

Extracts from the Merchant Shipping Notice 1886 (M+F) Maritime Labour Convention,
2006 Work in Fishing Convention, 2007 (ILO No. 188) Medical Examination System:
Appointment of Approved Doctors and Medical and Eyesight Standards

Relationship with the Merchant Shipping (Maritime Labour Convention) (Medical Certification) Regulations 2010, as amended

- The MLC 2010 Regulations need to be read in conjunction with this Merchant Shipping Notice, as it sets out some of the key details which supplement the legal obligations in those Regulations. Failure to comply with those obligations may be a criminal offence under the Regulations.
- In order to assist with this Paragraph 8 contains an index which clearly sets out and/or identifies the provisions in this Notice which relate to the relevant provision in the Regulations.

Relationship with the Merchant Shipping (Work in Fishing Convention) (Medical Certification) Regulations 2018

- The FV 2018 Regulations need to be read in conjunction with this Merchant Shipping Notice, as it sets out some of the key details which supplement the legal obligations in those Regulations. Failure to comply with those obligations may be a criminal offence under the Regulations.
- In order to assist with this Paragraph 9 contains an index which clearly sets out and/or identifies the provisions in this Notice which relate to the relevant provision in the Regulations.

1. Introduction

- 1.1 The Merchant Shipping (Maritime Labour Convention) (Medical Certification) Regulations 2010, (referred to in this Notice as “the MLC 2010 Regulations”) and the Merchant Shipping (Work in Fishing Convention) (Medical Certification) Regulations 2018 (“the FV 2018 Regulations”) implement the medical certification provisions of the Maritime Labour Convention 2006 and the ILO Work in Fishing Convention (No. 188) for the UK.
- 1.2 They also implement, for merchant seafarers, the requirements of clause 13 of the Social Partners’ Agreement set out in the Annex to Council Directive 1999/63/EC of 21 June 1999 (the Seafarers’ Working Time Directive)¹.
- 1.3 The provisions set out in this notice also comply with Regulation I/9 and Standard A.I/9 of the IMO’s International Convention on Standards of Training, Certification and Watchkeeping (STCW), to which the UK is a signatory and the International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW(F), which the UK has not yet ratified.

Terminology

- 1.4 In this notice,
- 1.4.1 the fisherman or seafarer being examined or in respect of whom a decision is made about their fitness to work at sea or to fish is referred to as “the candidate”;
 - 1.4.2 “Ship” includes “fishing vessel”.
 - 1.4.3 “Master” includes skipper.
 - 1.4.4 “go to sea”, “sea service” etc includes work on a fishing vessel regardless of area of operation.

¹ As amended by Council Directive 2009/13/EC. The requirements of the remaining clauses of that Agreement, relating to hours of work, are implemented separately in the Merchant Shipping (Maritime Labour Convention) (Hours of Work) Regulations 2018.



3.4 Eyesight Standards

- 3.4.1 The Approved Doctor must also ensure that the candidate meets the visual acuity and colour vision Standards. The UK's Standards for visual acuity comply with the international standards laid down in the IMO Convention on the Standards of Training, Certification and Watchkeeping (STCW 78 as amended). Candidates will be tested for each eye separately and must meet both the higher standard required with visual aids (where needed), and a minimum standard without visual aids, in order to ensure that in an emergency they have adequate vision to carry out emergency procedures safely. For colour vision, candidates are screened using Ishihara plates. It is essential that candidates applying for Certificates of Competency as deck or dual career (merchant/fishing) officers have full colour vision.
- 3.4.2 A deck applicant who fails the Ishihara plate test may arrange for their colour vision to be re-tested at an MCA approved CAD test centre (listed at Annex B). The CAD test centre will charge a fee for the CAD test, which is payable directly to the test centre. Failure in this test will mean that a medical certificate may only be issued with a restriction precluding lookout duties at night. Trainee Deck officers however will be made permanently unfit. Other deck candidates applying for their first MCA Certificate of Competency (CoC), Able Seafarer Deck Certificate of Proficiency or Rating Certificate who have failed the Ishihara plate test will only be considered if they have subsequently passed the MCA Holmes Wright B (HWB) lantern test or CAD test and hence carry no restriction on their seafarer medical certificates precluding lookout duties.
- Existing deck seafarers who have failed the Ishihara plate test but passed the MCA HWB lantern test and have evidence of this will still be considered to meet the colour vision standards and do not need to undertake a CAD test.
 - Existing deck seafarers who have failed the Ishihara plate test and passed the HWB lantern test but do not have evidence of this will need to take the MCA CAD test. If they do not take the test, or fail it, they may continue working in their current roles. They will be given an ENG 1 noting that they do not meet the colour vision standards with an appropriate restriction.
 - Existing deck seafarers who wish to qualify for an MCA CoC for the first time, or a higher CoC, will have to meet the colour vision standards (i.e. Ishihara plates or MCA CAD test passed, or provide evidence that they have previously passed the MCA HWB lantern test). Their seafarer medical certificate must not have any restriction on lookout duties.



Table - SUMMARY OF STANDARDS REQUIRED

| Category of Seafarer | Basic Visual Acuity Standard (unaided) | | Higher Visual Acuity Standard (aided if necessary) | | Near Vision (both eyes together aided or unaided) | Colour Vision | Visual Field |
|---|--|----------------|--|----------------|---|---|--|
| Deck or dual career | Better eye 6/60 | Other eye 6/60 | Better eye 6/6 | Other eye 6/12 | N8 | Ishihara or CAD | No pathological field defect |
| Engineer/ Radio | 6/60 | | 6/18 | 6/18 | N8 | Ishihara or Farnsworth D15 or City University | Sufficient to undertake duties efficiently |
| Others | Sufficient to undertake duties efficiently | | | | | | |
| Those who become monocular in service with no evidence of progressive eye disease in the remaining eye | | | | | | | |
| Deck | 6/60 | - | 6/6 | - | N8 | Ishihara or CAD | No pathological field defect |
| Eng/Radio | 6/60 | - | 6/9 | - | N8 | Ishihara or Farnsworth D15 or City University | Sufficient to undertake duties efficiently |
| Others | Sufficient to undertake duties efficiently | | | | | | |
| There should be a sufficient period of adaptation after becoming monocular to enable stairs to be descended rapidly and safely. | | | | | | | |

Notes

1. No diplopia, congenital night blindness, retinitis pigmentosa or any other serious or progressive eye disease is permitted.
2. If bifocal glasses are worn there should be a period of adaptation first because of the risk of falls.
3. Where glasses or contact lenses are needed to meet the vision standard, a spare pair (distance and near vision if necessary) should be carried.
4. Aids to colour vision e.g. red-tinted x-chroma, chromas lenses and chromagen lenses are not permitted.
5. Seafarers who suffer pathological field defects should have a field of vision at least 120° in the horizontal measured by the Goldman perimeter using the iii/4 setting (or equivalent perimetry). In addition there should be no significant defect in the binocular field which encroaches within 20° of fixation above or below the meridian. Homonymous or bitemporal defects which come close to fixation whether hemianopic or quadrantic are not accepted.

**Table - GUIDANCE ON ASSESSMENT OF MINIMUM ENTRY-LEVEL
AND IN-SERVICE PHYSICAL ABILITIES FOR SEAFARERS**

| Shipboard task, function event or condition ³ | Related physical ability | A medical examiner should be satisfied that the candidate ⁴ |
|---|--|--|
| Routine movement around vessel: <ul style="list-style-type: none"> – on moving deck – between levels – between compartments | Maintain balance and move with agility Climb up and down vertical ladders and stairways Step over coamings (e.g. Load Line Convention requires coamings to be 600 mm high) Open and close watertight doors | Has no disturbance in sense of balance Does not have any impairment or disease that prevents relevant movements and physical activities Is, without assistance ⁵ , able to: <ul style="list-style-type: none"> – climb vertical ladders and stairways – step over high sills – manipulate door closing systems |
| <i>Note 1 applies to this row</i> | | |
| Routine tasks on board: <ul style="list-style-type: none"> – use of hand tools – movement of ship's stores – overhead work – valve operation – standing a four-hour watch – working in confined spaces – responding to alarms, warnings and instructions – verbal communication | Strength, dexterity and stamina to manipulate mechanical devices Lift, pull and carry a load (e.g. 18 kg) Reach upwards Stand, walk and remain alert for an extended period Work in constricted spaces and move through restricted openings (e.g. SOLAS requires minimum openings in cargo spaces and emergency escapes to have the minimum dimensions of 600 mm × 600 mm – SOLAS regulation 3.6.5.1) Visually distinguish objects, shapes and signals Hear warnings and instructions Give a clear spoken description | Does not have a defined impairment or diagnosed medical condition that reduces ability to perform routine duties essential to the safe operation of the vessel Has ability to: <ul style="list-style-type: none"> – work with arms raised – stand and walk for an extended period – enter confined space – fulfil eyesight standards (table A-I/9) – fulfil hearing standards set by competent authority or take account of international guidelines – hold normal conversation |
| <i>Note 1 applies to this row</i> | | |
| Emergency duties ⁶ on board: <ul style="list-style-type: none"> – Escape – Firefighting – Evacuation | Don a lifejacket or immersion suit Escape from smoke-filled spaces Take part in firefighting duties, including use of breathing apparatus Take part in vessel evacuation procedures | Does not have a defined impairment or diagnosed medical condition that reduces ability to perform emergency duties essential to the safe operation of the vessel Has ability to: <ul style="list-style-type: none"> – don lifejacket or immersion suit – crawl – feel for differences in temperature – handle firefighting equipment – wear breathing apparatus (where required as part of duties) |
| <i>Note 2 applies to this row</i> | | |

Notes to the table:

1. Rows 1 and 2 describe: (a) ordinary shipboard tasks, functions, events and conditions; (b) the corresponding physical abilities which may be considered necessary for the safety of a seafarer, other crew members and the ship; and (c) high-level criteria for use by medical practitioners assessing medical fitness, bearing in mind the different duties of seafarers and the nature of shipboard work for which they will be employed.

2. Row 3 describes: (a) ordinary shipboard tasks, functions, events and conditions; (b) the corresponding physical abilities which should be considered necessary for the safety of a seafarer, other crew members and the ship; and (c) high-level criteria for use by medical practitioners assessing medical fitness, bearing in mind the different duties of seafarers and the nature of shipboard work for which they will be employed.

3. This table is not intended to address all possible shipboard conditions or potentially disqualifying medical conditions. Parties should specify physical abilities applicable to the category of seafarers (such as "Deck officer" and "Engine rating"). The special circumstances of individuals and for those who have specialized or limited duties should receive due consideration.

4. If in doubt, the medical practitioner should quantify the degree or severity of any relevant impairment by means of objective tests, whenever appropriate tests are available, or by referring the candidate for further assessment.

5. The term "assistance" means the use of another person to accomplish the task.

6. The term "emergency duties" is used to cover all standard emergency response situations such as abandon ship or firefighting as well as the procedures to be followed by each seafarer to secure personal survival.

UK Dredging risk assessment UKD/002



UK DREDGING
TASK BASED RISK ASSESSMENT & SAFE SYSTEM OF WORK



| | | | |
|---------------------------|---|-------------------------|----------------------|
| TASK / JOB | <i>Embarking and Disembarking When Vessel is not Moored</i> | | |
| ASSESSED BY | | REFERENCE NUMBER | <i>UKD/002</i> |
| DATE OF ASSESSMENT | <i>30 April 2018</i> | REVIEW DUE DATE | <i>29 April 2019</i> |

| What is the risk? | Who might be harmed? | What is the cause? | What is the consequence? | How will we prevent it? |
|--|--|--|---|--|
| <i>Fall from vessel to water</i> | <i>Person embarking / disembarking</i> | <i>Slippery deck, obstructions, gap between ship and shore too large, vessel movement, lack of experience or person embarking has not had opportunity to be briefed.</i> | <i>Slight injuries from impact with water, death from drowning or crushing between vessel and dock.</i> | <ul style="list-style-type: none">• <i>Leave "gate" closed until vessel alongside and Master/OOW has approved of transfer.</i>• <i>Wear lifejacket and safety boots.</i>• <i>Ensure vessel thrusting on to jetty</i>• <i>If not briefed or lack of experience, briefed supervisor at embarkation point.</i> |
| <i>Jumping from height to jetty/dock or ships deck</i> | <i>Person embarking / disembarking</i> | <i>Large height difference between deck and jetty</i> | <i>MSD, soft tissue damage or broken bones, particularly ankles.</i> | <ul style="list-style-type: none">• <i>Ensure minimal height difference, ballast to achieve safe height.</i>• <i>If safe height not achievable alternative means can be used if suitable equipment available.</i> |



UK DREDGING TASK BASED RISK ASSESSMENT & SAFE SYSTEM OF WORK



| What is the risk? | Who might be harmed? | What is the cause? | What is the consequence? | How will we prevent it? |
|---|--|--|---|--|
| <i>Struck from moving traffic on quayside</i> | <i>Person embarking / disembarking</i> | <i>Moving traffic on quayside not seeing person embarking / disembarking</i> | <i>Death or major injuries from collision</i> | <ul style="list-style-type: none"> • <i>Wear hi-vis clothing.</i> • <i>Inform Dock/Harbour Master</i> • <i>Carry out in area of limited traffic</i> |

| SAFE SYSTEM OF WORK | | | |
|--|---|---|--|
| Competencies / Training Required | PPE / Safety Equipment Required | Inform (who and how) | Emergency Arrangements |
| <i>STCW Sea Survival & PSSR or approved alternative (or use supervisor).</i> | <i>Safety footwear, lifejacket, hi-visibility clothing.</i> | <i>In case of emergency, inform dock/harbour master and UKD management.</i> | <i>First aid measures include first aid kits with evacuation to shore if needed. If person falls overboard, follow full man overboard procedure.</i> |

| Job Step | Risks Identified | Method Statement |
|-----------------------------------|------------------|---|
| <i>Before starting operations</i> | <i>N/A</i> | <ul style="list-style-type: none"> • <i>Carry out PPE inspection prior to turning to.</i> • <i>Collect and test radio and communications with bridge.</i> • <i>Master / OOW to brief person who will embark / disembark or person supervising operation</i> • <i>Choose area of jetty/dock with minimal work and traffic.</i> • <i>Inform Dock/Harbour Master of intentions.</i> |



UK DREDGING
TASK BASED RISK ASSESSMENT & SAFE SYSTEM OF WORK



| Job Step | Risks Identified | Method Statement |
|-------------------------------------|---|---|
| <i>Preparing</i> | <i>Struck from moving traffic on quayside if person embarking</i> | <ul style="list-style-type: none">• <i>Adjust ballast to ensure embarkation point is a safe height from jetty or vice versa.</i>• <i>Put vessel alongside and maintain position thrusting on as appropriate.</i>• <i>Once vessel being held in position and safe, Master/OOW to approve embarkation / disembarkation.</i> |
| <i>Embarkation / Disembarkation</i> | <i>Fall from vessel to water, Jumping from height to jetty/dock or ships deck, Struck from moving traffic on quayside</i> | <ul style="list-style-type: none">• <i>Once Master/OOW approved of embarkation/disembarkation, open gate and step on or off vessel.</i>• <i>Close gate on completion and inform Master/OOW that transfer is complete.</i> |
| | | |
| | | |
| | | |

Cherry Sand's Safe System of Work No.5

Mooring vessel

[illegible]

To be reviewed at least every 12 months

Mooring vessel

| RISK ASSESSMENT REVIEW DATE | SAFE SYSTEMS OF WORK REVIEW DATE | REVIEWED BY |
|--------------------------------|-------------------------------------|-------------|
| 19/12/07 | 19/12/07 | |
| 16/01/08 | 16/01/08 | |
| 19/08/08 | 19/08/08 | |
| 7/02/09 | 7/02/09 | |
| 21/08/09 | 21/08/09 | |
| 7/2/10 | 7/2/10 | |
| 24/9/10 | 24/9/10 | |
| 13/9/2011 | 13/9/2011 | |
| 24/8/2012 | 23/8/2012 | |
| 20/11/12 | 20/11/12 | |
| 03/03/14 | 03/03/14 | |
| 27/06/14 | 27/06/14 | |
| | | |
| | | |
| | | |
| | | |
| | | |

To be reviewed at least every ¹²~~36~~ months



CHERRY SAND

SAFE SYSTEM OF WORK No.05

Created 19th December 2007

Revised 31-07-2017 FRH

GENERAL INSTRUCTIONS – Mooring Vessel

This safe system of work has been developed taking into account current knowledge and information at time of writing. Should the operation change in any significant way, which may affect the content herein then amendments must be made accordingly.

The requirement to produce a safe system of work is laid down within section 2 of the Health and Safety at Work Act and it is the duty of the employer to produce safe systems for their employees.

Supervisors and other staff have a duty to comply with the requirements of the employer in meeting these duties, therefore unless authorisation is given these instructions should be followed by all persons involved with the tasks.

MCA – Code of Safe Working Practices for Merchant Seaman, (2015 ed) Chapter 26 should be consulted

MAIN HAZARDS: –

1. Slips, trips and falls
1. Crushing.
2. Drowning.
3. Manual handling injuries.

PERSONAL PROTECTIVE EQUIPMENT REQUIRED: -

Hardhat / High Vis' jacket (bib) / Protective footwear / overalls / gloves / Safety glasses / lifejacket

1. All personnel must wear the required PPE as dictated by their duties.
2. Visitors are not allowed in the working areas without authorisation.
3. Personnel must be qualified to work within the area to which they have been allocated.
4. Any personnel on medication, that may affect their safety or the safety of others, i.e. cause drowsiness, must inform the Master or Officer in Charge.
5. Access to working areas is restricted to authorized personnel during mooring operations.
6. Careful thought should be given to the layout and composition of moorings; where possible the creation of sharp angles, leading of moorings through the same leads or bollards and “rubbing” of moorings on abrasive objects etc should be avoided.
7. Linesmen should be used when possible.
8. The crewmembers involved are to be thoroughly briefed as to which rope is to be sent first, the number of ropes required, etc.
9. Mooring operation areas should be clutter free as far as possible
10. All equipment used in moorings ops should be regularly inspected for defects. Any defects should be corrected ASAP. Ropes worn or damaged beyond use should be discarded and replaced immediately.



CHERRY SAND

11. If possible the crew member going ashore should do so in the locks with the vessel alongside. Person going ashore should seek permission from Bridge before boarding or disembarking the vessel and ensure it is as safe as is practically possible to do so.
12. Whenever possible the forward spring should be thrown to a bollard and made fast, and the vessel steamed gently ahead on it to maintain a steady position alongside. The spring should not be made fast until the vessel is stopped, or nearly stopped over the ground, and only after being told to do so by the bridge. Care should be taken when making fast, that sudden excessive weight does not come onto the spring line.
13. When stepping ashore from the vessel to the quay the crewmember should wait until the vessel is tight alongside and step from a position as close to the height of the quay as is possible when given permission from the Bridge, and always have another crew member in attendance to see him safely ashore. **Do not climb over the coaming, or stand on the rubbing band, while the vessel is away from the quay.**
14. Send ropes one at a time and make fast as directed by the bridge.
15. Once all fast alongside rig gangway immediately in a safe position
16. Mooring areas to be adequately lighted when mooring operations are underway
17. At no time should operatives stand in a bight of rope or wire, Winches, Capstans and Windlasses should be operated by competent personnel.
18. Personnel should be aware of the emergency stop facilities, two foot operated stops at the base of the windlass/winch near the "Drum End" as well as an emergency stop button on the on/off control. These must be tested prior to use, but be aware that brakes will not come on and the winch will continue to rotate for a while. Ropes must be backed up onto bits when finished with mooring ops.
19. The winch control should not be held in the run position, by mechanical means.
20. Mooring personnel should be aware of the "Snap Back" zones and be guided accordingly.
21. Leave the for'd and aft mooring station lights on, **also the aft wheel house lights if the gangway is rigged on the boatdeck.**
22. When in ports where Quay Heights are very low/High or due to high tidal ranges extra care should be taken. The use of linesmen should be considered. If safe to do so, step from the vessel as close to amidships as possible to avoid a large drop, landing the vessel on a different berth, to allow the man ashore, is an option.
23. Tidal ranges and surges as well as movement of the vessel by wind should be taken into consideration
24. Weather conditions should be taken into account at all times, extra precautions should be employed when weather conditions are inclement – snow, ice rain high winds etc.

Latest review changes/alterations/additions in RED

If you are aware of any practice which is unsafe or have any recommendations, which may improve the operation or reduce the possible risk of injury then please advise your supervisor or management.

General Risk Assessment



Department: CHERRY SAND

Assessment of: Mooring vessel

Ref No: 05

Employee Groups at Risk: CREW

Number of People at Risk 3

Name of Assessor: [REDACTED]

Date: 31-07-2017

Signature: [REDACTED]

Name of Inspector: SHIP SAFETY OFFICER

Date:

Signature:

| Hazard | Assessment of Risk | | Evaluation of Risk | | | | Recommendations Required | RRR |
|----------------------------|---|--|---|-------------|----------|-----------|--|-----|
| | Likely Cause | Likely Consequence | Existing Control | Risk Rating | | Risk (RR) | | |
| | | | | Like | Sev | | | |
| Fall into water | <ul style="list-style-type: none">Slip over side | <ul style="list-style-type: none">Drowning.Crush between vessel and quay.Hypothermia | <ul style="list-style-type: none">PPEWait until vessel alongside before disembarking | 2 (1) | 5 (5) | 10 (5) | <ul style="list-style-type: none">Linesmen more readily available | 5 |
| Fall from height onto quay | <ul style="list-style-type: none">Uneven level between deck and quay | <ul style="list-style-type: none">Broken bonesSprains | <ul style="list-style-type: none">PPECareful selection of disembarkation pointAttention to weather conditions | 2 (1) | 5 (3) | 10 (3) | <ul style="list-style-type: none">Linesmen more readily available | 3 |
| Line parting | <ul style="list-style-type: none">Too much force on lines | <ul style="list-style-type: none">Severe whiplashBroken bonesBruising | <ul style="list-style-type: none">Correct procedure (training)Awareness of snap back areasCommunication with bridge | 2 (1) | 5 (5) | 10 (5) | <ul style="list-style-type: none">Mooring plan agreed with Crew and master | 5 |
| Slip on Deck (same level) | <ul style="list-style-type: none">Mud and water on deckRaised obstructions | <ul style="list-style-type: none">Broken bonesSprains | <ul style="list-style-type: none">Decks washed frequentlyHighlight obstructions with paintPPEGood ship husbandry | 3 (1) | 3 (3) | 6 (3) | <ul style="list-style-type: none">Non-slip paint on deck areas | 3 |
| Manual handling | <ul style="list-style-type: none">Heaving / pulling ropes | <ul style="list-style-type: none">SprainsTrapping fingers | <ul style="list-style-type: none">PPETraining | 3 (1) | 3 (3) | 9 (3) | <ul style="list-style-type: none"> | 3 |

UK Dredging New Joiner Induction



UK DREDGING NEW JOINER INDUCTION



This form must be completed for all new joiners to the vessel for the first time or who have been absent from the vessel for a period of 12 months or greater.

| | | | |
|-----------|------------|-------------------|------------|
| Name: | [REDACTED] | Date of Joining: | 24-02-2019 |
| Position: | Mason | Instructors Name: | [REDACTED] |

| | | Inductee's Initials |
|----|--|---------------------|
| 1 | Locate and understand safety information, signs and alarm signals. ✓ | [REDACTED] |
| 2 | Awareness of the need and how to report all incidents and accidents, including the use of the SPOT IT card and identify the Ship's Safety Officer. ✓ | |
| 3 | Know what to do if a person falls overboard. ✓ | |
| 4 | Know what to do if fire or smoke is detected, including raising the alarm and location and use of FFE. ✓ | |
| 5 | Know what to do if the fire alarm is sounded. ✓ | |
| 6 | Know what to do if the abandon ship signal is given. ✓ | |
| 7 | Identify muster and embarkation stations and emergency escape routes. ✓ | |
| 8 | Locate and don lifejackets and immersion suits. ✓ | |
| 9 | Locate first aid and emergency equipment & how to use the defibrillator. ✓ | |
| 10 | Understand the PPE requirements on board and ensure that PPE is sufficient and in good condition. ✓ | |
| 11 | Locate ISM manuals, risk assessments and other manuals and identify the DPA. ✓ | |
| 12 | Awareness of the requirements of the Drug and Alcohol Policy. ✓ | |
| 13 | Understand requirements of the Garbage Management Plan and awareness of environmental responsibilities. ✓ | |
| 14 | Understand the requirements of the Ship Security Plan and identity of the Ship and Company Security Officers. ✓ | |
| 15 | Explanation of the on-board complaints procedure. ✓ | |
| 16 | Understand UKD's Energy Management Policy and individual responsibilities for energy management. ✓ | |
| 17 | Introduction to Beyond Zero as an attitude of choosing to do things safely and speaking up when you see something unsafe. ✓ | |

| | | | |
|------------------|------------|-------|------------|
| Instructors Sig. | [REDACTED] | Date: | 24-02-2019 |
| Masters Sig. | [REDACTED] | Date: | 24-02-2019 |