



ElectroGas Malta Project

Internal Emergency Plan – Emergency Response

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ElectroGas Malta Limited

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1 INTRODUCTION

1.1 Objective

This document describes Emergency Response Scenarios at the FSU, the Delimara LNG Regasification Terminal (Regasification Compound and Jetty) and the Delimara 4 Power Plant (CCGT).

1.2 Reference Documents

The reference documents are tabulated below:

Reference	Designation	Issued by	Date
OPS-MALT-ALM-HSE-PLN-0003	Emergency Response Plan Manual	Bumi Armada	10/04/2015
OPS-MALT-ALM-MAR-MAN-003	Cargo Handling Manual	Bumi Armada	

Table 1: Reference Documents

1.3 Abbreviation List

BLEVE	Boiling Liquid Expanding Vapour Explosion
BOG	Boil-Off Gas
CCGT	Combined Cycle Gas Turbine
CCR	Cargo Control Room (FSU)
CO₂	Carbon Dioxide
D3PP/D3PS	Delimara 3 Power Plant/Delimara 3 Power Station
D4PP/D4PS	Delimara 4 Power Plant/Delimara 4 Power Station
ERS	Emergency Response Service
ESD	Emergency Shut Down
FSU	Floating Storage Unit
GRS	Gas Receiving Station
LMT	Local Mean Time
LNG	Liquefied Natural Gas
LNGC	LNG Carrier
OBE	Operating Basis Earthquake
PERC	Powered Emergency Release Coupling
QRH	Quick Release Hook
RGU	ReGasification Unit
SSE	Safe Shutdown Earthquake
VHF	Very High Frequency

2 EMERGENCY CLASSIFICATION

Emergencies can be categorized based on two distinct criteria:

1. Can the Operations Personnel prevent harm to personnel or property by taking reasonable and prudent actions? This criterion determines whether the emergency is a Manageable Emergency or Non-Manageable Emergency; and
2. If the emergency is a Non-Manageable Emergency, are, or can personnel or property off-site be affected? This criterion determines whether the emergency is an Internal Emergency or an External Emergency.

2.1 Manageable Emergency

This is an emergency in which the Operations Personnel can prevent harm to personnel or equipment by taking reasonable and prudent actions such as valve manipulations, shutting down equipment, or initiating the Emergency Shutdown System. Examples of Manageable Emergencies that may occur at the Delimara 4 CCGT and LNG Terminal include:

- Minor LNG leaks at the FSU that are contained within drip pans and could result in a confined fire (if ignition);
- Minor LNG spills at the Regasification Unit that are contained within the Impounding Basin or the Flare KO Drum Pit and could result in a confined fire (if ignition);
- Transformer or lubrication oils leakages within a containment system and could result in a confined fire;
- Collapse of building elements or systems and equipment that does not result in or does not have the potential to result in the loss of containment of LNG or flammable gases;
- Building fires that do not involve flammable gases;
- Electrical fires that do not involve flammable gases;
- Loss of electrical power or other process utility;
- Emergency LNG carrier departure or unexpected LNG carrier disconnect;
- Vehicle accidents (without any LNG spill or gas release);
- Severe weather conditions;
- Breaches of site security that do not result in or have the potential to result in substantial damage to the installations.

2.2 Non-Manageable Emergency

This is an emergency in which the Operations Personnel cannot prevent harm to personnel or equipment by taking reasonable and prudent actions such as valve manipulations, shutting down equipment, or initiating the Emergency Shutdown System. A Non-Manageable Emergency involves situations that have the potential to result in exposure of personnel or property to natural gas in a liquid, cold vapour, or gaseous state or may result in fire or explosion. Examples of Non-Manageable Emergencies that may occur at the Delimara 4 CCGT and LNG Terminal include:

- LNG spills at the FSU, the Jetty or the Regasification Unit that are not contained and could not result in an unconfined fire and/or explosion;
- Flammable gas leaks (BOG/NG or propane) from significant failure of a pipeline or process equipment;

- Building or equipment fires that contain or have the potential to contain flammable gases;
- Structural failure of a LNG cargo tank at the FSU;
- Major fire aboard the LNG Carrier;
- Bomb threats;
- Severe weather conditions (including earthquake) that cause wide-scale damage to equipment and systems that result in or have the potential to result in a loss of containment of LNG or flammable gases;
- Security Breach that results in a high probability of substantial damage to the installations, even if no damage has yet occurred (e.g. discovery of an explosive device in close proximity to a LNG tank/vessel or major LNG pipeline or BOG/NG pipeline; act of sabotage that may result in structural failure of these equipment).

A Non-Manageable Emergency is then further classified as an Internal Emergency or an External Emergency.

2.3 Non-Manageable Emergency - Internal Emergency

This is a Non-Manageable Emergency that threatens on-site personnel or equipment with exposure to LNG or BOG/NG (liquid, cold vapor, or gaseous state) or involves a fire or explosion of a magnitude that involves a large portion of the plant.

A Security Breach that results in a high probability of substantial damage to the installations is considered as an Internal Emergency.

At the instruction of the Emergency Controller, emergency help will be requested by the Communication Officer from Off-site Emergency Organizations during an Internal Emergency.

2.4 Non-Manageable Emergency - External Emergency

This is a Non-Manageable Emergency that threatens the public with exposure to natural gas (liquid, cold vapour, or gaseous state) or involves a fire or explosion of a magnitude that affects persons or property off-site.

At the instruction of the Emergency Controller, emergency help will be requested by the Communication Officer from Off-site Emergency Organizations during an External Emergency.

Additionally, the Emergency Controller may recommend an evacuation of the local community in accordance with the External Emergency Plan.

3 LNG SPILL, GAS RELEASE AND FIRE SCENARIOS

Refer to document **ENEM-AEC-E0-00-DR-SE-00001: Scenario Effects Maps** from Safety Report.

3.1 General Emergency Response

3.1.1 Major LNG spill on Land/Water

In the case of LNG spill occurs on land:

- The site/marine personnel inform the Emergency Controller/FSU Master and advice the location and the approximate quantity;
- The Emergency Controller/FSU Master with the ERT Leader identify and isolate any source of ignition and restrict vehicle/marine access to spill area, make the area safe;
- The ERT Leader mobilizes the Emergency Response Team, if required;
- The Emergency Controller/FSU Master and the ERT Leader determine the resources required to safely clean-up and dispose of LNG.

If required, the Forward Control Point is established upwind the spill area.

Do not enter the 'fog' cause by large liquid LNG spills, the oxygen concentration in the fog may be well below that of normal air. Large spills out of doors should be dispersed with water, to increase the rate of vaporisation. If a vehicle has been involved, do not move it until the tyres are warm again.

If LNG spill contained, ignition risk can be reduced with foam application. If the LNG spill is (partially) not containable, the Emergency Controller will ensure that evacuation procedures are initiated.

Once LNG spill is cleaned and safely disposed, investigation will be conducted and corrective actions initiated.

3.1.2 Cryogenic Liquid Burns

In severe burns cases summon medical attention (by ambulance) immediately. Calm the victim and avoid aggravating injury. Flush affected areas of the skin with copious quantities of tepid water (around 40°C, but NOT MORE THAN 45°C) to reduce freezing of the tissue. If affected, flush eyes with warm water for 15 minutes.

However, a large burn when warmed up will cause the casualty much distress and the casualty will require powerful pain relief. If there is likely to be a delay in transport to the hospital, then allow the burn to warm up more slowly.

Loosen any clothing that may restrict the circulation of the blood. Do not apply heat to the affected parts, but keep the casualty warm. Cryogenic burns will swell and are very prone to infection. Protect the burned area from infection or further injury (use a mild soap to clean the affected area).

People with frostbitten feet should not walk on them. Do not rub or massage the affected parts of the body

At the public hospital, the casualty department may not have treated a LNG burn before. Take the MSDS detailing the medical treatment required with the casualty to the hospital.

3.1.3 Uncontrolled Gas Release

In the case of flammable gas release occurs, with an alert by gas detection or by personnel call-in:

- The site/marine personnel inform the Emergency Controller/FSU Master and advice the location;
- The Emergency Controller/FSU Master with the ERT Leader identify and isolate any source of ignition and restrict vehicle/marine access to the area, make the area safe;
- The ERT Leader mobilizes the Emergency Response Team, if required;
- The Emergency Controller/FSU Master and the ERT Leader determine the need for local or total evacuation to SAA/EAP, depending on the wind direction.

Once the gas leak is stopped, investigation will be conducted and corrective actions initiated.

3.1.4 Fire and/or explosion

In the case of fire and/or explosion occurs, not manageable by personnel on scene, the fixed fire fighting systems will be activated.

The Emergency Response Team will attend the fire area, assess the situation and if safe extinguish fire and/or protect the threatened equipment/facilities/building with additional fire fighting hoses.

Non-essential personnel will be evacuated to Safe Area.

If the fire is beyond capacity of on-site resources, the ERT Leader is to notify the Emergency Controller/FSU Master who will request assistance from Off-site Emergency Services. At the Delimara Power Station main gate, Off-site Emergency Services will be guided to the fire area.

Once the fire is brought under control, the Emergency Controller/FSU Master and the ERT Leader ensure that personnel and area are safe, initiate clean-up and, investigate cause, complete investigation report and implement mitigations. Debrief with Emergency Response Team is then hold.

3.2 Scenarios at the FSU (CONFIDENTIAL)

3.3 Scenarios at the Jetty (CONFIDENTIAL)

3.5 Scenarios at the Delimara 4 Power Plant (CONFIDENTIAL)

4 FSU RELATED SCENARIOS

4.1 Severe Weather Conditions

4.1.1 Storm Mooring System

The FSU is jetty moored for the benign environmental conditions (most of the times).

On getting the storm warning, the FSU will pay-out jetty mooring lines and connect itself to the Storm Mooring System which consists of pre laid 8-point spread mooring setup, located about 70m towards west from the jetty.

A layout of the mooring arrangement is shown below:

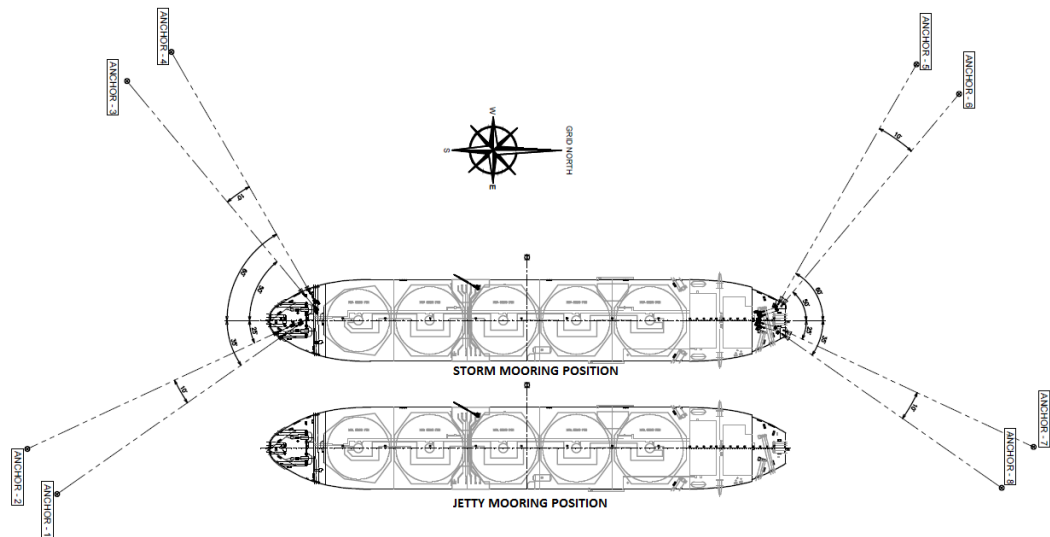


Figure 1: Storm Mooring System

4.1.2 Severe Weather Alert and Actions

The Emergency Controller/FSU Master and the ERT Leader will use the Weather Monitoring System located at the jetty platform for forecasts and warnings.

When severe weather (storm conditions) warning is received, the FSU Master is notified and shall decide appropriate action and response, including disconnection from the jetty to the storm mooring system.

4.2 FSU Break Away from the Jetty

In case of an emergency, the FSU break away from jetty during cargo transfer includes the following actions:

Step	Action
1	Operate the ESD system to stop the transfer operations.
2	Sound a series of short and rapid blasts on the ship's whistle/siren to declare the emergency situation.
3	Inform the LNG Terminal of the nature of emergency.
4	Start the deck water spray.
5	Inform engine room about emergency and have engines prepared for maneuver and / or prepare the storm mooring system for immediate use.
6	Man emergency stations and initiate emergency procedures as per emergency contingency plans for the situation prevailing.
7	Drain the cargo transfer hoses into ship's tanks and disconnect them.
8	Ensure shore Gangway is clear of the vessel and picked up.
9	Disconnect any other hoses if connected.
10	Cast off barge or craft alongside and tell them to clear away.
11	Start own power generation and prepare to cast off the electrical connections.
12	Send crew on un-mooring stations. Keep fire axe or knife ready at stations in case ropes need. Inform the jetty to standby to cast off the Quick Release Hook as requested by Master / Harbour Pilot.
13	Inform Port Control / stand by boat, of the situation & requirements, if any.
14	Cast off the vessel & continue with the emergency response. As soon as cast off, prepare Anchors for use in an emergency.
15	Notify the emergency as applicable.

Table 15: FSU Break Away from the Jetty

4.3 Man Overboard

The two categories of man overboard emergency are:

- Immediate Action Required: Incident seen from the FSU, incident reported to the Cargo Control Room by an eyewitness, and;
- Person Missing: Crew member reported missing, time uncertain or unknown (presumed overboard).

Note: The signal for Man Overboard is the sounding of the General Alarm

4.3.1 Immediate Actions

Anyone seeing a person in the water should immediately throw a lifebuoy and raise the alarm by informing Cargo Control Room. The CCR duty officer will immediately raise an alarm and alert any vessels and Harbour authorities in the vicinity. The Rescue Boat Response Team will muster and then proceed to the rescue boat. If the man is in view, or his location known with reasonable certainty, the Emergency Response Team will standby the Boat Station and act on information received from the Master of the standby vessel. A constant watch will be maintained on the person until given the "all clear" by the Master, and life buoy(s) will be thrown.

If the man cannot be seen in the water, or his location is unknown, the FSU rescue boat should be launched to search for the man overboard.

4.3.2 Use of the FSU Rescue Boat

In the event of an emergency requiring the use of the rescue boat, it is vital that all personnel involved are prepared and familiar with their duties.

The Emergency Boat Launching Crew must place the rescue boat in the embarkation position, and prepare for an immediate launch.

The Boat Crew must wear lifejackets and board the rescue boat on instructions from the rescue boat leader. Lifejackets must be taken for the casualty(s). The Boat Crew Leader will signal the Launching Crew Leader when all members of the Rescue Boat Crew are onboard and secure. The rescue boat will then be lowered to the water and launched.

If a walkie-talkie of suitable range is available, this should be taken on the rescue boat so that it may be used by the lookout to guide the boat to the casualty. If a walkie-talkie is not available, a bearing and range to the position of the casualty should be taken immediately before the launch of the rescue boat so that the rescue boat may use a compass to steer to the correct position. When not in direct radio communication with observers who have the casualty in view, extreme care must be taken that the rescue boat does not run down the casualty. At night, use the searchlight and torch to scan the surface of the sea.

When the casualty is located, the crewmember at the bow of the rescue boat should use the boat hook to draw the person close to the boat. Other crewmembers must assist in drawing the casualty into the rescue boat. It is unlikely that a person, who has fallen overboard, even if they have only been in the water a short time, will be able to climb into the rescue boat unaided. As soon as the casualty is on the rescue boat, the rescue boat should return to the FSU.

4.3.3 Missing Man Procedure

If a person is found to be, or suspected of being missing, but has not been seen to fall overboard, the Missing-Man Procedures must be initiated immediately. The crew should be mustered and a systematic compartment-by-compartment check of the FSU carried out by nominated crewmembers that are totally familiar with the areas to be searched.

This will ensure that all areas of the FSU are thoroughly checked and that the search is completed with the minimum delay to enable the following factors to be ascertained:

- The last time that the person was seen onboard;
- The time at which the person was found to be missing;
- When this information is known 'best estimates' of his present position in the water will have to be made using the latest wind and tide data and this information transmitted immediately to the standby vessel;
- All relevant personnel to be informed.

4.4 Collision (CONFIDENTIAL)

4.5 Confined Space Rescue

Confined space entry tasks present a significant risk to personnel's health & safety. It is therefore the policy that no person shall enter a confined space to carry out work for any purpose unless it is not reasonably practicable to achieve that purpose without such entry.

A large number of people are killed or seriously injured in confined spaces each year throughout industry, those involving complex plant to simple storage vessels. Those killed include people working in the confined space and those who try to rescue them without proper training and equipment.

Confined Space Entry is further controlled by the Permit to Work System and the Confined Space Entry Procedure.

4.5.1 Precautions

No one should enter any dangerous space, even to attempt a rescue, without taking suitable precautions for his own safety since not doing so would put his own life at risk and almost certainly prevent the person he intended to rescue being brought out alive.

The Chief Officer must supervise the rescue operation. He must decide, on the basis of an assessment, the procedures to be followed and the precautions necessary to ensure that this is a “no risk” operation. The following precautions must be taken:

- The Chief Officer must make an assessment of the space and a responsible person to take charge of the operation should be appointed;
- The potential hazards should be identified;
- The atmosphere of the space must be tested.

4.5.2 Rescue Procedure

Nobody shall enter confined space without a permit issued by the Master, Area Authorities, the department heads. The Cargo Control Room and Emergency Operations Center must be informed of any space that is to be entered, so that they do not, for example, stop fans, start equipment or open valves by remote control, close escape doors or pump cargo or ballast into the space. Further, appropriate warning notices must be placed on the relevant controls and equipment.

When a rescue is underway and at the earliest convenient time, it might be necessary to add extra portable ventilation equipment to help clear the atmosphere in the space. Care should be taken that the fan(s), trunking, etc. do not impede access to and from, or movement inside the space.

The atmosphere will be tested for the presence of combustible gas using a ‘gas detector’ with the relevant extension. Particular care is required when accumulations of hydrogen are suspected.

No matches, welding or flame cutting equipment, electrical equipment or other sources of ignition must be taken into the space.

All the rescue equipment must be positioned ready for use at the entrance to the space before entry. When the alarm is raised then the medical team must move to the scene with the relevant medical equipment. All rescue and medical equipment is listed in the Confined Space Entry Procedures.

At least one stand-by man must be detailed to remain at the entrance to the space whilst it is occupied.

A system of communication must be established and tested by all involved to ensure that any person entering the space can keep in touch with the standby man at the entrance.

Before entry is permitted it should be established that entry with breathing apparatus is possible. The extent to which the use of breathing apparatus or life lines or rescue harness would cause any difficulty of movement within any part of the space, or would cause problems if any incapacitated person had to be removed from the space, should also be examined.

Lifelines of rescue harnesses should be long enough for the purpose and easily detachable by the wearer should they become entangled, but should not otherwise come away from the rescue harness.

If unforeseen difficulties or hazards develop, the work in the space must be stopped and the space evacuated so that the situation can be assessed.

If a person in a space feels in any way adversely affected he should give the pre-arranged signal and immediately leave the space.

A rescue harness must be worn to facilitate recovery in the event of an accident.

Should an emergency occur the general alarm should be sounded so that back up is immediately available to the rescue team.

Except in the case of emergency, or where impracticable because movement in the space would be seriously impeded, two air supplies must be available to the wearer of the breathing apparatus who is required to work in a dangerous space.

Where remote testing of the space is not reasonably practicable, or where a brief inspection only is required, a single air supply may be acceptable provided prolonged presence in the space is not required and the wearer of the breathing apparatus is so situated that he can be hauled out immediately in case of emergency.

If the space requires the possible use of hoisting equipment to affect rescue, arrangements must be made to ensure that persons would be available to operate it as soon as necessary.

When appropriate, portable lights and other electrical equipment shall be of a type approved for use in a flammable atmosphere.

Should there be any hazard due to chemicals, whether in liquid, gaseous or vapour form, coming into contact with the skin and/or eyes then protective clothing should be worn.

4.5.3 Rescue with a Stretcher - Neck and Vertebra Injuries

The rescue of personnel from confined spaces who may be suffering from neck or vertebra injuries requires handling techniques that ensure the injuries are not made worse during the rescue.

It is therefore essential that:

- The Master will oversee closely the rescue and recovery of injured persons;
- The injured person is recovered using the stretcher;
- The injured person is moved as little as possible;
- All parties involved understand the rescue plan;
- The emergency teams covering this type of rescue will carry out regular exercises;
- The rescue team will adhere to the FSU confined space entry procedures at all times;
- The final approval for the rescue to take place will come from the Master.

4.5.4 Confined Space Rescue Guidelines

Prior to a confined space being entered for work/inspection, it must have been properly prepared for personnel entry prior to the "incident" and that the relevant permits and entry certificates must be in place with isolations and precautions still valid. It is important that regular training exercises are held that entails the rescue of personnel from enclosed spaces. These exercises should cover all manner of situations. Regular exercises of this type will ensure that an effective response will be in place should a rescue from a confined space be necessary.

If an emergency occur the general alarm will be sounded.

The Chief Officer will make an assessment of the situation and will advise the Master. All potential hazards must be identified.

The Master will decide, on the basis of this assessment, the procedures to be followed and the precautions necessary.

The Chief Officer will lead the rescue team under the direct supervision of the Master.

No one shall enter any confined space, even to attempt a rescue, without taking suitable precautions for his own safety, since not doing so would put his own life at risk and almost certainly prevent the person he intended to rescue being brought out alive.

If unforeseen difficulties or hazards develop, then the rescue in the space must be halted and the space evacuated so that the situation can be assessed.

Immediately the alarm is raised to indicate that personnel are in trouble in a confined space, the practiced emergency plan will be put in place.

The Chief Officer will lead the team into the space to affect the recovery of injured or unconscious personnel.

A standby man nominated by the Chief Officer and/or the Master or other senior staff member such as the 2nd Officer will be located at the enclosed space entry, he will maintain regular contact with the team in the space throughout the rescue, he will not leave the entrance until the rescue is completed.

Prior to any rescue attempt, the atmosphere in the space must be tested from the space entry, for the presence of combustible gas, using a gas meter with an extension sampling tube. All measures must be taken to reduce the hazards that the rescue team is likely to be exposed to.

Rescue and available equipment will be positioned ready for use at the entrance to the space.

Note: No one shall enter the space alone!

A system of communication must be established and tested by all involved to ensure that any person entering the space can keep in touch with the standby man at the space entry.

Lifelines of rescue harnesses must be long enough for the purpose and easily detached by the wearer should they become entangled, but should not otherwise come away from the rescue harness.

The Rescue Team will only enter the space when all the preparatory procedures and equipment is in place including the backup team at the space entry.

If the ventilation is marginal or if forced ventilation has stopped, the resultant effect must be reviewed by the Chief Officer and the Master. The Rescue Team must not be placed in a potentially hazardous situation

The Team will stay together as they enter the space, the Team members will abide by the instructions of the Rescue Team Leader.

If breathing apparatus has to be worn, then all persons entering the space will have the sets checked for integrity by the Chief Officer or another senior member of staff prior to entry. Recommended procedures for monitoring personnel in spaces when wearing breathing apparatus will be in place.

It may be necessary to take breathing air into the space for an unconscious person, the method of achieving this will depend on the circumstances, and in some cases a short duration escape set may be adequate and in other cases a breathing apparatus set may be needed. Whichever method is utilized it must be such that maximum protection is afforded to the person being rescued.

It is important that the Medical Team is made available at the space entrance with a medical emergency pack, if he has to enter the space, then he must be accompanied at all times by a member of the back-up team. It is therefore important that the Medic is involved in the emergency exercises for rescue from confined spaces, and that he is fully familiar with the wearing of breathing apparatus sets.

5 OTHER SCENARIOS

5.1 Vehicle Accident

In the case of a vehicle accident occurs, assistance of the Emergency Response Team can be requested.

- Following precautions will be undertaken (if safe to do so):
- Switch off the vehicle ignition;
- If a vehicle fire is involved, initiate vehicle fire extinguisher if fitted;
- Assess the vehicle and site damage;
- Take necessary actions to secure/isolate the scene;
- If the vehicle is in contact with power lines, stay clear and advise occupants to Stay in Vehicle;
- Do not try to remove casualties from the vehicle unless other dangers are present;
- When possible, rescue trapped or injured personnel and provide Medical Aid (if qualified), maintain airway;
- Cover any spilt fuel with foam, sand or dirt.

The Emergency Controller and the ERT Leader (and employee/contractor Manager) will ensure injured persons receive appropriate Medical Care, initiate trauma counselling for any victims, follow-up with local competent authorities on action taken, then investigate cause and complete the investigation report.

5.2 Medical Response

5.2.1 Organisation

The primary group of responders shall consist of individuals trained to provide basic life support. This group shall consist of First Aiders and Advanced First Aiders. They are normally the Emergency Response Team members. They shall be called First Responders and shall have the capability to provide basic life support. These individuals are capable of providing initial care for ill or injured personnel on location. They can attend to monitoring of airway, breathing, circulation, control of bleeding, treatment for shock, splinting, administration of oxygen, and any additional care as directed by a Doctor. These responders will hold appropriate certification.

5.2.2 Levels of Medical Response

The level of medical response shall be determined by a patient's condition, which shall be categorized to be life threatening, non-life threatening, or fatality events. This decision shall be left to the Emergency Controller/FSU Master and the onsite First Responders.

Condition	Description	Level of Response
Fatality	Death	Medical evacuation
Life Threatening	Difficulty breathing, chest pain, severe abdominal pain, head injuries, multiple fractures, shock, abdominal or chest trauma, severe bleeding, and major burns	Medical evacuation
Non-Life Threatening	Minor medical condition (cold, flu, gastro-intestinal problems, simple fractures, strains/sprains, minor burns or lacerations)	First Responder and then sent offsite (hospital) for further checks if required.

Table 16: Levels of Medical Response

5.2.3 Medical Evacuation

If deemed necessary and evacuation procedures have been implemented, the patient is being stabilized in preparation for transport to a health care facility. Communication can be established between the offsite Doctor or Medic and the receiving facility. Upon arrival at the health care facility, the patient shall be evaluated and treatment provided. If it is determined that the patient is in need of specialized care beyond the capabilities of the initial receiving facility, the local receiving physician shall coordinate evacuation to a "Medical Center" (hospital or equivalent treatment facility).

In the event of a life-threatening emergency medical evacuation of an employee, the patient shall be accompanied in the medical evacuation with an escort. At a minimum, the escort should be currently certified in first aid. This escort should be provided with the following:

- Home address,
- Age,
- Reaction to medications and other allergies and medical history if available.

Ensure that medical care is made available to the injured/ill person. To do this, the escort should:

- Inform medical personnel that he/she is representing the installation as the patient's escort, will remain with him/her, and will be included in communications with the attending physician;
- Verify workman's compensation for medical treatment and pharmaceutical needs. This usually involves signing documentation that the injury/illness was work-related;
- Pass on information to the injured/ill person's Supervisor via telephone so that the family may be updated;
- Arrange for transportation of the injured/ill person to home or another facility if required;
- Discuss with the medical staff the injured person's normal work activities, schedule, etc. so the physician can make a better judgment regarding release dates, follow up visits and degree of restricted activity.

The escort should be released of duties upon arrival of the Operation Manager.

Fatalities will require immediate escalation to the response notification process. The deceased will be transported with ambulance resources as soon as practical. The local Police will be contacted and informed, as well as Company Representative.

In the case of injury/fatality of contractors or any third parties, Subcontractor/Employer Representative will be contacted.

5.2.3.1 *Direction to Mater Dei Hospital*

Mater Dei Hospital is located at Triq Dun Karm, L-Imsida, Malta, at about 13.4 km from site (about 22 mins).

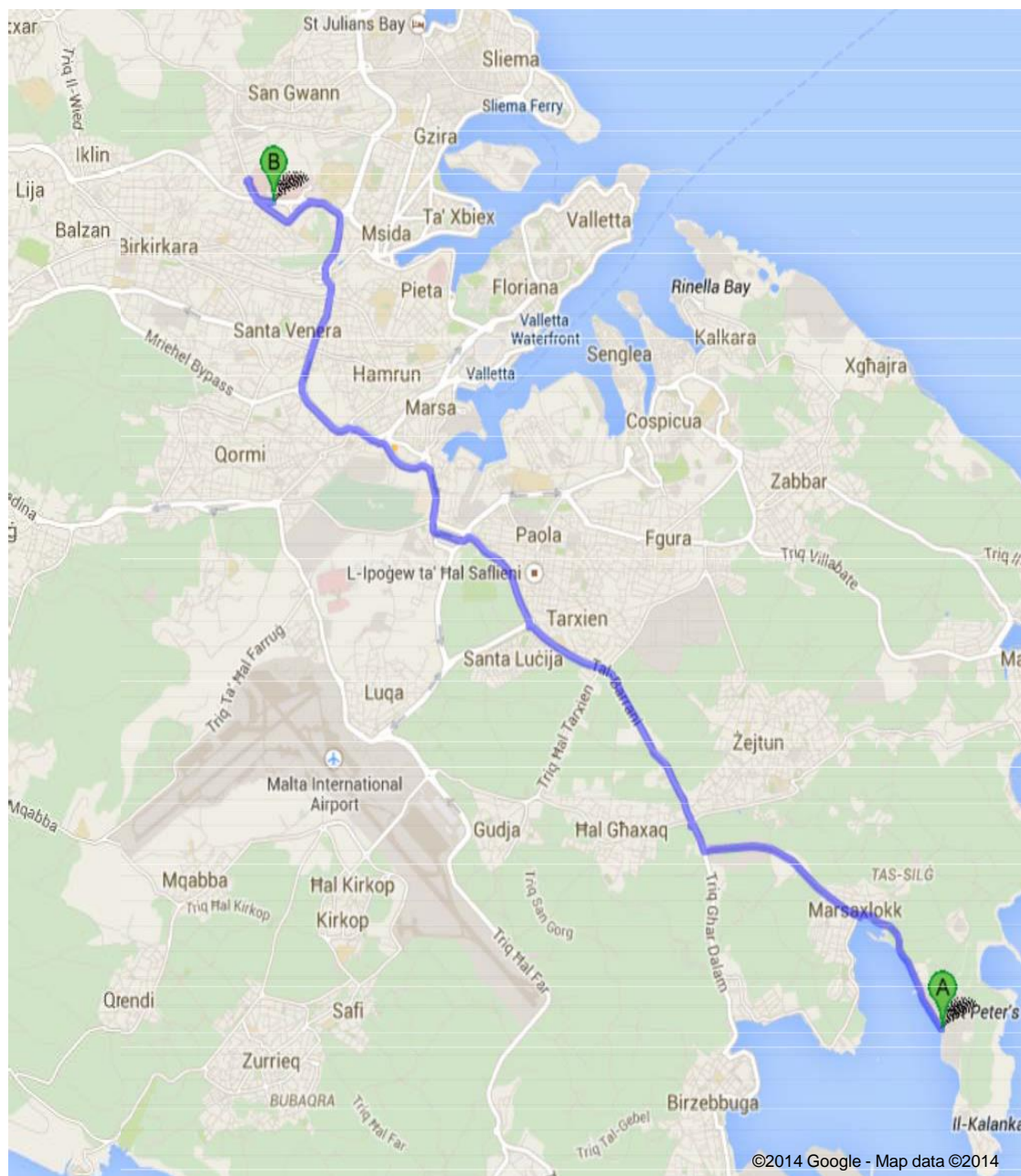


Figure 2: Direction to Mater Dei Hospital

5.2.3.2 Direction to St. James Hospital

St. James Hospital is located at Triq Ic - Cimiterju, Haż-Żabbar, Malta, at about 6.4 km from site (about 15 mins).

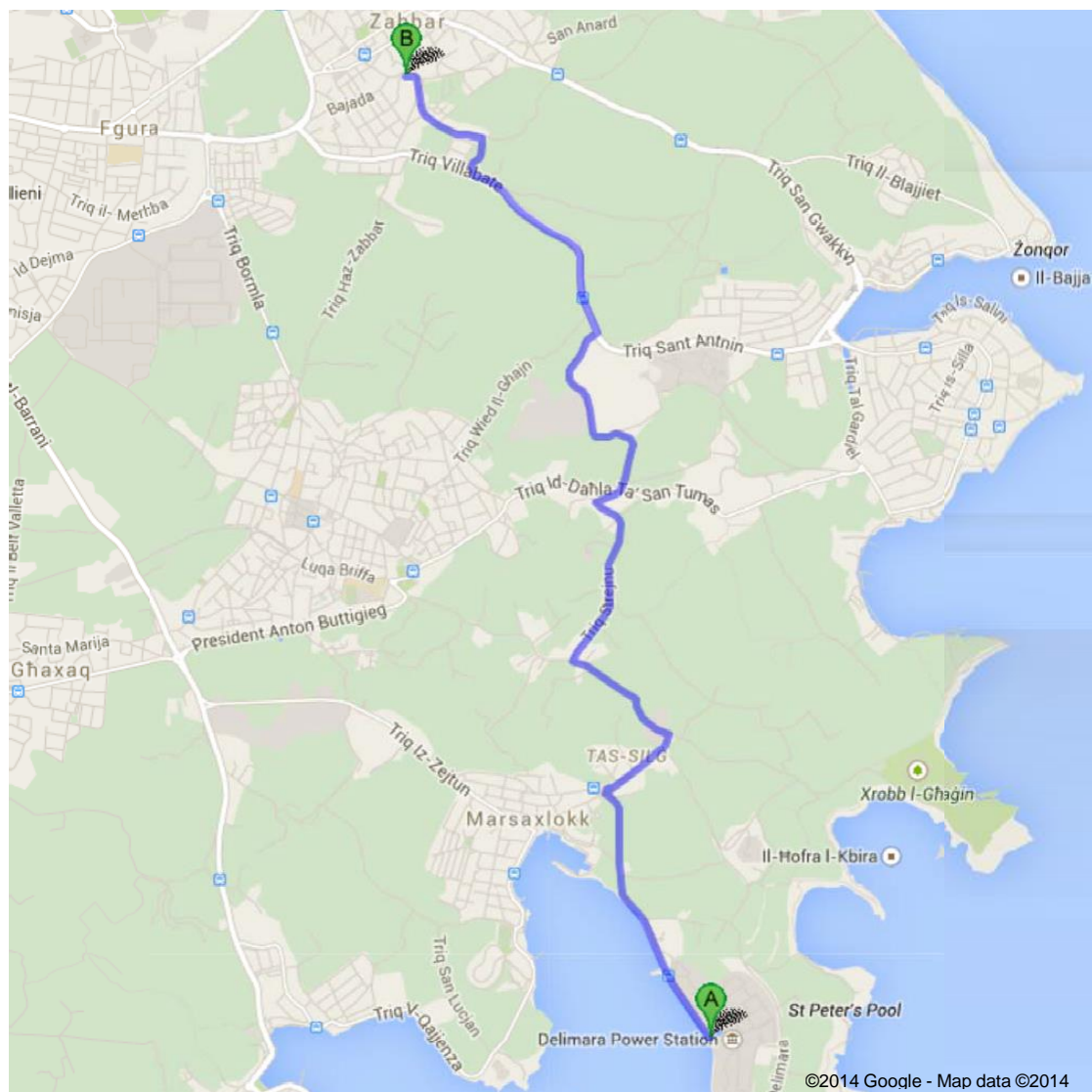


Figure 3: Direction to St. James Hospital

5.2.4 Wavier of Medical Care

As long as a patient is competent, he/she may refuse treatment, even if it will result in injury, illness, disability or death. In the case of such wavier, it is very important to make a determination as to the competency of the patient. This determination shall be done in continuous communication with - and under the guidance of - the offsite Doctor.

If the patient still refuses treatment after all instructions from the offsite Doctor have been carried out, the Statement of "Wavier of Medical Care" is to be signed by the patient and a witness. The original copy of this form shall be forwarded to the Operations Manager and a copy kept on location.

If the patient refuses to sign the form, the instructions of the offsite Doctor will be carried out and each step documented. The original copy of the documentation shall be forwarded to the Operations Manager and a copy kept on location.

5.3 Bomb Threat or Discovery of an Explosive Device (CONFIDENTIAL)

5.4 Breach of Site Security (CONFIDENTIAL)

5.5 Earthquake

In the event of an earthquake occurrence it is essential that emergency response personnel take immediate action to gather damage assessment information, which is needed to determine the severity and extent of injuries and damages. This data will provide much of the information that decision makers will need to implement and prioritize response actions for:

- Access control and re-entry to impacted areas,
- Debris clearance,
- Restoration of utilities and restart of operations, and
- Inspection, condemnation and demolition of buildings and other structures.

The Emergency Controller is responsible for ensuring that these actions are administered.

The following actions will be taken depending upon the earthquake magnitude:

- If magnitude is assumed less than design OBE, shutdown activities will not be initiated, but a comprehensive visual inspection of the Delimara LNG Regasification Terminal and Power Plant will be performed and appropriate actions will be taken if damage is observed;
- If magnitude is assumed greater than design OBE but less than design SSE, preparations will be made to initiate shutdown of the Delimara LNG Regasification Terminal and Power Plant and deinventory all pipelines of flammable fluids and chemicals. A comprehensive visual inspection of the facilities will be performed and appropriate actions will be taken to shutdown equipment or the entire plant if damage is observed. Maintenance inspections will be scheduled to be performed on key equipment to ascertain condition and integrity. Additionally, inspections will be performed to identify ground stability issues, such as evidence of liquefaction;
- If magnitude is assumed equal to or greater than design SSE, shutdown of the Delimara LNG Regasification Terminal and Power Plant will be initiated immediately and pipelines will be deinventoried of flammable fluids and chemicals. A comprehensive visual inspection of the facilities will be performed followed by a comprehensive maintenance inspection of all equipment and systems. The plant will not be returned to service until all inspections have been complete and appropriate repairs made.

The Emergency Controller and the Emergency Response Team Leader will determine the appropriate actions for responding to an earthquake event that will also consider the following:

- Expect aftershocks: These secondary shockwaves are usually less violent than the main quake but can be strong enough to do additional damage to weakened structures and can occur in the first hours, days, weeks, or even months after the quake;
- Listen to a battery-operated radio or television: Listen for the latest emergency information;
- Use of telephones: Use the telephone only for emergency calls;
- Stay away from damaged areas: Stay away unless assistance has been specifically requested;
- Be aware of possible tsunamis: These are also known as seismic sea waves (mistakenly called "tidal waves"). When local authorities issue a tsunami warning, assume that a series of dangerous waves is on the way;
- Help injured or trapped persons: Give first aid where appropriate. Do not move seriously injured persons unless they are in immediate danger of further injury. Call for help;
- Clean up spilled chemicals or flammable liquids immediately: Implement Emergency Response Procedures for LNG Spill, Gas Release and Fire;
- Look for electrical system damage: If you see sparks or broken or frayed wires, or if you smell hot insulation, turn off the electricity at the main fuse box or circuit breaker. If you have to step in water to get to the fuse box or circuit breaker, call an electrician first for advice;
- Check for sewage and water lines damage: If you suspect sewage lines are damaged, avoid using sanitary facilities. Isolate damaged water pipes.

5.6 Offsite Emergency – Mutual Aid

In the case of neighbouring facilities (Enemalta) experience an emergency beyond their capability and resources, and request for assistance is received, the Emergency Controller will liaises with counterpart and determine the type and level of support required: Fire, Medical, Environmental, Manpower, Fire Appliances, Rescue Equipment.

The ERT Leader will mobilize Emergency Response Team members and brief them on the emergency request, after approval to respond from the Emergency Controller.

The Emergency Controller must ensure that any exposure to EGM facilities is assessed prior to departure of the Emergency Response Team and the equipment.

The Emergency Controller and his team will participate in debrief on the emergency incident.

