

PETROL FILLING STATION FIRE SAFETY ASSESSMENT IN ZOMBA, MALAWI

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29th April, 2025

DECLARATION

I Fellow Peter declare that this research project represents my own work and that it has never been submitted to this institution or any other institution for any academic purpose. All sources of information have been appropriately acknowledged.

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29th April, 2025

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ABSTRACT

The global increase in petrol filling stations (PFSs) reflects the rising demand for petroleum products. In many developing nations, however, numerous new PFSs fail to meet essential operational standards. Neglecting national guidelines during their establishment and lacking proper operational oversight render some PFSs potential fire hazards to their immediate surroundings. The study aimed to assess the safety of petrol filling stations from fire in Zomba, Malawi, considering the fire-risk posed by petrol stations, and the implications for public safety, as well as preparedness for large fires or explosions. In order to achieve this, the study firstly assessed the current compliance level of petrol filling stations to fire safety standards regarding the availability of fire preventive and controlling equipment. Secondly, the study examined the fire safety awareness of pump attendants regarding the fire safety practices. Thirdly, the study assessed the adherence of petrol stations owners regarding the fire safety trainings of the employees. The study sampled and examined the fire safety awareness of 45 fuel pump attendants and evaluated the compliance of 19 active PFSs in Zomba, Malawi, with regulatory standards. Data collection methods included interviewer-administered questionnaires, field measurements, and observational assessments, visualized using Microsoft Excel and SPSS. Findings reveal that while most pump attendants are knowledgeable about fire causes and safety measures, only 42% have certification from the Malawi National Fire Service to work as pump attendants, despite 89% claiming proficiency in using fire extinguishers. Additionally, 58% of PFSs are situated more than 30-meter radius of residential areas. Some PFSs in Zomba city violate national regulatory guidelines in their setup and operations, compromising safety. These results suggest that the siting of petrol stations does not comply with the international and national good practices, thus exposing the surrounding developments to fires and explosions. The results also suggest that land-use planning does not consider hazards created by petrol stations. In addition, while observation at petrol stations suggests the potential for major fires, preparedness to respond to petrol station fires appears low due to the prioritization of more frequent events. It is recommended that regulatory bodies reassess and monitor PFS activities in the community, investigating non-compliance and implementing appropriate measures.

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ABBREVIATIONS

AFP : Agence France-Presse

ARA : Australia Retail Association

SPSS : Statistical Package for social sciences

DPR : Department of Petroleum Resource

DRR : Disaster Risk Reduction

ECA : Environment Conservation Act

EIA : Environmental Impact Assessment

PFSs : Petrol Filling stations

MFS : Malawi Fire Service

IFLA : International Federation of Library Association and Institution

LPG : Liquefied Petroleum Gas

LUM : Land-use Management

NEBOSH : National Examination Board in Occupational Safety and Health

NFPA : National Fire Protection Association

NPA : National Petroleum Authority

MBC : Malawi Broadcasting Station

MBS : Malawi Bureau of Standards

NSO : National Statistical Office

UKHSA : United Kingdom's Health and Safety Authority

UNISDR : United Nation International Strategy Disaster Reduction

USNFPA : United States National Fire Protection Association

WHO : World Health Organization

MERA: Malawi Energy Regulatory Authority

CHAPTER 1: INTRODUCTION

1.1. Background

The risk of fire is present during all stages and operations of the petroleum industry, whether during exploration and production (E&P) both in onshore and offshore installations or during refining and processing or transportation, storage or during dispensing to the end user (Mustafa, 2009). All petroleum products from crude oil to final products produce vapor that is being mixed with air creating the potential for ignitable mixture. While petroleum products have different rates of releasing vapors to the environment, they all share the risk of starting a fire when an ignition source is introduced to the mixture (Qonono, 2019).

In this research context, petrol filling stations (PFSs) present safety concerns, especially the potential for fires owing to flammability of the petroleum liquid and gaseous products. Petrol stations are one type of technological invention that poses a threat to individuals, society and surrounding environments (Cutter, 2003). It is for this reason that this research analyses the fire risks and hazards in and around petrol filling stations in Zomba and therefore Malawi generally.

1.2. Problem statement

Despite the established requirements by MERA for safe sitting and operation of a petrol filling station, and the international standard recommendations for the separation of high-risk facilities from sensitive land use (Smith & Petley, 2009), Poor compliance with fire safety measures in Malawi's filling stations is a prevalent issue, posing significant fire hazards and potential fire accidents. Routine inspections by the Malawi Energy Regulatory Authority (MERA) revealed that a substantial proportion of fuel retail outlets in the country fail to meet fire risk and emergency compliance standards. Comprehensive inspections conducted by MERA between July 2020 and June 2021 revealed that 66 percent of these outlets have inadequate fire risk and emergency preparedness. Only 34 percent of the inspected fueling stations were found to meet the necessary fire risk and emergency compliance standards (Nation Online, 2021). This issue is compounding safety concern due to the siting of petrol filling stations in close proximity to residential areas, schools, markets, and other public facilities. This has raised the public safety concern due to hazardous nature of the petroleum products.

Therefore, this research sought to assess the compliance level of the petrol filling stations in Zomba.

1.3. Main and specific objectives

To assess how safe petrol filling stations are from fire accidents.

1.3.1 Specific objectives:

a. To assess the current compliance of petrol stations to the fire safety standards regarding the availability of fire preventive and controlling equipment.
b. To examine the fire safety awareness of pump attendants regarding the fire safety practices
c. To examine the adherence of petrol stations owners regarding the fire safety trainings of the employees.

1.4. Research questions

The research sought to answer the following questions:

a. What is the current average compliance percentage of petrol filling stations to fire safety standards and practices in Zomba?
b. What is the average competence level of pump attendants regarding the fire safety knowledge.
c. What is the overall average percentage of petrol stations that adhere to fire safety practices regarding the training of employees.

1.5. Significance of study

The results from this study will be of value to petrol filling stations owners, MERA, MBS and South-eastern region fire services and the Zomba city's council Land-use Management (LUM) office to enforce fire safety measures in the filling stations and sustain the level of compliance to existing safety standards. It will also contribute to the literature on technological hazards in Malawi, particularly the threat posed by petrol filling stations, and implications for planning.

The research findings will also assist Zomba city council in advancing comprehensive mitigation measures and responses to fires at petrol stations, as well as public awareness campaigns for communities living in proximity to petrol stations. The information

generated will support effective disaster risk reduction (DRR) with respect to petrol stations. The approach could also be used to assess fire risk elsewhere in Malawi and the globe in general.

CHAPTER 2: LITERATURE REVIEW

2.1. Impacts of petrol station fires on exposed and vulnerable elements: South African and Malawian cases

There have also been several instances of fires in South Africa. On the 18th of April 2015, a petrol tanker exploded at a filling station on the N3, in Cato Ridge, in Kwazulu-Natal (Mohammed & Jeb, 2014), but no deaths or injuries were reported. In March 2016, there was large petrol and diesel fire at the Mvoti Ultra City on the N2, near Stanger, in Kwa-Zulu Natal, in which three trucks and three homes were destroyed (Abdullahi & Daniel Dawha, 2015). This fire incident was reportedly caused by spark from a generator which was used to pump diesel. In Cape Town, in the Western Cape, approximately 268 fire incidences relating to petrol stations were recorded between 2009 and 2017 (Robert N. Renkes, 2010).

In December, 2020 during fuel dispensing service to an end user in Limbe town in Malawi, a minibus caught fire at Total petrol station when it was on its way out of the petrol station. It was reported that the fire was caused by loose pipes in the engine that caused petrol leakage from the engine. However, no deaths or injuries or any property damages were reported as the fuel attendants worked to extinguish the fire (MBC online services, 2020).

In light of the dangers posed by petrol stations, it is of utmost importance that a safe distance should be established between petrol stations and residential apartments, schools, shopping malls and other sensitive facilities (Zhou & Liu, 2011). This can be done to get the maximum benefit from land, while at the same time minimizing significant risks for urban public safety.

According to Australia Retail Association (ARA) (2009), Petrol stations are defined as critical facilities that often contain large quantities of hazardous materials. Mohammed et al. (2014) refers a petrol station as any land, building or equipment used for the sale or dispensing of petrol or oil for motor vehicles. According to Ayodele (2011), nearly all petrol stations sell petrol or diesel. Some petrol stations carry specialty fuels such as liquefied petroleum gas (LPG), natural gas, hydrogen, biodiesel, kerosene, or butane, while others add shops or convenience stores to their primary business. Even though these facilities may have different names depending on the part of the world, the

purpose remains the same (Cutter, 2003): a structure or building where petroleum products are sold to motorists or other users. While noting the differences in terminology used to describe facilities selling fuel, the term consistently applied and used in this research is that of 'petrol station'. The use of this term does not in any way imply petrol to be the only petroleum product sold. The term 'petrol station' is applied in this research because, according to UK's Health and Safety Authority (UKHSA), petrol gives off highly flammable vapour even at very low temperatures, which makes petrol the single most dangerous petroleum product with respect to fire risk. Therefore, the use of the term 'petrol station' underscores the volatility of petroleum products that can easily catch fire, affecting the whole facility, as well as people and the surrounding environment.

2.2. Impacts of petrol station fires on exposed and vulnerable elements: international cases

In the eastern part of Accra, Ghana's capital city in 2017, a liquefied gas filling station and nearby petrol station caught fire and exploded, killing seven, and injuring over 132 people (*Gas Station Explosion Leaves 7 Dead In*, 2017). The explosion began at a state-owned GOIL liquefied natural gas station and spread to a Total petrol station across the street, sending a giant fireball high into the night sky and forcing frightened residents to flee to the nearby grounds of the University of Ghana. A number of cars were burnt as the fire spread. In June 2015, a blast at a petrol station near a busy downtown intersection in Accra killed more than 150 people, who were sheltering there from heavy rain and flooding. Furthermore, in May 2017, several people were injured when a tanker discharging natural gas exploded in the western city of Takoradi, Ghana.



Figure 2.1.1. Shows a Ghana petrol station after the fire and explosion incident that occurred on June 4, 2015 (Retrieved from https://www.vanguardngr.com)

2.3. Basic principles of fire; fire risk and hazard at petrol filling stations (PFSs)

Fire is a rapid chemical process in which oxygen combines with another substance in the presence of a source of heat (National Examination Board in Occupational Safety and Health (Cutter, 2003). The reaction of these elements is called combustion, which gives off heat, light and flames. Before a fire can start, three components need to be present and in sufficient quantities: heat, combustible material (fuel) and oxygen. Heat is a source of ignition and anything that gives off heat and can start a fire. Importantly, the ignition source is not necessarily a flame, spark or fire itself but the heat they give off.

A hazard is defined as a dangerous event that may cause loss of life, injury or other health impacts, as well as damage and loss to property, infrastructure, livelihoods and services, social and economic disruption and, or environmental damage (Hughes & Ferrett, 2020). This may include industrial pollution, nuclear radiation, toxic waste, transport accidents, factory explosions, fires and chemical spills in petrol stations, that

can result in loss of life, injury, illness or other health impacts, property damage, loss of livelihoods and services, social and economic disruption and environmental damage.

Fire hazards at petrol filling stations are primarily explained by the concept of the fire triangle, which consists of three key elements: fuel, oxygen, and an ignition source. These components must coexist for combustion to occur. Filling stations inherently contain fuel in the form of petrol and diesel, which are highly flammable and capable of producing combustible vapours under normal conditions. Oxygen is readily available in the atmosphere and supports the burning process when it comes into contact with these vapours. The ignition source, which completes the fire triangle, can arise from several activities or conditions such as running engines, static discharge, electrical malfunctions, or open flames. The interaction of these three elements in such environments significantly increases the risk of fire outbreaks. Therefore, effective fire safety strategies in filling stations must focus on minimizing the chances of ignition, ensuring proper fuel handling, and maintaining operational safety standards to reduce the likelihood of a fire incident.



Figure 2.3. The Fire Triangle illustrating the three essential elements required for fire (Retrieved from https://safetyculture.com)

Combustible material refers to any material that will ignite and burn, or will add appreciable heat to an ambient fire (Ahmed et al., 2011). The described conditions are present in petrol stations and can generate fires. The storage, supply and distribution of

flammable liquid and gaseous products, combined with the repeated movement of vehicles and the presence of members of the public, can lead to fires at petrol stations.

Fuel filling stations (FFS) are dedicated facilities that house and sell petroleum products. In Ghana, most FFS sell or refill petrol and diesel with a handful dispensing LPG. In other jurisdictions, specialty fuels such as kerosene, biodiesel, natural gas, butane and hydrogen may be dispensed at FFS as cited in (Caparros-Midwood et al., 2017). These products give off highly flammable vapour even at low temperatures. As a result, FFS carry a risk of fire or explosion not common to other retail outlets. Moreover, the constant movement of vehicles in and out of the FFS adds to the risk levels. Ignition may occur when petrol vapour is exposed to a heat source such as sparks from electric switches, lighted cigarette or static electric discharge studied the harmful effects of petrol vapour on FFS attendants.

It is mandated by MERA to have various precautionary informative signs clearly displayed at the filling stations. This is to educate, caution customers on fire preventive measures and to avoid accidents at the stations.

CHAPTER 3: RESEARCH METHODOLOGY

3.1. The study area and its geographical location

The study was conducted in Zomba city Malawi. Zomba is located in the south-eastern region of Malawi. (see Figure 3). It is situated approximately 60 to 65 kilometers from Blantyre (IIFLA 2015). The town's global positioning coordinates system is -15° 23' 9.46" South (S) and 35° 19' 7.68" East(E) (IFLA, 2015).

ZOMBA DISTRICT

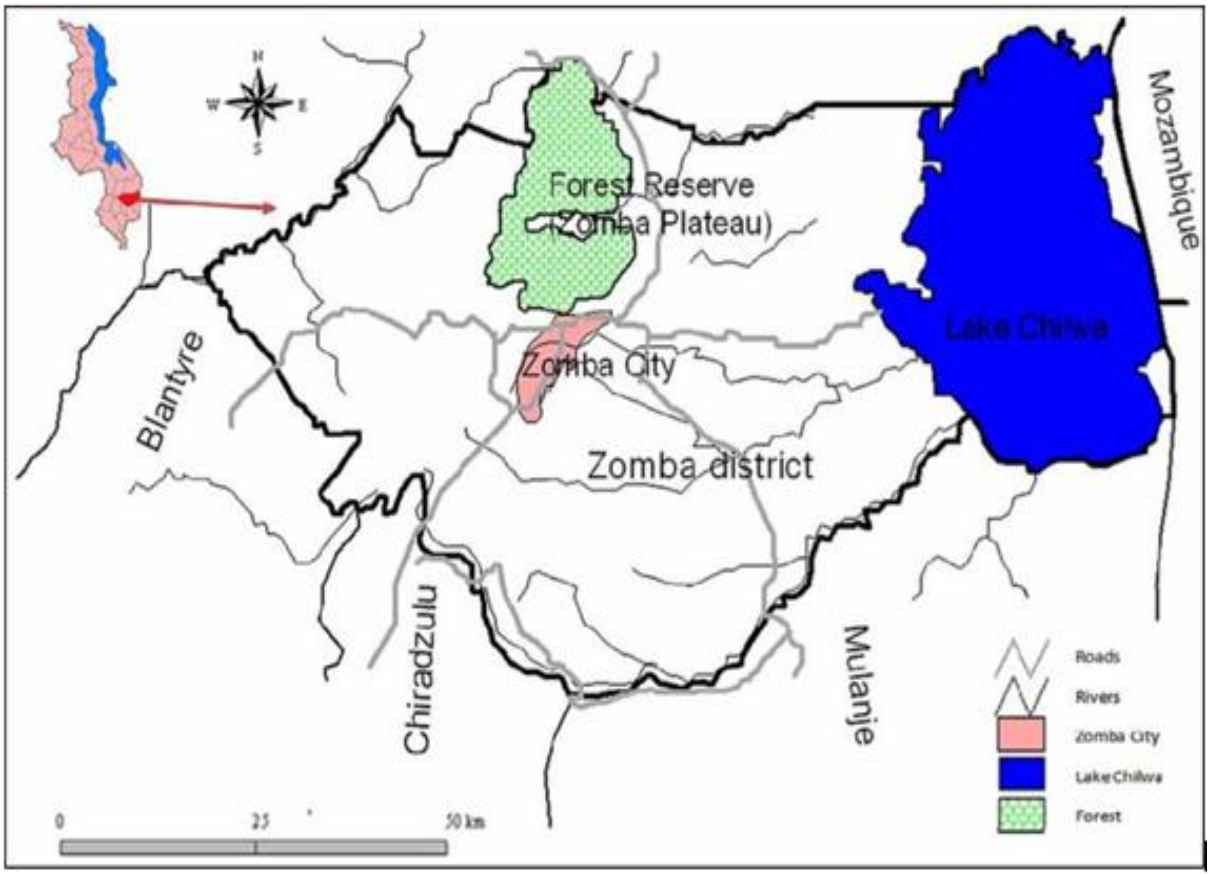


Figure 3: Location of Zomba district in South East, Malawi

3.1.1. The Description of the study area

The city of Zomba is the oldest capital city of Malawi, before Lilongwe city, and is one of the smallest towns in the Eastern region of Malawi. It covers an area of approximately 41.80 square kilometers with a population of more than 116,797 people (NSO, 2021). The study examined petrol stations in Zomba city situated within a ten-

kilometer radius from the town's center. Zomba city was used because it is relatively a small town and was easily accessible to the researcher.

3.2. The research design

A simple random sampling technique was employed to select 19 active petrol filling stations out of 21 petrol filling stations in Zomba, Malawi (Google Map). This method ensures that each station had an equal chance of being included in the sample, thereby enhancing the representativeness of the data collected. By utilizing this approach, the researcher aimed to minimize selection bias and ensure that the findings are generalizable to the entire population of petrol filling stations in the area. The study adhered to the Malawi Energy Regulatory Authority guidelines for PFS operations, which include requirements such as attendants obtaining certificates of competence and the use of clear precautionary signage to communicate safety measures to customers.

3.3. Methods and Materials

Both quantitative and qualitative methods were used to gather information from study subjects. Data collection took place between July and August 2024 after obtaining permission from petrol station managers. Primary data was gathered through observations, field measurements, and interviews to assess compliance with national fire safety regulations.

Physical observations focused on key mandatory signs such as "No Smoking," "Exit and Entry," and "Switch Off Engine," as well as the presence of fire extinguishers, sand buckets, leakage detection systems, and other safety measures. The performance of PFSs was further assessed based on routine safety protocols, including daily emergency stop system checks and regular maintenance of fire extinguishers. This was evaluated through interviews with attendants who had worked at PFSs for at least one year.

On-site measurements were conducted using a tape measure to record PFS wall height, the distance between underground storage tanks (UST) and dispensers, and the proximity of PFSs to nearby residences. Interviews were conducted through a structured questionnaire, designed to gather insights from pump attendants. All attendants present at the time of data collection (typically two or three per station) were interviewed to assess their fire safety awareness and training. Additionally, attendants with at least one

year of experience were questioned about annual training cycles to understand their professional development.

Another section of the questionnaire focused on buildings located within 30 meters of the filling stations, classifying them as residential or commercial properties.

Data collected from the interviews was compiled and analyzed using SPSS and Microsoft Excel. The findings are presented in tables and recommended charts, with performance evaluations based on category-specific assessments. A simple average was used to determine overall performance levels for each assessment category's level of compliance. Secondary data was also harnessed by critically reviewing existing literature of MERA.

CHAPTER 4. RESULTS AND DISCUSSIONS

4.1. Compliance levels

4.1.1. Assessment by physical observation

The results presented in Figure 4.1.1 below indicate that 68.4%, 63.2%, and 73.7% of stations clearly displayed "No Smoking," "In and Exit," and "Switch Off Engine" signs, respectively. It was also observed that all (100%) petrol filling station (PFS) retail outlets had either 9-litre foam or 6kg chemical powder fire extinguishers. However, only 52.3% had compressed CO_2 fire extinguishers visibly displayed and positioned close to dispensers. Furthermore, only 68.4% met the required dispenser-to-pump adequacy ratio of 1:1. Additionally, 84.2% of the PFSs had sand available in buckets or boxes at the stations. In contrast, 15.8% of the PFSs were observed to have spills present on the floor. Based on physical assessment, an average score of 74.5% was awarded to the PFSs. This score is attributed to several shortcomings, including the absence of leak detection systems in most stations (79%), nearly half of the stations operating without compressed CO_2 extinguishers, and a few not having the required display signs, among other issues.

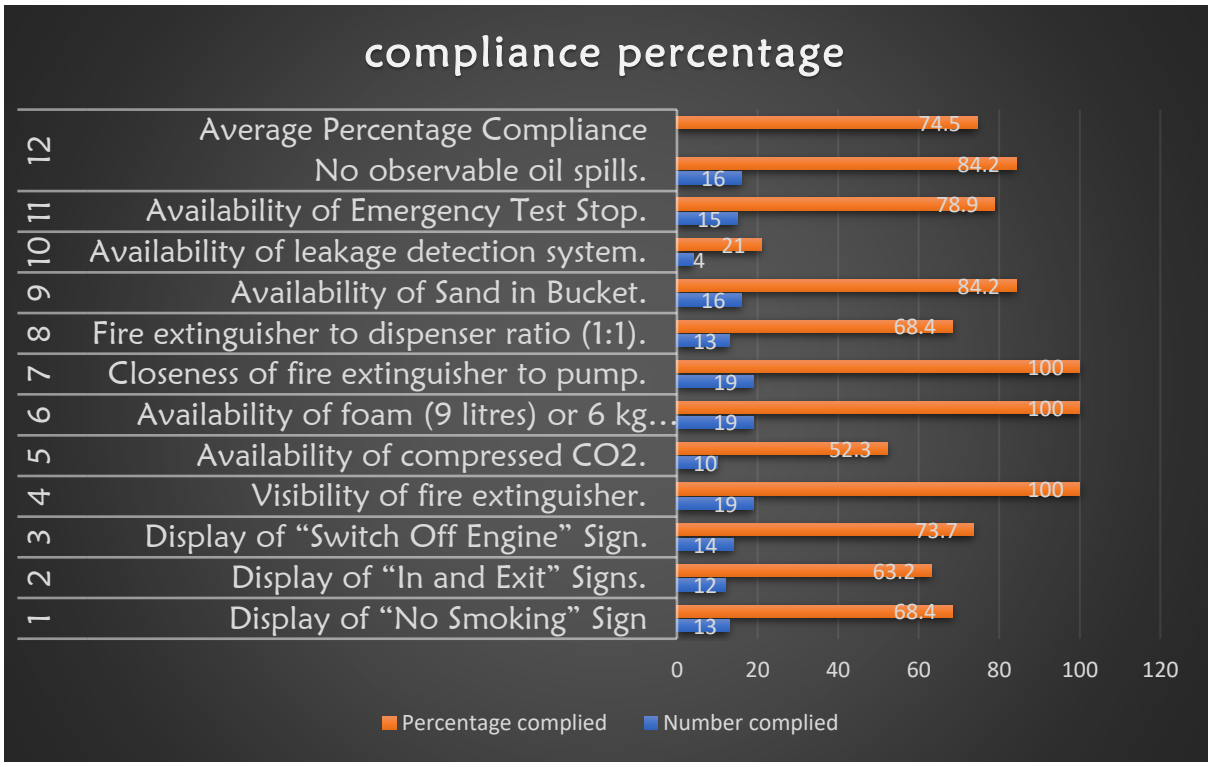


Figure 4.1.1. Bar graph presenting compliance level results

4.1.2. Assessment by measurements

In the study, it was observed that some of the PFSs share direct boundary walls with other facilities. The PFS immediate environment is an unsafe zone due to the possibility of fire outbreak and release of hazardous chemicals. As a result, an unsafe distance of 30 m was adopted to assess the possibility of fire hazard within the vicinity of the PFS and the preparedness level of nearby residents to combat fire. Figure below illustrates a Pie chart of results obtained from the measurement of PFSs facilities and it suggests that only 21% met the required standard wall height of 2.5 m. About 58% of the PFSs met the set distance of ≥30 m from the PFS to a nearby residential or commercial facility and 68.4% also satisfied the 10 m distance from the UST to the dispenser.

Table 4.1.3. Compliance by safe measurements.

Compliance Criteria	Percentage
Wall Height ≥ 2.5m	21%
Distance to Residential/Commercial ≥ 30m	58%
Distance from UST to Dispenser ≥ 10m	68.4%

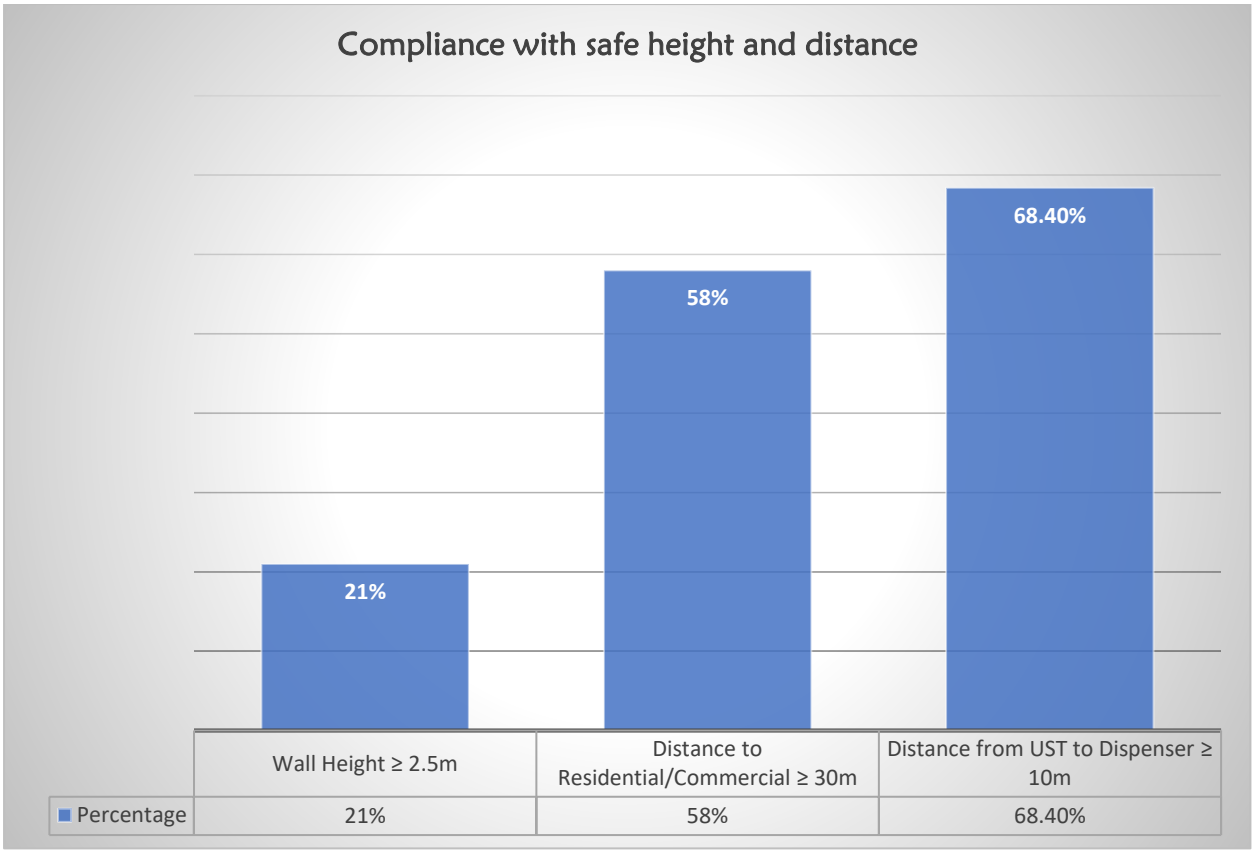


Figure 4.1.3. Bar chart showing results of compliance by safe measurements.

4.2. Fire safety knowledge of pumps attendants

4.2.1. Pump attendants' knowledge of fire hazards

The fire safety awareness of pump attendants was assessed and the results are summarized in the bar chart below. All respondents (100%) had knowledge of activities that could cause fire at the filling station; thus "No Smoking", "Switch Off Engine", "No Phone", etc. Moreover, about 88.9% had knowledge on the use of fire extinguisher and 95.6% know where to congregate in case of fire outbreak. An overall average compliance of 97.4% is estimated for pump attendants indicating that most of them had knowledge on potential fire hazards or how to manage fire at the PFS.

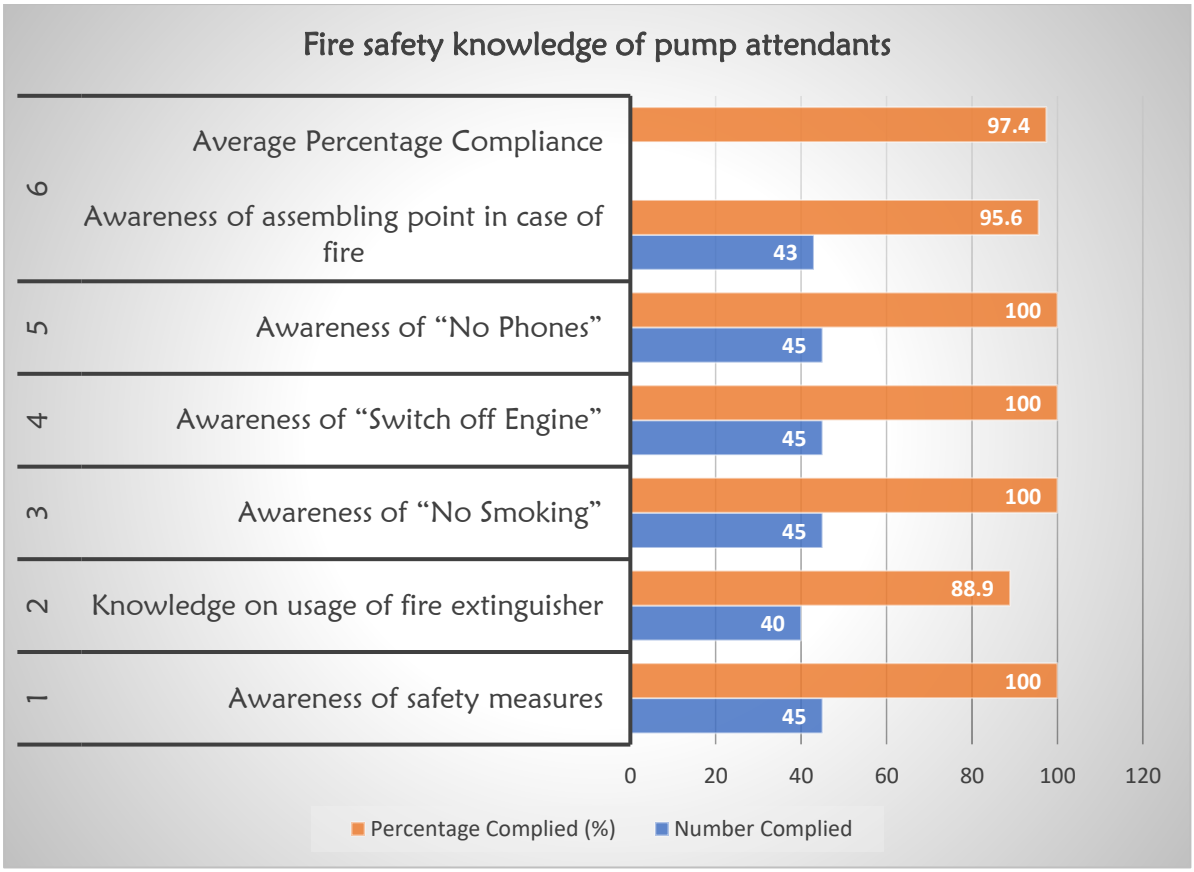


Figure 4.2.1. Bar Chart

4.2.2. Level of Training of Pump Attendants

Training plays a pivotal role in the performance of workers. Pump attendants were interviewed on their level of training and the results showed that the high percentage (91.1%) of individuals received training before starting their job, demonstrating strong adherence to pre-job training requirements. However, only 68.9% underwent training lasting more than a week, indicating that nearly a third had shorter training durations. Additionally, 46.7% received annual training, suggesting that a significant portion did not participate in regular refresher courses. Notably, fire safety certification by MNFS had the lowest compliance at 42.2%, highlighting a potential gap in fire safety preparedness. Overall, the average compliance rate across all indicators is 62.2%, showing moderate adherence to training standards but emphasizing the need for improvements, particularly in annual training and fire safety certification.

Table 4.2.2. Level of Training of Respondents

S/N	Indicator	Number complied	Percentage complied
1.	Trained before start of job.	41	91.1
2.	More than 1 week duration of training.	31	68.9
3.	Received Annual Training.	21	46.7
4.	Fire Safety Certification by MNFS.	19	42.2
	Average Percentage Compliance		**62.2**

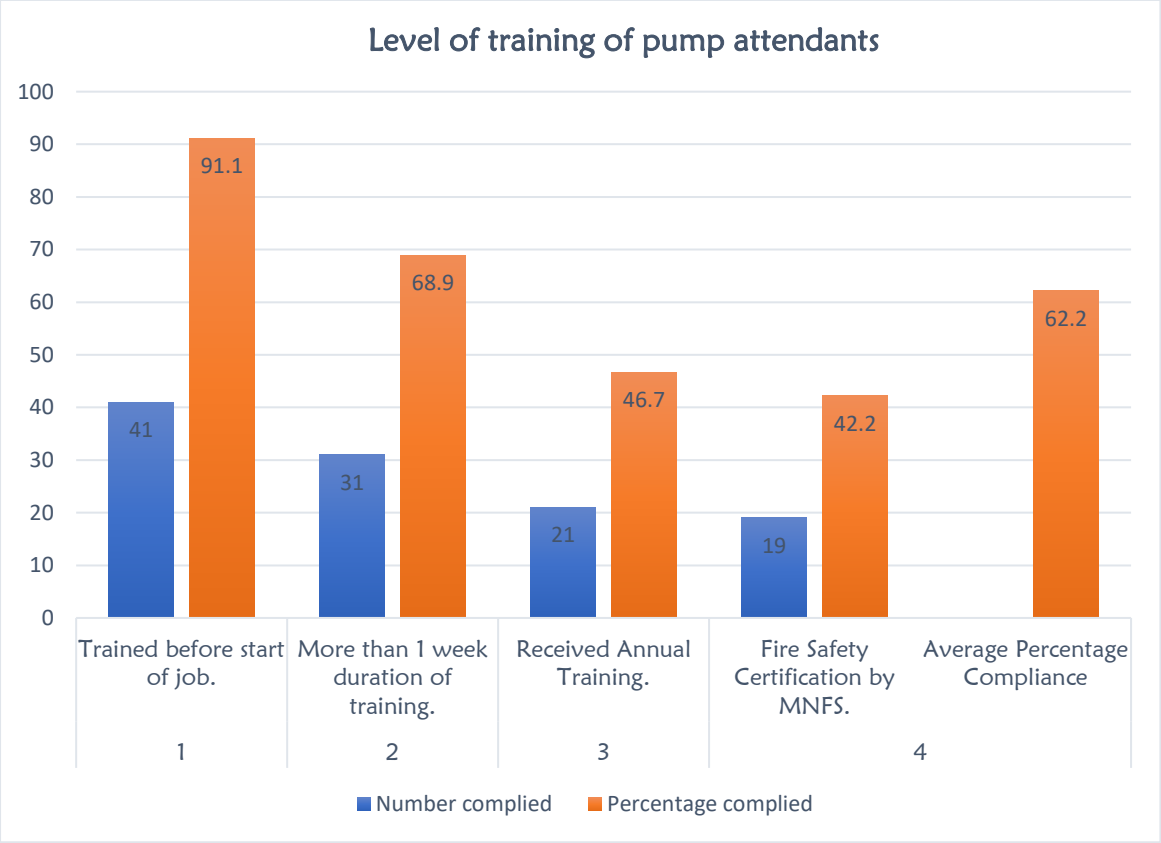


Figure 4.2.2. Bar graph of the results for the level of training

CHAPTER 5. CONCLUSION AND RECOMMENDATIONS

5.1. Conclusion

The escalating demand for petroleum products has led to a significant increase in fuel filling stations globally. This surge, coupled with instances of past accidents, raises concerns about adherence to regulatory standards in the establishment and operation of these stations. In Zomba, Malawi, an assessment was conducted involving 45 fuel pump attendants and all 19 active Petroleum Filling Stations (PFSs). The findings indicate that while pump attendants possess a high level of awareness regarding potential fire hazards in their work environment, several safety and regulatory issues persist. These include non-compliance with minimum distance requirements from residential areas, inadequate wall heights of PFSs, absence of essential signage such as "Switch Off Engine," "No Smoking," and "In and Exit," lack of leakage detection systems, and irregular servicing of fire extinguishers and emergency stop systems. These observations suggest that, despite the knowledge possessed by pump attendants, certain PFSs in Zomba are not fully compliant with safety regulations, similar to issues reported in major cities. It is concluded that not all PFSs in the locality are unsafe; however, there is a need for enhanced monitoring and enforcement of safety standards.

5.2. Recommendations

Based on the findings of this study, the following recommendations are proposed:

The Malawi Energy Regulatory Authority (MERA) should conduct a comprehensive review of the permits issued to PFSs in Zomba to ensure compliance with safety standards.

Petrol Filling Stations (PFSs) must implement thorough fire safety training for all employees prior to commencement of work, with mandatory refresher courses conducted annually to keep staff updated on current fire safety practices.

Regular inspections should be carried out to ensure that PFSs adhere to established safety protocols, with non-compliance addressed promptly through appropriate measures.

Initiatives should be undertaken to educate the public, especially residents near PFSs, about fire safety measures and emergency response procedures.

Further research should be carried out to quantify fire risks at petrol filling stations in Zomba.

Implementing these recommendations will contribute to a safer environment for both employees and the community, ensuring that PFSs operate in compliance with established safety standards.

Limitations of the study

Conducting a fire risk assessment of petrol filling stations in Zomba, Malawi, had several limitations that may have affected the comprehensiveness and generalizability of the study's findings.

Lack of fund for the project is the main challenge that has caused inadequate data collection.

Obtaining detailed records on past fire incidents, safety protocols, and compliance histories from petrol station operators may be challenging due to confidentiality concerns and inadequate record-keeping practices.

The limited number of petrol filling stations in Zomba restricts the sample size, potentially affecting the statistical power of the study and its ability to generalize findings to other regions.

Additionally, Reliance on self-reported data from petrol station staff or management may have introduced biases, affecting the objectivity and reliability of the information gathered. Acknowledging these limitations is crucial for contextualizing the study's findings and for guiding future research to address these challenges.

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APPENDICES

Appendix A

Observation Checklist for Physical Assessment of PFS

S/N	Observation Parameter	Yes (✓)/No (✗)	Comments/Remarks
1	Is a "No Smoking" sign displayed?	☐	
2	Are "In and Exit" signs displayed?	☐	
3	Is a "Switch Off Engine" sign displayed?	☐	
4	Is the fire extinguisher clearly visible?	☐	
5	Is compressed CO_2 available?	☐	
6	Is foam (9L) or 6 kg chemical powder available?	☐	
7	Is the fire extinguisher close to the pump?	☐	
8	Is the fire extinguisher-to-dispenser ratio 1:1?	☐	
9	Is sand available in a bucket?	☐	
10	Is a leakage detection system available?	☐	
11	Is an Emergency Test Stop available?	☐	
12	Are there no observable oil spills?	☐	

Questionnaire: Awareness of Safety Measures and Fire Safety

Dear Participant,

This questionnaire is designed to assess awareness of safety measures in the workplace (PFS). Please answer honestly by selecting the appropriate responses.

Section A: General Safety Awareness

1. Are you aware of general safety measures in the workplace?
   - o Yes
   - o No
2. Do you know how to properly use a fire extinguisher?
   - o Yes
   - o No
   - o Not sure

Section B: Fire and Hazard Awareness

3. Are you aware of the "No Smoking" rule in the workplace?
   - o Yes
   - o No
4. Are you aware that you must switch off the engine when refueling or in certain areas?
   - o Yes
   - o No
5. Are you aware that using mobile phones in restricted areas is prohibited?
   - o Yes
   - o No

Section C: Emergency Response Awareness

6. Do you know where the designated assembly point is in case of a fire or emergency?
   - o Yes
   - o No
7. Have you ever participated in a fire safety drill at your workplace?
   - o Yes
   - o No

Section D: Additional Comments

8. What improvements do you suggest to enhance safety awareness in the workplace?

Questionnaire: Employee Training and Fire Safety Compliance

Dear Participant,

This questionnaire aims to assess compliance with employee training and fire safety certification. Kindly answer the questions honestly.

Section A: Training Compliance

1. Were you trained before starting your job?
   - Yes
   - No
2. How long did your training last?
   - Less than 1 week
   - 1 week
   - More than 1 week
3. Do you receive annual training related to your job?
   - Yes
   - No

Section B: Fire Safety Compliance

4. Have you received a Fire Safety Certification from MNFS?
   - Yes
   - No
5. If yes, when did you receive your last Fire Safety Certification?
   - Less than a year ago
   - 1–2 years ago
   - More than 2 years ago
6. Do you think the current fire safety training is adequate for your job?
   - Yes
   - No
   - Not Sure

Section C: Additional Comments

7. What improvements would you suggest for employee training and fire safety compliance?

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