



CREEK DEVELOPMENTS PLC

MSIDA & TA'XBIEX

MARINAS

EMERGENCY RESPONSE PLAN

2024

Creek Developments Plc - Emergency Response Plan

Being prepared to handle an event, be it a 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 case the emergency, despite all reasonable 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. Sinking
4. Medical emergencies
5. Weather emergencies
6. Consideration has also been given to the evacuation of pontoons if necessary.

Since it is possible that an emergency may occur outside office hours, it is of utmost importance that these plans are communicated to the Marina Assistants, 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. 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) Welding and/or other 'hot' work is not permitted anywhere in the marina under any circumstances.
- d) The other significant fire hazard is fireworks, both ground and aerial, during the Msida Feast, held over a weekend in July. 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 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.

- e) From the Marina's side, additional 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, and a towable electric fire pump by the entrance to Pontoon A.

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 Civil Protection on 112 immediately.
- b) Shout to see if anyone is on board.
- c) Once 112 has been called, the 24 hour Marina Assistants should be alerted on 7933 7249. The Marina Assistants have basic fire-fighting qualifications as a minimum and receive regular training updates.
- d) Marina Personnel must then notify Transport Malta of a fire emergency by calling Valletta Traffic Services (VTS) on VHF Channel 12 or by phone on 22914491/2, so that shipping/boating in the area can be directed if necessary.
- e) 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.
- f) 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.
- g) 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 staff is the primary concern. **There is no boat or boats which are more important than a life.**
- b) Consider: Where is the burning boat? If it is close to a clear area, consider:
- Is it safe to approach the burning vessel?
 - Can it be moved safely, without endangering the towing vessel or her personnel?
 - Can it be controlled under tow? Consider the size and the weather conditions?
 - Is there clear access for firefighting vessels/fire engines?
 - Which way will it drift if it breaks free/ if crew are forced to cast it adrift while under tow?
 - Is it petrol or diesel?
 - Does it contain any other items, such as gas cylinders, which might cause an explosion?

If it is not safe to approach the burning vessel, staff should concentrate efforts on clearing individuals from the area and maintain a safe distance until emergency services arrive.

If it is safe to move the burning boat, remove the burning boat from the Marina to a clear area where the fire can be fought by a firefighting vessel.

If it is not safe to move the burning boat, such as if:

- (i) the boat contains a large volume of petrol
- (ii) it is a large boat
- (iii) weather conditions are unfavourable
- (iv) the boat is berthed on the inside of a Pontoon, or on one of the Inner Pontoons A-F

leave the burning boat on the pontoon and move the boats closest to the burning boat that can be safely approached, on either side and behind the boat, until the fire can be brought under control.

- c) If the boats immediately adjacent to the boat on fire can be moved easily, and conditions permit, they should be moved to safety immediately, if necessary, by towing them. If berths are available on the opposite pontoon, they should be moved immediately to the opposite berth to avoid unnecessary traffic.
- 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 Emergency Services arrive on site, the role of the Marina staff becomes strictly traffic control, pollution 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.

1.5 Pollution control in the event of Fire

Once emergency services start to tackle the fire, there is a risk of pollution, as water or foam are poured into the boat and fuel or oil leak out. This presents two hazards:

- a) A widespread oil or fuel slick polluting the marine environment.
- b) The risk that the floating fuel could spread widely on the surface of the water and then re-ignite.

Actions

- a) Check the direction that any oil or fuel is being blown on the water surface.
- b) Keeping a safe distance from the burning vessel, deploy the fuel spill boom on the water surface to contain the spill in as small an area as possible.
- c) Contact Saltwave Ltd on 77774937 to advise them of the spill, and Waste Oils Ltd on 79493731 to suction the fuel enclosed within the boom.

1.6 After the Fire (internal actions)

Immediate:

- a) Remove the boat that caught fire from the water. This can be arranged through one of the towing services or through Swaey Brothers Ltd Crane hire 99404502.
- b) If the boat cannot be removed from the water immediately, it must be moved away from other boats (preferably tied alongside between pontoons) and monitored until it has been removed.

The following day:

- c) Ensure that CCTV footage has been saved.
- d) Gather statements from all witnesses, responding staff and the boat owner. Collect any photographs or videos.
- e) Thank all involved parties for their response.
- f) Notify insurers of the Incident.
- e) Prepare a report of the incident and submit to TM and insurers in a timely manner.

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/fuel
- d) Leaks from yacht engines, waste oil tanks
- e) Sinking of a boat

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) Only licenced road tankers are permitted to supply fuel within the marina.
- c) Road tankers notify the marina by email before fuel is supplied, advising the pontoon, the boat and the approximate quantity of fuel to be 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.

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 250 Lt bunded tanks, situated at intervals around the marina. Filling of the waste oil tanks is via a large enclosed drip tray 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 drip tray contains 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 General Manager or Duty 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) Oil absorbent booms, spill pads and sand are stored in the cabinets on either side of the Marina. Additional spill equipment is stored at the marina office
- c) If 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, until the leak can be stopped and the spill mopped up by absorbent pads. The boat is not to leave the berth until the clean up is complete.
- d) If there is a major spill, the emphasis is on containment until the spill can be cleaned up by professionals.

2.3 Action to be taken in the event of a Pollution Incident originating inside the Marina

- 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 the Marina Assistants on 7933 7249. The Marina Assistants will contact the marina management, or if there is no immediate response, contact the Pollution Response Team directly at VTS on 99067539 or 22914491/92.
- c) Marina management to immediately contact the Pollution response Team at VTS (VTS) on 99067539 or 22914491/92 followed by an email to vts.tm@transport.gov.mt, providing the following details:
 - Type of product spilled
 - Approximate quantity spilled in m³ 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) If the spill is still contained at this point, or if the source of the spill can be identified, marina staff to deploy an absorbent boom around the leaking vessel, or where the spill is contained, to stop the spill spreading further.
- e) Contact Saltwave on 77774937 (Joseph Baldacchino) or 21800293 (Andrea Cassar) to advise them of the spill, and Waste Oils Ltd on 79493731 to suction the fuel enclosed within the boom.

2.4 Action to be taken in the event of a Pollution Incident originating outside the Marina

- f) The first person having knowledge of a hazardous waste spill into the sea should contact the marina management immediately.
- g) If outside of office hours, the incident should be reported to the Marina Assistants on 7933 7249. The Marina Assistants will contact the marina management, or if there is no immediate response, contact the Pollution Response Team directly at VTS on 99067539 or 22914491/92.
- h) Marina management to immediately contact the Pollution response Team at VTS (VTS) on 22914491/92 followed by an email to vts.tm@transport.gov.mt, providing the following details:
 - Type of product spilled
 - Approximate quantity spilled in m³ or litres
 - Source or possible source of the spill

- Wind direction and force in the area
 - Actions that are presently being taken (if any)
- i) Marina staff to take directions from VTS and assist where required.

3. Sinking

From time to time, boats take on water and, unless swift action is taken, they may sink. Marina staff monitor boats on an ongoing basis, immediately notifying the Marina Office if anything does not seem right.

3.1 Controls

All boats in the Marina are formally logged morning and evening. In addition, the Marina Assistants carry out random patrols both day and night and are also trained to notice anything amiss while carrying out general duties. In particular, staff check:

- a) Boats are level and no changes in the waterline
- b) Continuously running bilge pumps
- c) Alarms
- d) Obvious presence of water

Any minor issues are reported to the Marina Office and owners are contacted immediately. If anything is noticed out of hours, the Marina Assistants will board the boat and investigate further, before calling the General Manager on 79337149.

3.2 Action to be taken in the event of a boat Taking on Water

- a) The first person having knowledge of a boat taking on water should contact the marina management immediately.
- b) Shout to see if anyone is on board.
- c) If outside of office hours, the incident should be reported to the Marina Assistants on 7933 7249. The Marina Assistants will contact the marina management, or if there is no immediate response, contact VTS on 22914491/92.
- d) Marina management to immediately contact VTS on 22914491/92 followed by an email to mts.tm@transport.gov.mt, providing the following details:
 - Name and location of the boat
 - Nature of the incident – ie taking on water
 - Actions that are presently being taken (if any)
- e) Check for danger. If the boat is completely awash, do not board the sinking boat and do not tie the Marina RIB to the boat.
- f) Deploy the pumps and start pumping. Do not board the boat until it starts to come up in the water.
- e) Once the boat is secured at the surface, Marina Assistants will enter the boat and carry on pumping
- f) Notify the owner. Carry on pumping until all water has been removed.
- g) Assist the owner to locate the source of the water ingress.
- h) If the boat is not taking on any further water, and the source has been identified and resolved, the boat may stay in the Marina but must be monitored.
- i) If water is still coming in, contact a crane service to remove the boat from the water.
- j) If the boat sinks, notify VTS immediately and deploy a boom above the boat to trap any oil or fuel leaking from the boat, until the boat can be removed from the Marina.

4. 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.

4.1 Controls

- a) Each pontoon is provided with pull-down emergency ladders (Appendix II) immediately across the pontoon from the SOS station, in addition to life-rings at each SOS pedestal and first aid kits at the first SOS pedestal on each pontoon.
- b) The Marina Assistants are trained in basic first aid, and receive update training on a 3-yearly basis. All pontoons are wheelchair accessible, allowing clear access to emergency personnel.

4.2 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. 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 22914491/92.

5. Weather Emergencies

5.1 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, moorings and the marina infrastructure.
- b) A notice advising of expected poor weather is sent by email to marina users and posted on the Facebook page www.facebook.com/CreekDevelopmentsPlc.
- c) If the forecast continues to be poor as the weather front approaches, the warning is repeated and 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) Large boats normally moored on the ends of pontoons are moved further in, or against the quay.
- g) As the wind increases patrols are augmented by marina staff inspections, and office hours are extended as necessary.

5.2 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.

6. 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.

7. Muster Stations

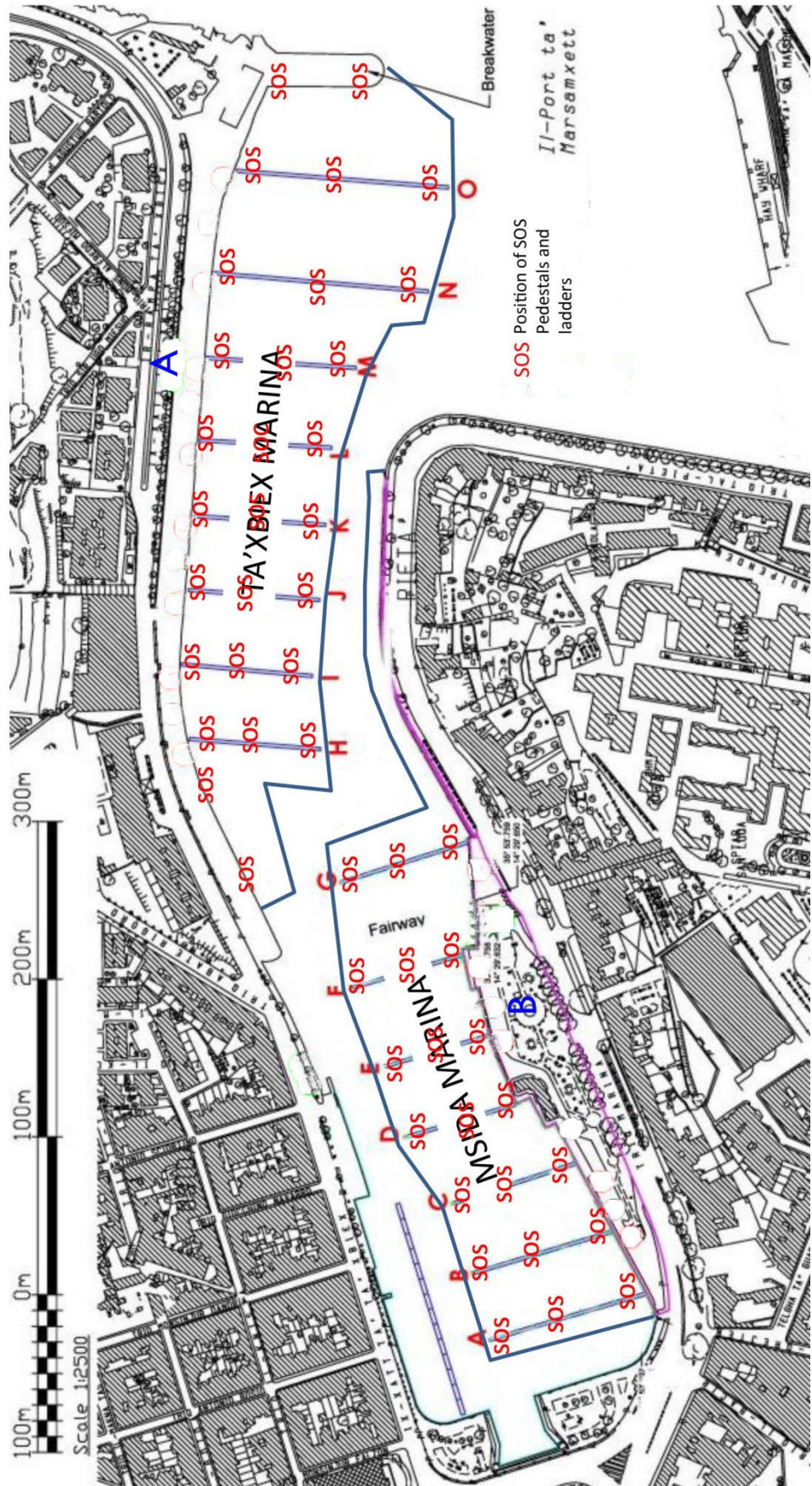
In the event of hearing an alarm or being ordered to evacuate the Pontoons, marina users should proceed immediately to the muster station on their side of the marina to receive further information and instructions.

- 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

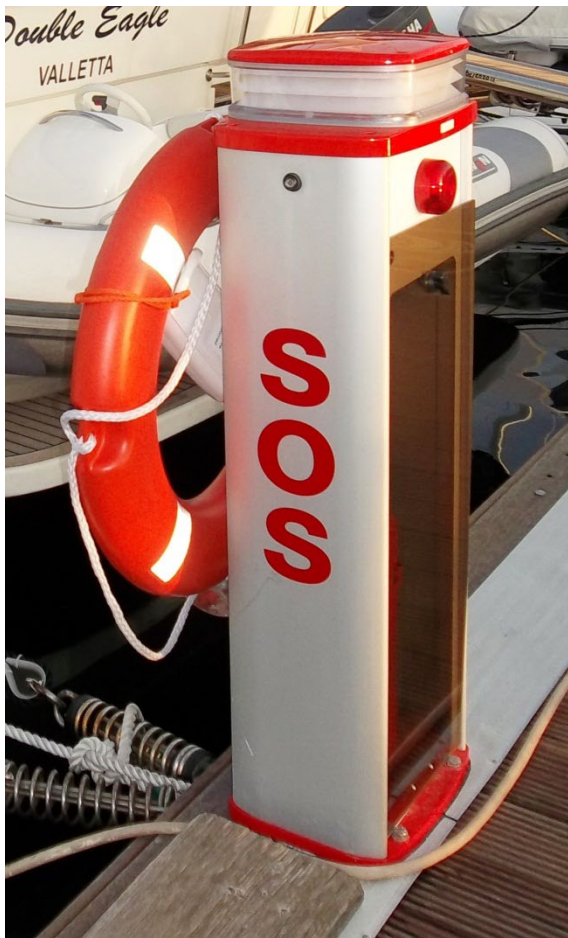
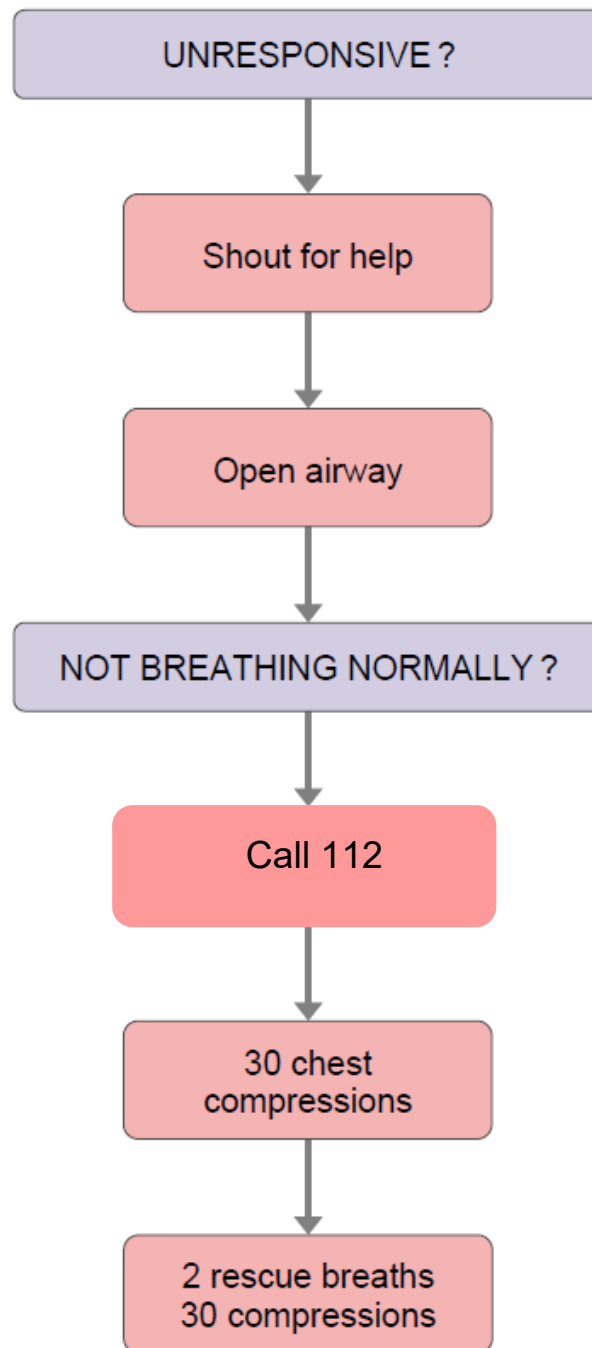


Figure 1. (above) The SOS Pedestals showing the life ring, red light, and fire extinguisher cabinets. Also contained in each cabinet is a fire blanket. A First Aid kit is kept in the 1st SOS pedestal on each pontoon.



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



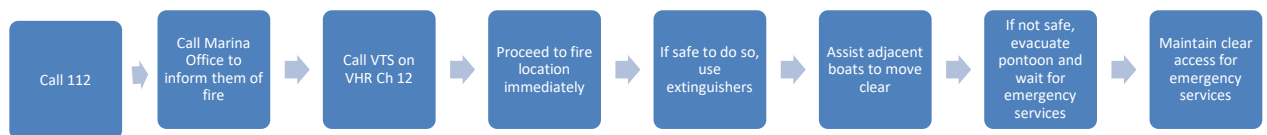
Note: Compressions may be given continuously without rescue breaths.

Appendix IV – Fire Action Plan for Personnel

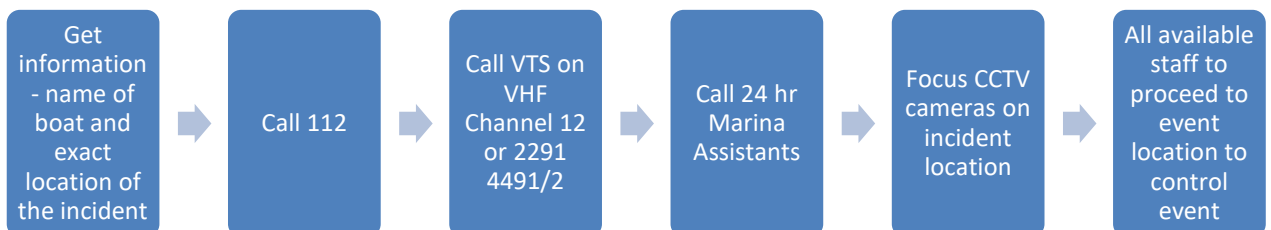
Marina Users – Fire Action Plan



Marina Assistants – Fire Action Plan



Marina Office – Fire Action Plan



Appendix IV – Contact information for Key Personnel

Name	Role / Responsibility	Contact Information
Marina Assistants	24 hour Marina Assistance	79337249
Marina Management:		
Sarah Gauci Carlton	General Manager Pollution Incidents Emergency Response & Waste Management	7933 7149 sarahgc@creekdevelopments.com
Sharmain Depasquale	Duty Manager in the absence of the General Manager	79337049 sharmainsd@creekdevelopments.com
Marina Office:	(Office hours only)	2133 7049 info@creekdevelopments.com Office No 1, Crown Marina Apartments, Ta'Xbiex Seafront, Ta'Xbiex, XBX 1027
Civil Protection	Fire and Medical Emergencies	112
Transport Malta	Pollution Incidents 24 Hours	99067539
Vessel Traffic Services (VTS)	Marine Emergencies 24 hours	22914491/92 Response.tm@transport.gov.mt vts.tm@transport.gov.mt
Saltwave Ltd	Pollution Response Service Provider	77774937