

Modified Basic Safety Training with Typhoon Awareness as a Response to Disaster Preparedness

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Abstract - *The study aimed to assess the basic safety training of LIMA for boat owners and boat captains in selected municipalities in Batangas Province. This study used quantitative - qualitative modes of data collection. The study determined how effective the training particularly to the community. To further strengthen the data gathered in the study, a document analysis of the written document of the LMTC office was utilized. The participants of this study were the boat captains and owners from the different municipalities of Batangas Province. Results revealed that majority of the respondents were satisfied with the training and considered it very beneficial to their work and business. In this study, the researchers found out that LIMA- LMTC conducted safety training to prepare the captains and boat owners to natural disasters. The results also revealed that training was very important to support the reconstruction stage as well as to raise awareness about the needs to better prepare for future natural disasters like typhoon. The participants were also trained and educated on how to predict incoming disasters. The training helped the participants to determine the level of capabilities and vulnerability of certain place and people towards typhoon. The researchers recommend to strengthen the connection of the school to the community and to continuously provide training on basic safety. In addition, continuous training may be done for reinforcement to have sustainable training skills and be prepared to different disasters.*

Keywords - *Basic Safety Training, Disaster Preparedness, Natural Disaster, Typhoon Awareness*

INTRODUCTION

Basic safety training offered maritime students' as well as professionals the different trainings on

personal survival technique, disaster management and others while disaster preparedness is a process of ensuring that an organization has complied with the prevention measures. It is assumed as a state of readiness to contain the effects of a forecasted disastrous event to minimize loss of life, injury and damage property. It is extensively defined as a way to provide rescue, relief, rehabilitation and other services in the aftermath of the disaster. It entails the capability and resources to continue to sustain its essential functions without being overwhelmed by the demand placed on them, first and immediate response – emergency preparedness. Training is not a “recreational” luxury to be implemented when times are good, but a continuous effort that is even more valuable when times are rough [1], [2].

Proper planning of disaster awareness and disaster preparedness activities [3] in isolation from people's daily lives and everyday concerns will rarely succeed. This is because people's interest in disaster preparedness fades if it has been a long time between disaster events. Therefore, disaster awareness activities [4], [5] will have the greatest impact when they are integrated into broader program strategies that seek to alleviate everyday community problems and hazards such as basic health care [6], water scarcity and potability, sanitation concerns such as garbage collection, employment and community based first aid. While it is a fact that a community may be exposed to various natural and technological hazards, oftentimes, the reality of the situation is that people may not see the practicality of disaster preparedness suggestions and messages when they are trying to provide for themselves and their families in difficult and harsh economic environments.

Study suggested approaches to disaster emergency relief, such as empowering the communities to prepare for natural disasters and train themselves to be

the first responders of calamities and have tools to help affected people move more quickly into recovery mode. To institutionalize the disaster management, the following are required approaches: (a) creation of capacity, (b) adaptation strategies, and (c) linkages and knowledge. The framework of this study underscored the strengthening of the knowledge and expertise to review relevant risks, calculate probabilities, prepare contingency plans and lay out specific procedures for disasters. This capacity build up may be a great help in responding to emergency situations so that lives can be saved and losses mitigated [7].

Typhoon affect the natural environment and cause harm to trees and other vegetation, including crops that communities may rely on for sustenance or trade or both. In addition, these typhoons do not only destroy the agricultural and industrial properties but also killed thousands of lives [8]. Equally, the Philippines is a nation surrounded by water. In so much so, the nation sees many water-related accidents and disasters on a yearly basis. Literally, thousands of people have been killed by ferry and boating accidents in the Philippines. Due to the fact our nation consists of 7100 islands, and many are not able to afford air travel or they are located too remote to an airport facility, ferry boats are the predominant mode for national travel. Likewise, bad weather, especially during typhoon season, poor maintenance, overloading of vessels -- especially during the Christmas season as families return to their villages for reunions -- and lax enforcement of regulations has brought many tragedies [9].

Natural disaster caused by eliminate change are among the greatest threats faced by the world, especially the developing countries. She furthered mentioned that climate change and disaster risks are the defining issues of our time, their increasing trend driven by economic growth brings to fore a human development issue and a human security concern that calls for urgent action [10]. Over the last couple decades, the number of ferry accidents has reached catastrophic levels. December 1987: In the world's worst peacetime shipping disaster, The Dona Paz ferry collides with an oil tanker off Mindoro island near Manila, leaving more than 4,000 dead; October 1988: The Dona Marilyn ferry sinks off the central island of Leyte, leaving more than 250 dead; December 1994: A Singaporean freighter hits the ferry Cebu City in Manila Bay, leaving about people 140 dead; September 1998: The Princess of the Orient ferry

sinks off Batangas City south of Manila. About 150 die; April 2000: The cargo vessel Anahanda, overloaded with passengers, sinks off the southern island of Jolo. Approximately 100 people die; February 2004: Islamist militants firebomb the Superferry 14 near Manila Bay, leaving 116 dead; June 2008: The Princess of the Stars ferry sails into a typhoon and tips over near the coast of Sibuyan island. close to 800 people are killed; November 2008: Don Dexter Kathleen, small wooden-hulled ferry, capsizes in freak winds off the central island of Masbate, leaving 42 dead; December 2008: The ferry Maejan capsizes off the northern Philippines, leaving 30 dead; May 2009: The Wooden-hulled Commander 6 cracks open and sinks just south of Manila, leaving 12 dead; September 6, 2009: Nine people killed after the Superferry 9 tilts sharply and sinks near the city of Zamboanga and last December 24, 2009: Twenty-seven people are missing as the Catalyn B with 73 people on board collides with a fishing vessel at the opening of Manila Bay [11].

In line with this report, disaster preparedness and emergency response systems are supposed to be in place. Typically, disaster preparedness and emergency response systems are designed for persons to escape or rescue by walking or running from natural calamities like earthquake, flood typhoon, tsunami, fire and etc. (Alimen, 2013).

With this, Lyceum International Maritime Academy annually serves as the venue for the examination of Boat Captains and Boat owners of the Province of Batangas. This partnership between LPU and the Maritimes Industry Authority (MARINA) has been the reason why the LPU through its Maritime Training Center was tapped to give the modified Basic Training with Typhoon Awareness (MBST) to Boat Captains and ship owners of the province. This is part of the Community Extension service jointly rendered by the Lyceum International Maritime Academy and the LPU Maritime Training Center.

The researcher was prompted to conduct the study so that community may understand about the hazards and risks to which they are exposed. This will improve preparedness and help citizens respond to local early warnings.

OBJECTIVES OF THE STUDY

The study aimed to evaluate the Modified Basic Safety Training (MBST) of LIMA in order to increase the awareness on disaster preparedness on calamities.

More specifically, to know the level of implementation on the training conducted; to determine the knowledge or insights gained from the training; to present future activities to help improve the project of the Community Extension Office and recommend strategies to elevate the responsiveness of the beneficiaries to disaster preparedness.

MATERIALS AND METHODS

Research Design

The study employed quantitative-qualitative method of gathering data. The principle objectives in employing this method are “to describe the nature of a situation as it exists at the time of the study and to explore the causes of particular phenomena”. The descriptive design is applied using questionnaires and the needed interview to accomplish the findings.

Participants of the Study

The participants of the present study were the boat owners and boat captains in the province of Batangas. The study is divided into three (3) period of implementation of activities/program which includes fifty (50) beneficiaries. The participants were classified according to the records from the Community Extension Office of LPU. They were the direct beneficiaries of the activities of the COMEX and LIMA campus in their annual activities and seminars on basic safety training. They were from the different municipalities of Batangas, Lian, Bauan, Tuy, Mabini, Nasugbu and Balayan.

Instrument

The main instrument was adopted from the Community Extension Office regarding their project /activities evaluation. This was divided into four (4) parts where the first part is about the implementation, second part is about the benefits of the program, third part are the areas of improvement, and forth part is about the insights gained in the program. The last two parts are in the form of comments and suggestions on typhoon awareness and their preparedness to disaster.

Procedure

The primary data used in this study were the responses of the respondents to the prepared questionnaires, which they were requested to answer. The secondary data provided the answers to the interview conducted. They were gathered by the researchers through proper communication addressed to the proper authorities concerned at LMTC and

LIMA campus. These two sets of two data from which the researchers got 100% retrieval rate were then tabulated, interpreted and analyzed to obtain the needed conclusions for this study.

Data Analysis

All needed data were tallied, encoded and interpreted using descriptive statistics such as frequency count, percentage and weighted mean. These statistical tools were used based on the objectives of the study.

RESULTS AND DISCUSSION

Table 1. Implementation of Project Training

Indicators	WM	VI	R
1. The needs of the community are considered	3.53	A	4.5
2. The project implemented is scheduled on time	3.53	A	4.5
3. The project is accepted by the community	3.42	O	8
4. The speakers / trainers shows mastery of the subject matter	3.40	O	9
5. The presentation of the topic is clear	3.52	A	6
6. There is coordination with the recipients of the project	3.51	A	7
7. The beneficiaries are identified by the project / training implementers	3.54	A	3
8. The teachers who conducted the training are accommodating	3.58	A	1
9. The students are accommodating	3.55	A	2
Composite Mean	3.51	A	

Legend: 3.50 – 4.00 = Always (A); 2.50 – 3.49 = Often (O); 1.50 – 2.49 = Sometimes (S); 1.00 – 1.49 = Never (N)

Table 1 shows the assessment of the respondents on the implementation of the training. The over-all composite mean of 3.51 indicates that the training is very good since it is positively assessed as Always.

Among the indicators cited, the teachers who conducted the training are accommodating ranked first with a weighted mean value of 3.58 and rated Always. It was followed by students who are also accommodating. This only indicates that the speakers and even the staff of the training are willing to give their best so that all trainees will gained more knowledge on the training. Giving training on typhoon awareness to all boat Captains and boat owners is very timely especially nowadays that our country is experiencing more typhoons. It was observed that the

participants were able to experience an almost actual scenario on the worst cases during typhoons on their work and their business.

The beneficiaries are identified by the project / training implementers also topped on the list with a weighted mean of 3.54. This only proves that there is a proper selection of beneficiaries done before the conduct of training. The selection of the trainees was based from the Community Extension Office assessment. The said office identified and classified people who are in need in the area together with the LMTC in LIMA. Furthermore, there is also coordination with the local leaders and representatives of the beneficiaries on the nature and need of the training that the school will provide. The results coincide with the assessment of the beneficiaries that the needs of the community are considered which ranked fourth with a mean score of 3.53. In addition, the implemented project implemented is scheduled on time which also obtained a highest mean score of 3.53. This only implies that all activities necessary for the completion of the training were on a specified time frame with expected output.

On the other hand, the project is accepted by the community and the speakers / trainers show mastery of the subject matter obtained the lowest mean value of 3.42 and 3.40 respectively. The result is maybe due to the fact that the beneficiaries of the training is for a specific person only such as boat owners and boat Captains. The selection of the attendees and trainees was based on the basic safety training that the center is offering. Based from the training, the trainer who gave the lecture is passionate, active and truly interested in both the subject and getting his or her message across the greatest response from the trainees, boat owners and boat Captains. However, the least assessment is maybe due to the fact that some of the terms given by the trainer were not really understood by them.

The most common ideas / comments / views on the knowledge gained on the training on typhoon awareness are stated in the following statements:

1. “Natuto ako kung pano pahalagahan ang aking kabuhayan at trabaho kasi namulat ako kung pano ko paghahandaan ang mga di inaasahang sakuna”.

(I learned to value my work and my property because I became aware on how I would respond to unexpected disaster.)

2. “Maganda at may ganitong training na binibigay ang LPU para sa aming mga may-ari ng mga Bangka sapagkat nagkakaroon kami ng mga bagong kaalaman

sa mga bagyo na pumipinsala ng aming kabuhayan kung minsan”.

(It is good to have this training on typhoon awareness because we learned how to take good care of our business especially when there is a typhoon.)

3. “Mas lalong nahasa ang aking kaalaman dahil sa basic safety training at natuto ako ng mga bagong pamamaraan kung pano paghahandaan ang pagpapatakbo ng mga barko at bangka kung may bagyo”

(The basic safety training provided enhanced my knowledge because I learned new ways on boat and vessel operation in case there is typhoon.)

4. “Natuto ako sa mga paunang lunas sa mga maaaring maging sakuna”.

(I learned first aid techniques in case of calamities.)

The most prevalent comments / views on the future activities to help improve the Community Extension project are stated in the following statements:

1. “Mgkaroon pa ng ibang activities gaya ng rescue techniques at water search kung may sakuna”

(There should be other activities like rescue techniques and water search.)

2. “Sana sa sunod nyo pang activities / training ay isali ang mga mangingisda para sila ay maging aware din at maging handa kung may padating na bagyo.”

(I hope you involve the fishermen in your next activity for them to be aware and prepared.)

3. “Sana ay marami pang volunteers na magsisilbing disaster brigade na matutulungan kami para mas lalong maging aware sa mga ibat ibang sakuna na nararanasan sa ating lugar. Sana ay matulungan ang aming lugar na mgkaroon ng disaster preparedness plan para sa ikabubuti ng aming mga kasamahan. Salamat sa LPU sa pagbibigay sa amin ng pagkakataon para sa mga ganitong training.”

(There must be more well-trained volunteers that will serve as disaster brigade on whatever calamities that are going to happen around us. We hope that they will help us to update our disaster preparedness plan so that everybody will be safe during calamities. Thank you to LPU for giving us a chance to be beneficiaries of your training.)

4. “Sana ay isama sasunod na training ang tungkol sa risk of flooding lalo na sa mga taong malapit sa mga ilog at dagat.”

(There should be an inclusion of risk of flooding training particularly to people living near water areas.)

CONCLUSION AND RECOMMENDATION

The present study revealed that majority of the respondents was satisfied and contented with the training given to them. They learned new knowledge and skills because they were trained by very accommodating professionals. It was found out also that the Community Extension Office and LMTC were commendable in choosing the beneficiaries as well as generous in conducting training which is very timely and necessary. The school is using well trained professionals to share what they learned to the community. Lastly, the trainees/beneficiaries have increased their knowledge and skills on how to sense or predict the incoming disaster particularly typhoon. It is highly recommended to increase disaster awareness to the community through training programs and campaigns. The school through the Community Extension Office may conduct and promote a public awareness campaign on citizen safety and disaster risk reduction. Continuous training may be done to all boat owners and captain in the region to be more aware of the hazards of working on a boat / ship and for them to respond properly in an emergency.

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