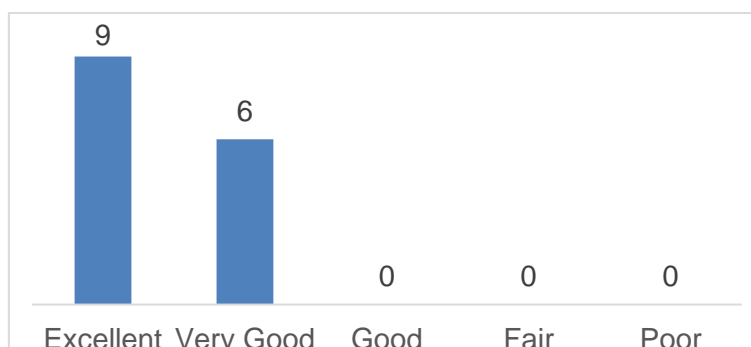


Figure 6: Training Facility Ratings by Participants (n=15)

5.5 Other Issues

Due to the limited development time afforded during this project it was not possible to fully finalize the training material before the scheduled start of the training pilot. Therefore, the decision was made by the ACS Consortium not to provide participants with hard copies of the training materials during the pilot. The reasoning behind this decision was due to the worry that differing versions of the training materials would be in existence, containing potential errors that had not yet been rectified. While this decision initially caused some disappointment amongst the participants, which is reflected in the feedback forms, a promise was made to supply all the materials on their finalisation.

Also, due to limited development time, it was not possible to show and receive feedback from participants on the created training videos or posters as they were still in post-production.

6 **Conclusion**

Through conducting the piloting activities mentioned in this report, the ACS Consortium has validated the SENSREC vocational training programme. The created training materials have been scrutinised by participants and trainers alike, to ensure they meet the unique needs of the Bangladeshi ship recycling industry and are fit for purpose.

The training pilot has also been a success in beginning to build ship recycling trainer capacity in Bangladesh. As a result of the pilot, twenty-one potential ship recycling trainers now have the required training and materials to begin the task of training other ship recycling trainers and workers.

ANNEX I - Pilot Training of Trainers – Schedule

Week 1		Sun	Mon	Tue	Wed	Thu
		06-Nov	07-Nov	08-Nov	09-Nov	10-Nov
09:00	10:30	Introduction	Theory	Theory	Theory	Practical
10:30	11:00	Tea Break				
11:00	13:00	Theory	Theory	Theory	Theory	Practical
13:00	14:00	Lunch				
14:00	15:30	Theory	Practical	Practical	Practical	Practical
15:30	16:00	Tea Break				
16:00	17:00	Recap & Assessment	Recap & Assessment	Recap & Assessment	Recap & Assessment	Recap & Assessment

Week 2		Sun	Mon	Tue	Wed	Thu
		13-Nov	14-Nov	15-Nov	16-Nov	17-Nov
09:00	10:30	Theory	Theory	Theory	Practical	Practical
10:30	11:00	Tea Break				
11:00	13:00	Theory	Theory	Practical	Practical	Practical
13:00	14:00	Lunch				
14:00	15:30	Theory	Practical	Practical	Practical	Practical
15:30	16:00	Tea Break				
16:00	17:00	Recap & Assessment	Recap & Assessment	Recap & Assessment	Recap & Assessment	Recap & Assessment

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Lecturer Name	Initials	Organisation
Stuart A. McKenna	SMcK	ACS Marine Risk Control Ltd.
Rafet Emek Kurt	REK	University of Strathclyde
Capt. Kazi A.B.M Shameem	KS	Bangladesh Marine Academy
Capt. M. Sirazul Mawla	SM	Capella Consulting Services
M. Nur Nobi	NN	University of Chittagong
Henning Gramann	HG	GSR Services

Week 1

6th of November

		Description	Material to Cover	Lecturer	Location
09:00	09:30	Introductions/Ice breaker		SMcK	BMA
09:30	09:45	Aim of SENSREC vocational training project		SMcK	BMA
09:45	10:15	Envisaged role of ship recycling trainer		SMcK	BMA
10:15	10:30	Overview of next 2 weeks		SMcK	BMA
10:30	11:00	Tea Break			BMA
11:00	13:00	Module 1 - Theory	Regulations	NN	BMA
13:00	14:00	Lunch			BMA
14:00	15:30	Module 1 - Theory	OHS Management Principles	SMcK	BMA
15:30	16:00	Tea Break			BMA
16:00	17:00	Recap & Assessment			BMA

7th of November

		Description	Material to Cover	Lecturer	Location
09:00	10:30	Module 2 - Theory	Hazards	REK	BMA
10:30	11:00	Tea Break			BMA
11:00	13:00	Module 2 - Theory	Common Accidents & Prevention	SM	BMA
13:00	14:00	Lunch			BMA
14:00	15:30	Module 2 - Practical	Hazard Mapping/ Case studies	REK/ SMcK	BMA
15:30	16:00	Tea Break			BMA
16:00	17:00	Recap & Assessment			BMA

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8th of November

		Description	Material to Cover	Lecturer	Location
09:00	10:30	Module 2 - Theory	Risk Assessment & Management	REK/ SMcK	BMA
10:30	11:00	Tea Break			BMA
11:00	13:00	Module 5 - Theory	When and how to use PPE	SM/ KS	BMA
13:00	14:00	Lunch			BMA
14:00	15:30	Module 5 - Practical	PPE Demo	SMcK	BMA
15:30	16:00	Tea Break			BMA
16:00	17:00	Recap & Assessment			BMA

9th of November

		Description	Material to Cover	Lecturer	Location
09:00	10:30	Module 8 - Theory	Ship Recycling Equipment	SM	BMA
10:30	11:00	Tea Break			BMA
11:00	13:00	Module 8 - Theory	Ship Recycling Equipment	SM	BMA
13:00	14:00	Lunch			BMA
14:00	15:30	Module 8 - Practical	Oxy Fuel Cutting Demo	SMcK	BMA
15:30	16:00	Tea Break			BMA
16:00	17:00	Recap & Assessment			BMA

10th of November

		Description	Material to Cover	Lecturer	Location
09:00	10:30	Module 8 - Practical	Fire Fighting Demo	KS	BMA
10:30	11:00	Tea Break			BMA
11:00	13:00	Module 8 - Practical	Emergency Response	KS	BMA
13:00	14:00	Lunch			BMA
14:00	15:30	Module 8 - Practical	First Aid	KS	BMA
15:30	16:00	Tea Break			BMA
16:00	17:00	Recap & Assessment			BMA

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Week 2

13th of November

		Description	Material to Cover	Lecturer	Location
09:00	10:30	Module 6 - Theory	Worker Wellbeing & Health	NN	BMA
10:30	11:00	Tea Break			BMA
11:00	13:00	Module 3 - Theory	Regulations/ Waste Management	KS	BMA
13:00	14:00	Lunch			BMA
14:00	15:30	Module 3 – Theory	Pollution Prevention	KS	BMA
15:30	16:00	Tea Break			BMA
16:00	17:00	Recap & Assessment			BMA

14th of November

		Description	Material to Cover	Lecturer	Location
09:00	10:30	Module 7 – Theory	HazMat on-board vessels	HG	BMA
10:30	11:00	Tea Break			BMA
11:00	13:00	Module 7 - Theory	Management of HazMat	HG	BMA
13:00	14:00	Lunch			BMA
14:00	15:30	Module 7 – Practical	Case Studies/ Brainstorming	KS	BMA
15:30	16:00	Tea Break			BMA
16:00	17:00	Recap & Assessment			BMA

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15th of November

		Description	Material to Cover	Lecturer	Location
09:00	10:30	Module 4 – Theory	How to Use IHM	HG	BMA
10:30	11:00	Tea Break			BMA
11:00	13:00	Module 4&7 - Practical	HazMat Walkthrough on Ship	HG	On Board Ship
13:00	14:00	Lunch			On Board Ship
14:00	15:30	Module 4&7 – Practical	HazMat Walkthrough on Ship	HG	On Board Ship
15:30	16:00	Tea Break			
16:00	17:00	Recap & Assessment			

16th of November

		Description	Material to Cover	Lecturer	Location
09:00	10:30	Module 7 – Practical	HazMat removal and Management	HG	Yard
10:30	11:00	Tea Break			Yard
11:00	13:00	Module 7 - Practical	Asbestos Removal	HG	Yard
13:00	14:00	Lunch			Yard
14:00	15:30	Module 3 – Practical	Pollution Prevention	HG	Yard
15:30	16:00	Tea Break			Yard
16:00	17:00	Recap & Assessment			Yard

17th of November

		Description	Material to Cover	Lecturer	Location
09:00	10:30	Module 8 – Practical	Winches and Wires	SM	Yard
10:30	11:00	Tea Break			Yard
11:00	13:00	Module 8 - Practical	Lifting and Transport	SM	Yard
13:00	14:00	Lunch			Yard
14:00	15:30	Module 8 – Practical	Other Ship Recycling Yard Equipment	SM	Yard
15:30	16:00	Tea Break			Yard
16:00	17:00	Recap & Assessment			Yard

ANNEX II - Pilot Training of Trainers - Attendee List

1	Capt. Mohammad Kamruzzaman	Miti Enterprise
2	Md. Harunur Rashid	BSBA Training Institute
3	Md. Manjurul Kabir	Bangladesh Marine Academy
4	Sayed Zamil Uddin	A'ffirm
5	Md Nurul Alamgir	BSBA Training Institute
6	Muhammad Sirazul Maw/a	Capella Consulting Services
7	Md. Shah Alam	Department of Inspection for Factories and Establishments
8	Ahammad Abdullah	Chittagong Dry Dock Ltd. (CDDL)
9	Shaikh Akram Goni	Miti Enterprise
10	Mohammad Nur Nobi	University of Chittagong
11	Sarder Zohur Ali	HR Ship Management Ltd.
12	Capt. Mohammed Anam Chowdhury	Miti Enterprise
13	Mahmudul Hasan	FMC Dockyard Limited
14	Md. Badiul Alam	HR Ship Management Ltd.
15	A K M Shahabuddin	BSBA Training Institute
16	Captain Kazi A.B.M. Shameem	Bangladesh Marine Academy
17	Jamir Uddin	Department of Environment, Chittagong
18	Imam Ahmed	HR Ship Management Ltd.
19	Mohammad Mahbubur Rahman	HR Ship Management Ltd.
20	Engr. Md. Akramul Huq Chowdhury	Prime Group of Industries (Prime Ship Breaker Ltd.)
21	Liton Mazumder	PHP Ship Breaking & Re-cycling Ind. Ltd.

ANNEX III - Pilot Training of Trainers - Certificate



This is to certify that

Captain Mohammad Kamruzzaman

Managing Partner

Of

Miti Enterprise

Has successfully attended and completed the eight modules of the SENSREC Training of Trainers Course,
held from the 6th to 17th of November 2016 at Bangladesh Marine Academy, Chittagong

Stuart A. McKenna
On behalf of the ACS Consortium

Captain Kazi A.B.M Shameem
Chief of Nautical Studies
Bangladesh Marine Academy
&
Course Coordinator of TOT Course

The Safe and Environmentally Sound Ship Recycling in Bangladesh (SENSREC) project is administered and funded by:



ANNEX IV - Pilot Training of Trainers - Written Assessment

SENSREC VOCATIONAL TRAINING PROGRAMME

Training of Trainers Module Assessment - Week 1

Name: _____
Job Position: _____
Organisation: _____
Date: _____

Module 1: Ship Recycling Administration and Regulatory Framework

1. Name two government departments who supervise shipbreaking activities in Bangladesh:

2. Name two national laws applicable to shipbreaking activities in Bangladesh:

3. Select requirements of the Bangladesh Labor Law 2006 from the following:

- a. Prohibition of Child Labor
- b. Minimum age in shipbreaking is 18 years' old
- c. Compensation in case of accident
- d. Requirement for Ship Recycling Facility Plan

4. Select responsibilities of the employer mentioned in *National Occupational Health and Safety Rule 2013*(NOHSR)

- a. Implement Occupational Safety and Health
- b. Ensure and maintain highest safety standard in workplace
- c. Ensure the Ship has an Inventory of Hazardous Materials (IHM)
- d. Ensure no illegal substances are imported within the ship

5. The workers can refuse to wear Personal Protective Equipment (PPE) provided by employer.

TRUE or FALSE

6. In the Ship Breaking and Ship Recycling Rule 2011 (SBSR) who must the yard owner obtain a 'No Objection Certificate' from?

7. Select features of the Hong Kong Convention for Safe and Environmentally Sound Recycling of Ships 2009 from the following:

- a. All ship breaking yards should have a SRFP
- b. All ships going for breaking should have an IHM
- c. Ship breaking yards are responsible for conducting IHMs
- d. All ships going for breaking should have a ship specific Ship Recycling Plan

8. Name one benefit of conducting an accident/incident investigation?

9. Select the attributes that make a good trainer:

- a. Engaging
- b. Mobbing Behaviour
- c. Knowledgeable
- d. Patient

Module 2: Job Hazard Awareness and Risks

1. What is the difference between a hazard and risk? Explain briefly:

2. Name two physical hazards found in a ship breaking yard:

3. What is the purpose of Hazard Mapping? Explain briefly:

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4. Risk is assessed by using the _____ and _____ of a hazard.

5. Draw and complete the hierarchy of hazard controls:



6. Look at the picture above.

- a. Identify the Hazard
- b. Conduct a brief risk assessment using the table below
- c. Suggest two mitigation measure

Hazard			Risk	Mitigation Measure
				1. 2.

7. At what height is considered to be working at height:

- a. 1m
- b. 5m
- c. 10m
- d. At any height where there the potential to cause personal injury.

8. What is the definition of a confined space:

Module 5: Personal Protective and Safety Equipment

1. What is the purpose of personal protective equipment?

2. What PPE is required for oxy-fuel torch cutting?

3. What indicators of quality can you look for on PPE?

4. Disposable respirators can be used for:

- a. 1 day only
- b. 1 week
- c. 10 days
- d. 1 month

5. Respirators can be worn when the user has a beard or stubble

TRUE or FALSE?

6. What specialist PPE should be used when working at height?

7. How often should PPE be checked?

8. If PPE is damaged what should be done?

Module 8:

- 1. Draw and name the 3 components of the fire triangle:
- 2. What category of fire is an 'A Class' fire?
- 3. What is the first thing a worker should do in an emergency situation?
- 4. In the event an unconscious worker, what steps should be followed?
- 5. What is the purpose of a flashback arrestor and what equipment can it be attached to?
- 6. In torch cutting, the _____ colored hose is for oxygen and the _____ colored hose is for fuel.
- 7. A cigarette lighter is a safe way of lighting an oxy fuel cutting torch?
TRUE or FALSE?
- 8. What is the benefit of conducting a toolbox talk before commencing work?

END OF TEST

ANNEX V - Pilot Train of Trainers - Feedback Questionnaire

The ACS Consortium received 15 feedback questionnaire responses from participants of the SENSREC training pilot. The following is the accumulated responses and comments:

1. How useful did you find the content of the training course?

Extremely	Fairly	Partially	Not at all
8	7	0	0

Comments:

The training course will help us in our safety inspection

The contents require more training days

2. In your opinion, how helpful would the SENSREC Vocational Training Programme be to the ship breaking industry?

Extremely	Fairly	Partially	Not at all
10	4	1	0

3. How satisfied were you with the following?

a. Training Delivery

Extremely	Fairly	Partially	Not at all
7	8	0	0

b. Pace of Training

Extremely	Fairly	Partially	Not at all
9	6	0	0

Comments:

Too quick considering the content

c. Module 1: Ship Recycling Administration and Regulative Framework

Extremely	Fairly	Partially	Not at all
8	6	1	0

d. Module 2: Job Hazard Awareness - Hazard and Risks

Extremely	Fairly	Partially	Not at all
10	5	0	0

e. Module 5: Personal Protective and Safety Equipment

Extremely	Fairly	Partially	Not at all
11	3	1	0

f. Module 8: Oxy Fuel Torch Cutting Practical

Extremely	Fairly	Partially	Not at all
11	3	1	0

Comments:

Good

PILOT TRAINING OF TRAINERS

g. Module 8: Fire Fighting Practical

Extremely	Fairly	Partially	Not at all
9	5	1	0

Comments:

Very Good

h. Module 8: First Aid Practical

Extremely	Fairly	Partially	Not at all
8	6	1	0

4. Do you feel everything was covered in the training session?

Yes	No
13	2

Comments:

The training session should be arranged for the top management of the ship breakers
Yes, but in a very quick fashion

5. Are there any improvements, modifications, or corrections you would like to see in the SENSREC Training Programme?

Yes	No
13	2

Comments:

Training materials and PPTs should be given prior to the commencement of the course
Arrange training at the shipbreaking yards
More interactive session to be included
Need training materials in printed copy
Training time must be increased

6. Do you feel the SESREC Training Programme achieved the correct balance of theoretical and practical elements?

Yes	No
13	2

Comments:

Practical is ok, Theoretical too fast

7. Please rate the training facilities:

Poor	Fair	Good	Very Good	Excellent
0	0	0	6	9

8. Is there anything extra that you feel should be considered in the SENSREC Training Programme?

Yes	No
9	6

Comments:

Audio visual and practical demonstration should be more
Separate and exclusive training for yard owners
Need more videos

9. What is our overall rating for the SENSREC Training Programme?

Poor	Fair	Good	Very Good	Excellent
0	0	3	9	3