



**CREEK DEVELOPMENTS PLC**

**MSIDA & TA'XBIEX**

**MARINAS**

**EMERGENCY RESPONSE PLAN**

**2013**

## **Creek Developments Plc - Emergency Response Plan**

Being prepared to handle an event, be it a major storm, fire, medical emergency or fuel spill, is the major factor in ensuring that the event is managed efficiently and safely. Creek Developments Plc has developed the following emergency response plan for the safety of its employees, boaters and the outside agencies that may be called upon to assist the marina in the event of an emergency.

A key element of any emergency response plan must be the identification of potential emergencies and their causes, and the implementation of preventive measures to reduce as far as possible the likelihood of the emergency occurring. A course of action must then be planned in the event that the emergency, despite all preventive steps, should occur. Such an assessment has been carried out and the potential emergencies have been identified as follows:

1. Fire
2. Fuel and hazardous waste spills and other pollution
3. Medical emergencies
4. Weather emergencies
5. Consideration has also been given to the evacuation of pontoons if necessary.

Since it is possible, even likely, that an emergency may occur outside office hours, it is of utmost importance that these plans are communicated to the Marina Security guards, present 24 hours, as well as to all the marina users. This is accomplished via a variety of methods including, but not limited to, on-site staff training, communication of the emergency response plan and any updates by email, and publication of the emergency response plan, once approved, on the Marina website [www.marinamalta.com](http://www.marinamalta.com). It is also planned that brief action plan graphics will be affixed to the inside of the gates of each pontoon.

### **1. Fire**

One of the most life-threatening and potentially catastrophic emergencies that could happen in a marina is fire.

#### **1.1 Prevention of Fire**

Prevention of fire is based on ensuring that the conditions for a fire to start are eliminated or controlled. The following rules are strictly enforced by marina security and marina management:

- a) Fuel is supplied by licenced road tankers only. The only fuel supplied by road tankers to boats berthed within the marina is diesel. The fuelling of petrol in the marina is restricted to a single small jerry can for small outboard engines only. Any larger quantities of petrol required must be taken on outside the confines of the marina.
- b) Barbecues are not permitted anywhere in the marina under any circumstances.
- c) The other significant fire hazard is fireworks, both ground and aerial, during the Msida Feast, held over a weekend in July (21<sup>st</sup> July 2013). The fireworks are set off some 60 metres from the boats, but nevertheless, the likelihood of hot sparks falling onto boats berthed on the first two pontoons, is high. The matter has been tackled through close co-ordination with the Msida

Police, the Feast organisers and the Pyrotechnic Society, so that precise timings of the displays are communicated well in advance to the marina management. In addition, the Pyrotechnics Society provides a Fire Engine on site in the Pieta Gardens car park close to Pontoon A, and the displays are not permitted to start until the truck is on site.

- d) From the Marina's side, additional security and regular marina staff are deployed during the feast weekend, as well as the positioning of extra fire extinguishers on Pontoons A, B and C, the pontoons closest to the fireworks display.

### **1.2 Procedures to be followed in the case of Fire – Reporting**

- a) In the event of a fire on a boat in the marina or anywhere else within the marina, the first person having knowledge of the fire should call 112 immediately.
- b) Once 112 has been called, Marina Security should be alerted on 7933 7149. Security personnel have basic fire fighting qualifications and annual updates as part of their license requirements.
- c) Marina Personnel must then notify Transport Malta of a fire emergency by calling Valletta Port Control (VTS) on VHF Channel 12 or by phone on 2291 4491/2, so that shipping/boating in the area can be directed if necessary.
- d) Fire extinguishers are located and clearly labelled throughout the marina (Appendix I), with three SOS pedestals (Appendix II) located on each pontoon, in addition to a number of pedestals on the Breakwater, Mamma Mia Quay and Pieta Quay. These extinguishers should be utilized for small fires only.
- e) Fire alarms are located on each of the SOS pedestals and are activated by breaking the glass on the side of the pedestal, or by opening the cabinet. A flashing red light accompanies the alarm siren.
- f) On hearing the siren, any individuals not directly involved in tackling the fire should leave the pontoon immediately

### **1.3 Containment of Fire**

- a) In the case of a boat on fire, personal safety of the marina users and employees is the primary concern.
- b) If the burning boat can be moved clear of other boats safely, this should be accomplished immediately.
- c) Alternatively, providing this can be done safely, the boats adjacent to the boat on fire should be moved.
- d) Other immediate actions that need to be accomplished are closing the marina to all traffic and shutting off the electrical supply to the pontoon on which the burning boat is berthed.

### **1.4 Control of access to pontoon in the event of Fire**

- a) Once the Fire Department is on site, the role of the Marina staff becomes strictly traffic control and communication.
- b) A clear access way must be kept for fire trucks through the car park, with particular attention being paid to bottlenecks such as the entry to and exit from the car park and access to the pontoon.
- c) No further access to a pontoon where a boat is on fire is allowed to anyone other than emergency personnel.

## **2. Hazardous Waste Spills / Pollution Incidents**

Creek Developments Plc has identified the following potential sources of spills of hazardous waste:

- a) Fuel transfer operations
- b) Oil changes and other general maintenance carried out either by a licensed mechanic or by the yacht owner
- c) Automatic bilge pumps discharging bilge water containing oil
- d) Leaks from yacht engines, waste oil drums, spill trays

### **2.1 Prevention of Pollution Incidents**

#### **2.1.1 Fuel Transfer Operations**

- a) A co-operative working relationship has been established with both the owners and the drivers of the authorised road tankers, of mutual benefit both to the marina and the fuel suppliers themselves.
- b) Road tankers are signed in and out of the marina area, noting the license number, driver's name, the quantity of fuel, and the pontoon supplied. Periodic random spot checks are carried out on the road tankers by marina staff, including inspection of the hose for leaks and damage, inspection of the spill kit required to be carried, and/or insurance documentation. Since the implementation of the controls, the incidence of spillage within the marina has dropped to virtually zero, with the drivers using their spill kits to absorb any minor drips onto the pontoons immediately.
- c) In the past, some of the marina users with access to large quantities of fuel, provided their own fuel, but this practice has been stopped.

#### **2.1.2 Waste Oil Spillage**

- a) Waste oil tanks are provided for the convenience of the marina users. Oil drained from the engine during oil changes may be disposed of in these tanks at no additional charge, and is collected by a licensed waste oil collector.
- b) Waste oil is collected in 205 Lt drums placed within a spill tray, situated at intervals around the marina. Filling of the waste oil tanks is via a large enclosed steel funnel with a lid.
- c) The contents of the waste oil tanks are checked daily as part of the security patrols, and collection is requested as soon as tanks are three-quarters full, the spill tray contains any spilled fuel or oil, or oil filters or jerry cans adjacent the tanks are noted.
- d) As a precaution, the tanks are also emptied when strong winds or heavy rain is expected.

#### **2.1.3 Gasoline or Diesel Fuel leaks from a Boat in the Water.**

- a) Marina security guards operate 24 hours, carrying out a number of patrols of each pontoon during their shift. Any unusual occurrences, including the presence of fuel or globules around a boat, are reported immediately to the marina office, during office hours, or to the Berthing Master or Commercial Manager during other times.

## **2.2 Procedure to be followed in the event of a hazardous waste spill**

- a) In the event of spillage of waste oil onto the surrounding tarmac, absorbent pads are used to remove the excess oil, with any remainder being absorbed and brushed away with absorbent sand.
- b) Spill kits are currently stored in the office of the Commercial Manager at the Marina Office<sup>1</sup>.
- c) In the event that gasoline, diesel or oil is determined to be leaking from a boat in the water, absorbent booms may be placed around the boat to contain the spill, before it can be mopped up by absorbent pads.

## **2.3 Action to be taken in the event of a Pollution Incident**

- a) The first person having knowledge of a hazardous waste spill into the sea should contact the marina management immediately.
- b) If outside of office hours, the incident should be reported to marina security on 7933 7149. Marina security will contact the marina management, or if there is no immediate response, contact the Pollution Response Team directly at Transport Malta on 22914491/2.
- c) Marina management to immediately contact Valletta Port Control (VTS) on 22914491/2, followed by an email to [vts.tm@transport.gov.mt](mailto:vts.tm@transport.gov.mt), providing the following details:
  - Type of product spilled
  - Approximate quantity spilled in m<sup>3</sup> or litres
  - Source or possible source of the spill
  - Wind direction and force in the area
  - Actions that are presently being taken (if any)
- d) Less serious spill reports may be reported directly to [response.tm@transport.gov.mt](mailto:response.tm@transport.gov.mt), followed up by a phone call to 21222203.
- e) If the spill is still contained at this point, marina staff will take action to stop the spill spreading further.

## **3. Medical Emergencies**

- a) All the medical emergencies that may affect individuals on land, may also occur while on board a boat or on the pontoons, with the added complication that evacuation of a casualty from a boat, particularly some sailing boats, or from the water, may not be straightforward.
- b) An additional hazard of the marine or aquatic environment is drowning, either on its own, or complicated by injury such as being crushed between boats or between a boat and the pontoon or quayside.

### **3.1 Controls**

- a) Each pontoon is provided with three pull-down emergency ladders (Appendix II) immediately across the pontoon from the SOS station, in addition to life-rings and first aid kits at each SOS station.

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<sup>1</sup> Additional spill kits are planned to be stored in cupboards located within the marina. When the kits are in place, the new location will be communicated to the staff, marina security and boat owners.

- b) Security personnel are trained in basic first aid as part of their licencing requirements, and receive update training on a yearly basis. All pontoons are wheelchair accessible, allowing clear access to emergency personnel.

### **3.2 Action to be taken in the event of a Medical Emergency**

- a) In the event that someone has fallen into the water in or around the marina, there are several safety related items to remember. If the person has fallen between boats, or between a boat and the pontoon or quay, it is imperative to get them out of danger immediately. Three ladders are located on every pontoon, immediately opposite the SOS pedestals. The SOS pedestals are also equipped with life rings and ropes.
- b) The first person on the scene of a potential drowning incident should call 112, and follow the following principles:
- c) Danger – Assess the danger to the casualty and potential danger to the rescuer. Drag/assist the casualty from the water
- d) Response – Check the casualty’s responses – Shake and shout
- e) Extracts from the Resuscitation Council UK’s Basic Life Support Guidelines have been attached in Appendix III.
- f) Accidents involving water must always be referred to immediate medical attention, even if the casualty appears to have made a full recovery.
- g) Transport Malta must be notified of any serious injury that occurs on any boat berthed in the Marina, by calling Valletta Port Control on VHF Channel 12 or 22914491/2.

## **4. Weather Emergencies**

### **4.1 Pre-Storm Preparation**

- a) Marina staff monitor the weather forecasts, both long range and short range, on a daily basis. In addition to general maintenance, when bad weather approaches, extra inspections are carried out on ropes and moorings.
- b) A notice advising of expected poor weather is posted on the marina website [www.marinamalta.com](http://www.marinamalta.com) and Facebook page [www.facebook.com/CreekDevelopmentsPlc](http://www.facebook.com/CreekDevelopmentsPlc).
- c) If the forecast continues to be poor as the weather front approaches, the warning is repeated and may additionally be repeated by SMS in the hours immediately preceding the expected storm.
- d) During security patrols, boats noted to be too close to the pontoons, or otherwise poorly secured, are reported and the owners contacted.
- e) When north-easterly winds are expected, any vacant berths available are advertised on the website and boats from other marinas seeking temporary shelter are encouraged to do so in advance, while manoeuvring can still be carried out safely.
- f) As the wind increases security patrols are augmented by marina staff inspections, and office hours are extended as necessary.

#### **4.2 Action to be taken in the event of weather emergencies**

- a) The primary course of action in the event of boats being improperly secured for very bad weather is to contact the owners to secure their own boats.
- b) However, in the interim until the owner arrives, it may be necessary for the safety and security of all the boats, to temporarily secure a boat using spare ropes, lashing it either to adjacent boats, or to supplement the ropes already in place.
- c) If adjacent berths are vacant, the mooring ropes from the vacant berth may be used to secure the boat in addition to its own lines.

#### **5. Evacuation of the Pontoons**

- a) In the event of evacuation of the pontoons being required, the alarms on the SOS pedestals may be activated either by opening the cabinet or breaking the glass on the side of the pedestals.
- b) Marina users should leave the Pontoons through the gates, or by boat or tender if access to the gates is blocked.
- c) The Marina RIB and other tenders will be used to evacuate individuals prevented from leaving a pontoon via the gate.

#### **6. Muster Stations**

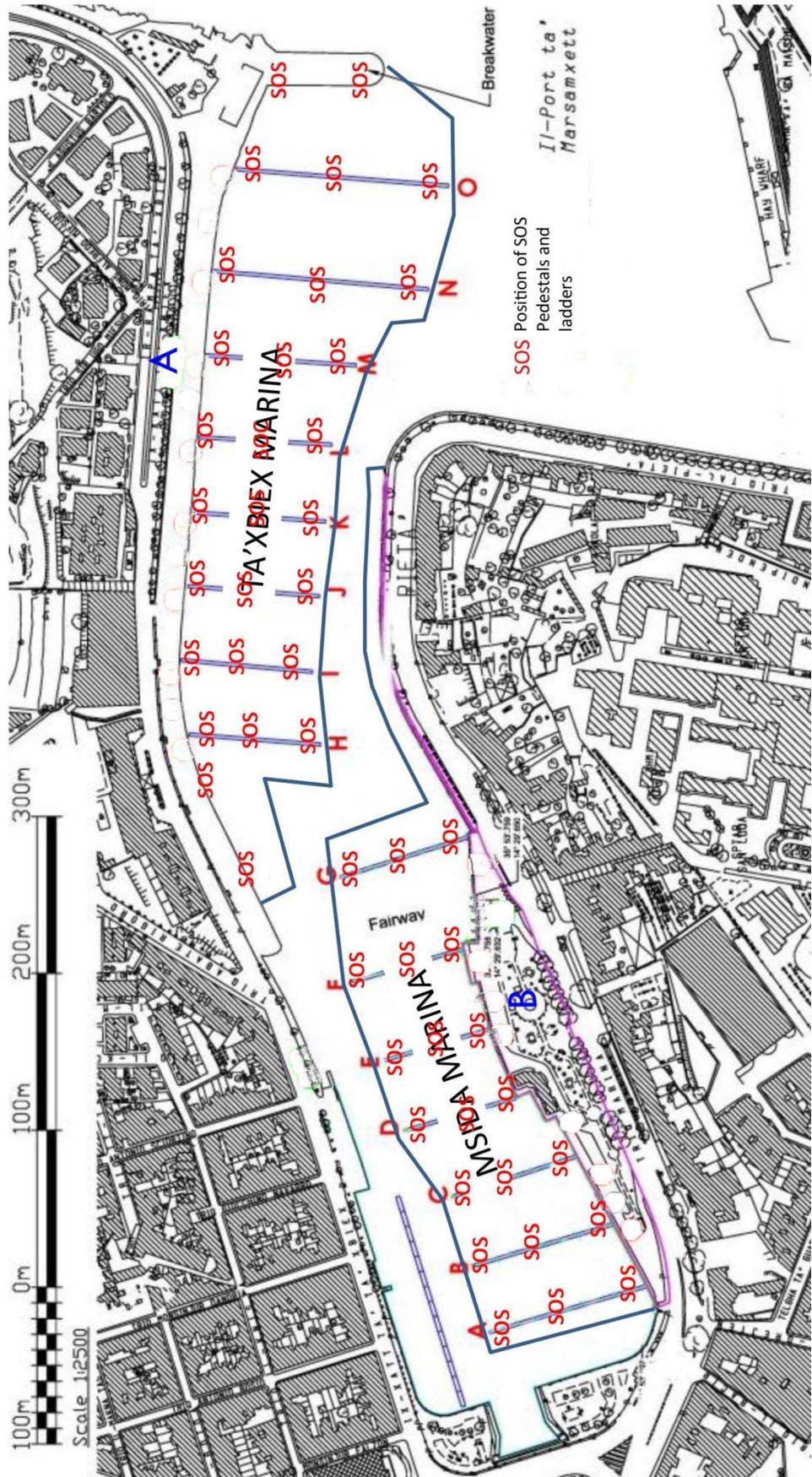
In the event of hearing an alarm or being ordered to evacuate the Pontoons, marina users should proceed immediately to the muster station on their side of the marina to receive further information and instructions.

- a) The muster station for the Ta'Xbiex side of the marina is marked at Position A on the Marina Layout Map (Appendix 1), and is situated by the bring-in site in the car park.
- b) The muster station for the Msida side of the marina is marked at Position B on the Marina Layout Map (Appendix I), and is situated by the gazebo in the gardens of the car park.

Appendix I – The location of the SOS pedestals in the Msida & Ta'Xbiex Marinas



**MSIDA & TA'XBIEX MARINA - Layout**  
Positions of SOS Pedestals and Muster Stations



## Appendix II – The SOS Pedestals and Emergency Ladders



Figure 1. (above) The SOS Pedestals showing the life ring, red light, and fire extinguisher cabinets. Also contained in each cabinet is a fire blanket and first aid kit.

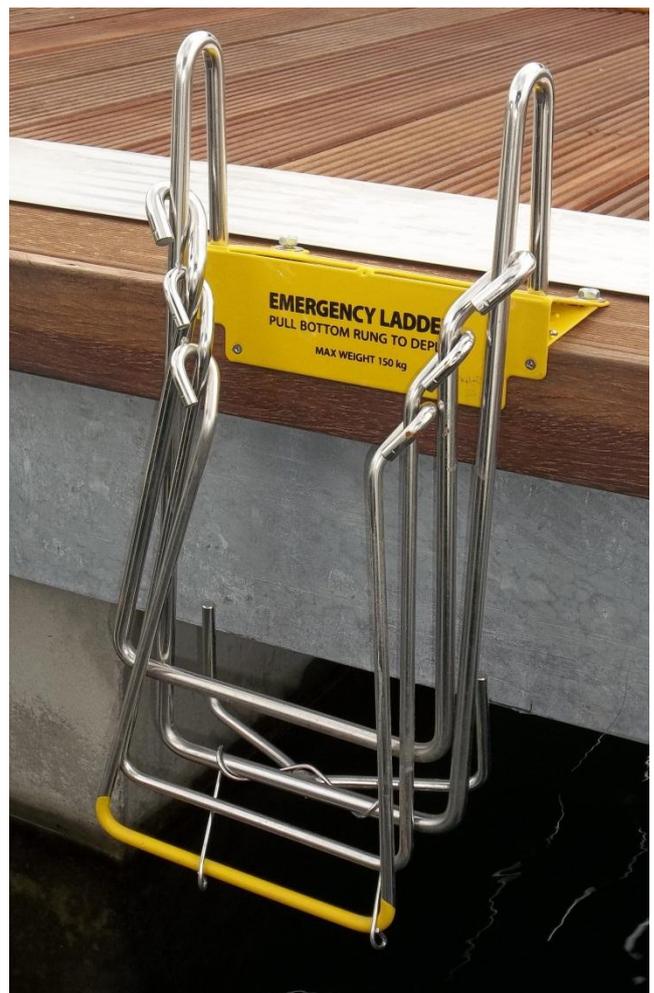
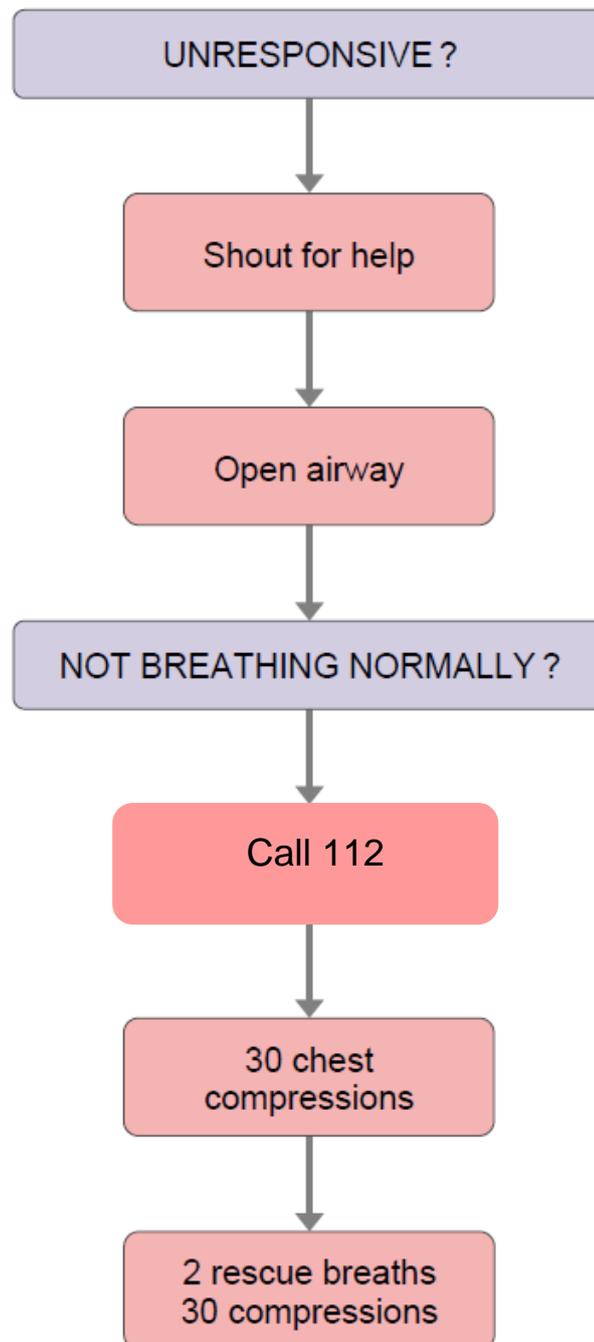


Figure 2. (above) The emergency ladders. Stored clear of the sea, they are activated by pulling on the bottom rung.

### Adult basic life support algorithm



#### Appendix IV – Contact information for Key Personnel

Name	Role / Responsibility	Contact Information
Marina Security Guards	24 hour Security	79337249
Marina Management: George Mercieca	Berthing Master Safety & Security of all vessels in the marina.	7933 7049 <a href="mailto:georgem@creekdevelopments.com">georgem@creekdevelopments.com</a>
Sarah Gauci Carlton	Commercial Manager Pollution Incidents Emergency Response & Waste Management	7933 7149 <a href="mailto:sarahgc@creekdevelopments.com">sarahgc@creekdevelopments.com</a>
Marina Office:	(Office hours only)	2133 7049 <a href="mailto:info@creekdevelopments.com">info@creekdevelopments.com</a> 53/1, Ta'Xbiex Seafront, Msida, MSD 1515
Transport Malta Transport Malta	Pollution Incidents	<a href="mailto:vts.tm@transport.gov.mt">vts.tm@transport.gov.mt</a> <a href="mailto:response.tm@transport.gov.mt">response.tm@transport.gov.mt</a> 2291 4491/2 VHF Ch 12
Transport Malta	Pollution Incidents 24 Hours	<a href="mailto:vts.tm@transport.gov.mt">vts.tm@transport.gov.mt</a> 2291 4491/2 VHF Ch 12
Transport Malta	Medical Emergencies	2291 4491/2 VHF Ch 12