



ECA LNG

Energía Costa Azul

LIQUIFIED NATURAL GAS
RECEIPT, STORAGE AND
REGASIFICATION TERMINAL

EMERGENCY RESPONSE INFORMATION FOR THE GENERAL PUBLIC

▶ **PRACTICAL GUIDE
TO ACTION**

WE INVITE YOU TO READ
THIS BROCHURE CAREFULLY

LNG Terminal, Energía Costa Azul, S. de R.L. de C.V.

Carretera Escénica Tijuana-Ensenada
KM 81.2, El Sauzal, Ensenada B.C.



- Meeting Points
- Evacuation Routes
- ▲ Wind Cones
- First Aid Kit
- Fire Pumps
- ★ PPE For Brigadier
- Fixed Firefighting Equipment
- Fire and Gas Detection Systems
- ◆ Portable Fire Extinguishers

Who we are

Energía Costa Azul S. de R.L de C.V. (ECA) is the company that owns and operates the Liquefied Natural Gas Receiving, Storage and Regasification Terminal, which bears its same name.



Energía Costa Azul was the first facility of its kind built on the West Coast of North America which is located in the Energy Hub "La Jovita", about 25 kilometers north of the city of Ensenada in Baja California, Mexico.

The Terminal has the capacity to supply **one billion standard cubic feet of natural gas per day**.

Energía Costa Azul is a subsidiary of **ENOVA**, a company with more than 1,300 employees and an investment of 9.5 billion USD in assets; its presence covers several lines of business within the energy sector value chain open to private investment, and in turn, is a subsidiary of **Sempra Energy**.

Sempra Energy, based in San Diego, California, is a **Fortune 500** energy services company with operations in the United States, Mexico, Peru and Chile. **More than 16,000 employees of Sempra Energy** companies serve nearly **32 million consumers worldwide**.

Safety in Energía Costa Azul

Why is safety our highest priority?

At **Energía Costa Azul** we are deeply committed to safety and environmental care, both of which are aligned with the mission and vision of **ENova**. This is why we continue to invest time, talent and resources to contribute to improving the quality of life of our community, our collaborators and contractors.

Daily operations and general maintenance in the **ECA Terminal** are constantly monitored to prevent and control possible adverse effects on the community, personnel, the surrounding environment and the facilities themselves, which is why our framework of action is based on respect for corporate values, compliance with laws and strict adherence to the principles of sustainability.

Ensenada Terminal

After an investment of nearly \$1 billion dollars, the **Energía Costa Azul** Terminal in the municipality of Ensenada, Baja California, represents **one of the most important assets in Mexico** for our parent company **ENova** and its corporate parent **Sempra Energy**.



The **ECA Terminal** was built between 2005 and 2008, meeting or exceeding applicable national and international safety requirements. The main goal that guided the project from its design was to build state-of-the-art facilities operated in the most reliable and safe manner possible.

Safety Processes

Today, **ECA** is a benchmark for integrated management, demonstrating that the activities of a terminal of its kind can be compatible with environmental balance, people's safety and economic efficiency.

In our development, operation and continuous improvement of our processes, the company **has always worked hand in hand with mexican authorities and world-class consultants**, adopting the best practices of the liquefied natural gas industry.

As a result of these efforts, **Energía Costa Azul's** LNG terminal is managed, operated and maintained by about **100 employees**, who have been technically trained and rigorously instructed, and who adhere to a vast repertoire of more than **180 standards and procedures**, more than half of which are used to control Industrial **Safety, Health, Protection and Environmental Processes**.

Energía Costa Azul has been recognized for its safe and environmentally responsible performance with these national federal certificates:



Certificate of the Self-Management Program in Safety and Health at Work - Level 3 of the Secretariat of Labor and Social Welfare (STPS, by its acronym in Spanish)

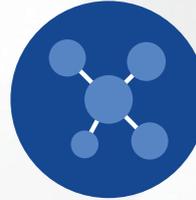


Environmental Quality Certificate Level I, from the National Environmental Audit Program of the Federal Prosecutor's Office for Environmental Protection (PROFEPA, by its acronym in Spanish)

Despite having an excellent safety record, ECA has created this guide based on its Emergency Response Plan to ensure that our employees, visitors and neighbors have the necessary information and knowledge to act at the unlikely event of a major emergency at our facilities.

Liquefied Natural Gas

What is liquefied natural gas?



It is a hydrocarbon composed mainly of methane (CH₄) in a liquid state



Low-emission clean-flame fluid



Since natural gas is the cleanest of the fossil fuels, LNG has emerged as one of the world's environmentally preferred energy products



It is colorless, odorless, non-toxic and non-corrosive



Once re-gasified, it is used as fuel in industry, also used in commercial and residential use to mainly generate electricity



Natural gas that has been cooled to - 260 F (-162 C) which allows it to change its state to liquid



It is transported and stored at atmospheric pressure



Why LNG?

Natural gas in its liquid state (LNG) makes it possible to reduce its volume by 600 times, which makes it a competitive advantage to transport in large quantities by specialized ships (methane carriers), from countries with abundant sources of production to regions where it is needed as an energy source.

Can LNG spill and travel on the surface of the ground?

Liquefied natural gas absorbs heat quickly when it evaporates upon contact with air or any surface. When this vaporization occurs, the resulting gas becomes lighter than air, rises and will not travel along the ground or accumulate in low places.

Could an LNG spill contaminate soil, watercourses or the sea?

Liquefied natural gas will not contaminate soil, water, waterways, wetlands, streams or beaches, since, as mentioned above, it evaporates completely because of its low temperature and will float on the surface of water due to its lighter density, in addition to containing no pollutants in its composition.

Is LNG volatile?

Contrary to some misconceptions, LNG is not stored under pressure and therefore cannot explode. LNG (methane) vapors, mixed with air within an unconfined space, is not explosive. According to the **United States Federal Energy Regulatory Commission (FERC)**: "Although a large amount of energy is contained in LNG, it cannot be released quickly enough to cause the overpressures associated with an explosion".

LNG does not burn because it does not contain oxygen, however, in the form of natural gas; its vapors are flammable when mixed in a gas-to-air ratio of 5% to 15%. If the concentration is less than 5 percent, LNG cannot burn due to lack of fuel. If the concentration is above 15 percent, it will also not burn due to insufficient oxygen. Therefore, the fire hazard of LNG is pre-conditioned to the released liquid vaporizing, mixing with air in a very close gas-to-air ratio of 5-15 and also finding an ignition source.



Safety Features of LNG Tankers

For over 50 years, the liquefied natural gas (LNG) industry **has maintained an excellent safety record**. During that time, **more than 40 thousand safe deliveries have been made around the world**, accumulating **more than 150 million miles of travel without major accidents**.

There is also no record of collisions, fires, explosions or hull failures that have resulted in a loss of product containment.

The total world fleet of LNG ships at the beginning of 2016 was composed of **449 ships**, which included **23 Floating Storage and Re-gasification Units (FSRUs) and 28 ships of less than 50,000 m³**; the total shipping capacity at the end of 2015 was 64.6 million cubic meters.

Currently, these methane carriers are sailing the world's oceans to deliver nearly **14 billion cubic feet of liquefied natural gas per day**. These modern ships are designed with double hulls to protect cargo systems from damage or leakage in the unlikely event of a collision or grounding.

Methane carriers, likewise, have an emergency shutdown system that significantly reduces the risk of accidental release of LNG while loading or unloading product at a Terminal (ship/port interface). In the event of a fire on board, Methane carriers' gas and fire detection systems immediately alert the crew of the event and, depending on the case, automatically activate fire-fighting systems.

LNG carriers have sophisticated equipment to ensure reliable navigation, such as Anti-Collision Radar, Automated Information Systems (AIS) and Global Positioning Systems (GPS) that allow the crew to monitor the location of the vessel, traffic in the area where they are located and other potential risks.

The special operating procedures used on these ships, in addition to the rigorous training of their crew and operators, as well as the high standards of maintenance that are followed, contribute to raising the safety levels in the transportation, loading and unloading of LNG.

How do we protect the Terminal and the ships that arrive?

Since the events of September 11th, 2001, governments subscribing to the **International Convention for the Safety of Life at Sea (SOLAS 1974)**, adopted the code for the International Ship and Port Facility Security (ISPS Code). According to this code, both the **ECA Terminal**, as well as the ships that berth alongside the terminal, are obliged to comply with international standardized security measures, their purpose being to assess risks, adopt security measures and establish a standardized, regulated and comprehensive structure to protect facilities and ships especially at the ship/port interface.

In compliance with the code, ECA has a 3 level Protection Plan that includes, among other provisions, the following:



Measures to prevent the introduction of weapons and/or chemicals, dangerous instruments



Restriction of unauthorized access to facilities, vessels at anchor or mooring and restricted areas.



Procedures for responding to threats.



Procedures relating to ship/port interface including evacuation for reporting incidents to the competent authorities.



Liquefied Natural Gas (LNG) Storage

How is LNG unloaded and stored?

1- Prior to unloading the liquefied natural gas (LNG) at the Terminal, ship and Terminal personnel meet to ensure that all safety aspects have been tested.

2- Highly sophisticated mechanical arms are used to unload the LNG from the methane carrier, capable of cutting off the flow of liquid, decoupling and moving away from the vessel in the event of any sudden movement of the vessel or an emergency situation occurring during the unloading operation.

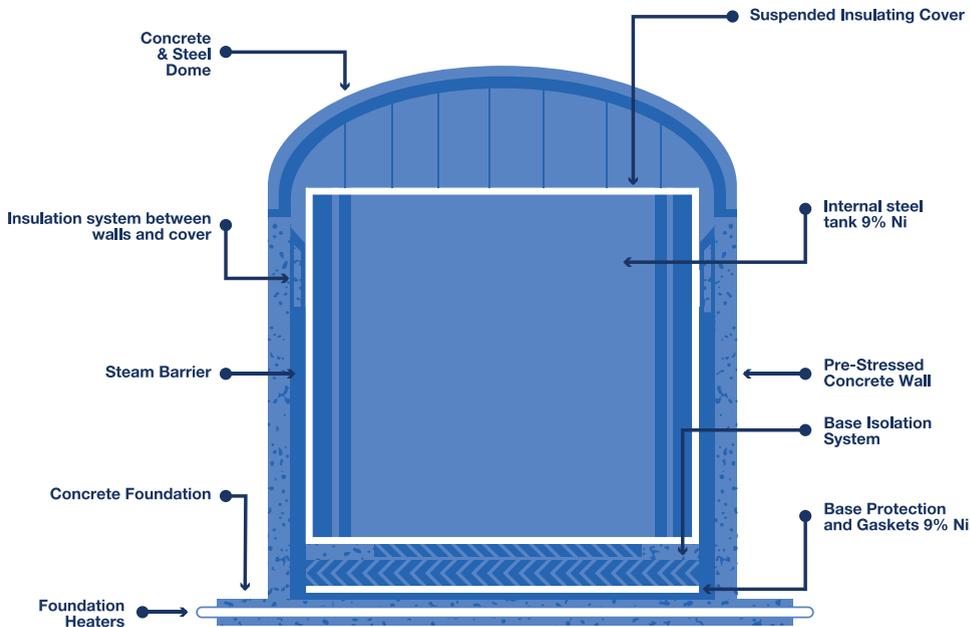
3- The liquid that is discharged is pumped from the ship to the LNG storage tanks until it is re-gasified and placed in the gas pipeline network.

4- The LNG is stored in a tank made of 9% nickel steel that is contained within a reinforced concrete tank. This allows the creation of a controlled climate with extremely efficient insulation, similar to a thermos' flask.



Full containment type Storage tanks

The storage tanks are monolithic concrete structures with a **storage capacity of 160,000 m³**, built on reinforced concrete base plates. They have double walls, an internal tank made of 9% nickel steel surrounded by a cylindrical wall made of reinforced and prestressed concrete, almost one meter thick, and a dome type roof made of reinforced concrete on a carbon steel sheet.



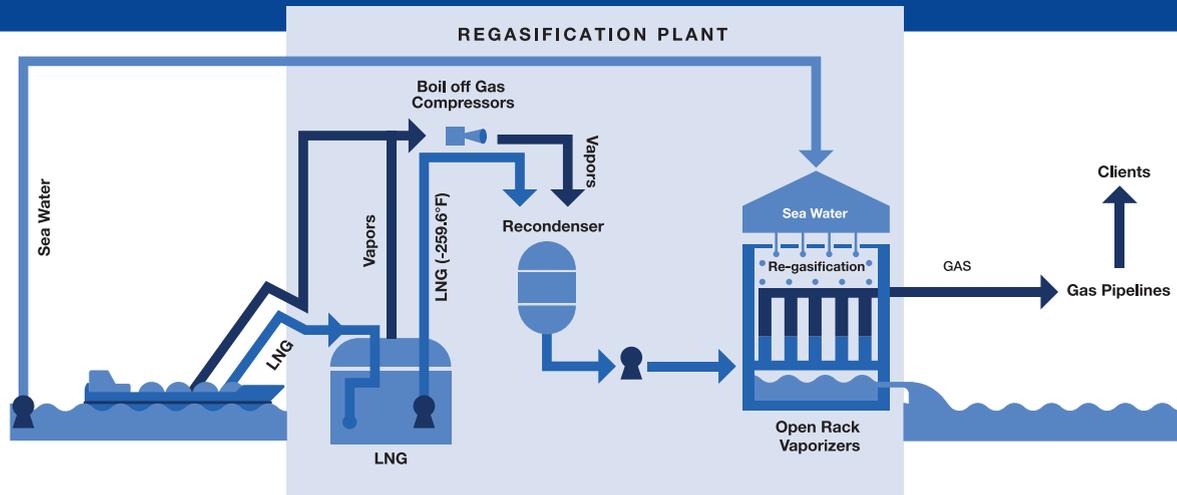
The full-containment storage tanks comply with Mexican regulations, which in some cases exceed their counterparts in the United States. These monumental structures, with a diameter of 75 meters and a maximum height of 54 meters, were built according to a total containment engineering design, which offers two levels of safety and protection. If the steel walls were to be damaged, the outer concrete tank would contain the LNG. This type of tank has never had a reported fracture in its 35-year history.

Safety of the Regasification Process

What is the regasification process?

The process of regasification is a physical change of phase of natural gas from a liquid to a gaseous state. It basically consists of passing the liquefied natural gas (LNG) received from ships through open rack vaporizers, known as ORV, in which heat exchange takes place using sea water as a heating media to vaporize super cooled LNG.

The water used in the evaporation process does not come in direct contact with the LNG and is returned to the sea at about at about 3°C colder than the intake differential temperature. The vaporized LNG is packed in a pipeline to be transported to our customers, being this the final link in the process that occurs in our Terminal.



Regulatory Compliance

The facilities for the regasification of natural gas comply with the **“NORMA Oficial Mexicana NOM-013-SECRE-2012”**, which establishes the safety requirements for the design, construction, operation and maintenance of liquefied natural gas storage Terminals that include systems, equipment and facilities for the reception, transmission, vaporization and delivery of natural gas.

Likewise, the plant is compatible with the regulations applicable to the **"La Jovita" Energy Center** and fully complies with the permits granted by the Mexican authorities, including:

On the other hand, **ECA's** engineering group, under the supervision of the **Energy Regulation Commission** (CRE, by its Spanish acronym) constantly monitors the behavior of structural elements of steel and concrete of the facilities, as well as the operation of equipment and safety and protection systems. In this way, the high safety standards with which the plant was designed are maintained and the safety requirements in operation and maintenance demanded by the **Energy Regulation Commission** (CRE, by its Spanish acronym) for it as a prerequisite for ratifying the validity of the operating permit.



Environmental Impact
Authorization by ASEA



Land Use Permit by the
Municipality of Ensenada



Storage and Regasification Permit
by the Energy Regulation Commission
(CRE, by its Spanish acronym)



Marine Facilities Concession by the
Secretary of Communications and
Transportation (SCT, by its Spanish
acronym)



Coastal Zone
Concession by
the Federal Maritime
Zone (ZOFEMAT, by its
Spanish acronym)

In order to ensure the integrity of the regasification process, ECA has a Management System certified in ISO 9001, ISO 14001, ISO 45001 and 22301 which is re-certified every two years.

Terminal Safety and Security Measures

How safe are LNG regasification and storage Terminals?

LNG facilities are subject to annual internal and external safety audits; worldwide they have an exemplary safety record, thanks to the use of advanced technology, highly trained professionals, the use of state-of-the-art safety systems, as well as adherence to very rigorous norms, procedures, codes and standards, certifications and permanent auditing by authorities and verification firms.

As mentioned above, security and safety in **ECA** is a priority. For this reason we have built our Terminal according to the **strictest safety and security standards available** and we have an emergency brigade trained in the use of equipment and systems for firefighting and other events related to the handling of liquefied natural gas.

Some safety features of our facilities in addition to those mentioned above include:



Gas detectors



Infrared fire detectors



Closed circuit cameras



Strobe and sound alarm systems



Foam and water sprinklers for fire suppression



LNG containment pools



Brigades with advanced training

Similarly, the sophisticated alarms and multiple safety backup systems of the **ECA Terminal** are synchronized and include Emergency Shutdown Systems (ESD) with the following features:

 They are linked to automatic gas, liquid and fire detection equipment

 They are able to identify alterations in key parameters in a timely manner and stop operations, limiting the amount of LNG that could be released

 Detectors to monitor LNG levels and vapor pressures inside storage tanks

 Closed circuit cameras to monitor all critical locations of LNG facilities

 Standard operating procedures



Furthermore, maintenance of the system and the continuous training of our personnel, minimizes the probability of accidents. For example, in the event of a spill, the trenching system is specially designed to divert the LNG flow to a containment area around the storage tanks and the pipeline system that interconnects the various plant equipment.

How are our facilities protected from intruders?

The Terminal is equipped with a series of sophisticated systems and equipment to **guarantee a comprehensive security** of the facility.

The equipment and devices that make up the port facility security plan, include among many others:



Administrative Controls



Two robustly constructed security booths for vehicle access control



Perimeter fence on property line plus a double fence with motion sensors of the operating facility



Closed circuit TV



Electronic access readers



Metal detectors



X-ray scanner



Infrared cameras (night vision) on the water front

Emergency Response

Why do we need an Emergency Response Plan?

In the unlikely event of an emergency at the **ECA Terminal**, it is important that staff, visitors and the surrounding community are well informed about our plan to deal with it efficiently.

The company has established local, state and federal liaisons with institutions responsible for the **Security and Protection** of strategic facilities, such as ours, and together we have conducted studies, scenario assessments and drills that have served as the basis for the development and implementation of our **Emergency Response Plan**.

The creation of our own emergency response brigade, made up of selected plant personnel who have received specialized training together with local firefighters and who are periodically retrained in institutions of national and international recognition, in the prevention and control of LNG-related fires, is part of the implementation of this plan.

For each type of emergency, the ECA Emergency Response Plan clearly establishes the steps to follow and the instances to be notified and involved according to the type of event that originated the emergency.

What type of emergencies could occur at the Terminal?

In general, the different types of emergencies that can occur in an LNG Terminal are classified into three types:

- **Controllable Emergency:** Controlled by the Emergency Response Brigade of the Terminal
- **Uncontrollable Emergency (resulting in Terminal emergency):** Requires support and coordination with external agencies
- **Uncontrollable Emergency (resulting in a general emergency):** Situation that threatens the public and/or communities near the Terminal that involves the evacuation of the surroundings of the Terminal.

How to know if an emergency has been declared at the Terminal?

If an emergency is detected at the Terminal and, depending on the type, specific mechanisms and means will be used to accordingly notify collaborators, contractors within the facilities, neighbors and/or the general public.

In the event of an emergency, the Terminal emergency alarms and multi-way speakers are activated. The sound of the alarm will be followed by an announcement detailing the nature of the emergency, affected areas and instructions for collaborators, contractors and visitors. It is important to note that security system tests are conducted periodically, in which case the operator announces that the emergency alarm system will be tested and therefore should be ignored since it is a simulation.

In any emergency situation it is essential to fully cooperate with the competent authorities and to follow the instructions given by the members of our brigade.



Emergency Alarms

How to identify the type of alarm inside the terminal

Alarms to alert personnel, visitors and contractors inside the Terminal can be audible or visible. In case of emergency, the alarms are activated automatically or manually and provide the necessary information according to the type of risk involved.

AUDIBLE ALARMS

The Terminal has speakers and loudspeakers distributed in different areas to transmit spoken messages. The audible alarms consist of multiple tones that allow you to distinguish the type of risk you want to alert, as indicated below:

RISK / WARNINGS	TONE / SOUND	REPETITION PATTERN
Fire	Temporary and Slow Siren	3.3 cycles per sec.
Fuel Gas	Continuous Horn	Continuous
Ammonium	Fast Siren	15 cycles per min
Emergency Stop	Very Fast Siren	50 cycles per sec.
Evacuation	Slow Intermittent Horn	6 cycles per sec.

VISIBLE ALARMS

The Terminal has stroboscopic lamps that, when activated, emit intense colored light to warn people in the area of an emergency condition. Below you can find the color patterns used to alert each type of hazard:

RISK / WARNINGS	COLOR
Fire	Red
Gas / LNG Leak	Red
Plant Shutdown	Red
Aqueous Ammonia	Blue



Although any danger can be located quickly thanks to our sophisticated monitoring and detection systems, at the moment of an event, the Terminal will activate actions to isolate and suspend some internal processes and immediately ensure smooth and unimpeded access to emergency vehicles and/or allow the orderly departure of our own and contracted personnel, visitors and neighbors in the immediate area of the Terminal.

For example, the activation of a fire and/or gas leak detection alarm will initiate a response sequence in the Independent Fire and Gas Control System, but the activation of 2 or more alarms in the same area will initiate an Emergency Shutdown sequence throughout the Terminal and result in an evacuation alarm.

An essential part of the protection of our facilities is the **F&G System**, whose purpose is to keep the different areas of the Terminal monitored by means of gas, fire and ammonia detectors. When detecting any LNG spill, fire or gas leak, the system's automatic controller will activate an automatic sequence order, such as opening water valves for hydrants, activation of deluge systems, activation of audible and visual alarms, and even an emergency stop of the Terminal if more than one detector are triggered simultaneously.

During a total shutdown, in case of a loss of pressure in the fire water network, the diesel pumps will automatically start to replace the loss of pressure.

If there are no residential areas within "La Jovita" Energy Center or in the ECA Terminal evacuation area, why am I receiving this brochure?

This brochure is primarily intended for our staff, contractors, visitors to the Terminal and the neighbors of our facilities.

As we have mentioned throughout this brochure, **SECURITY and SAFETY** are our top values, therefore, the knowledge and awareness that we all have of it, is our best defense against any eventuality.

Although it is unlikely that the residential communities surrounding the "La Jovita" Energy Center would be affected by a possible major incident at the **Costa Azul Energy Terminal**, it is important that their members are also informed of our **Emergency Response Plan**.

And if a major event occurs, how will residents in the communities surrounding "La Jovita" Energy Center be notified of the emergency?

ECA Terminal management would notify local, state and federal authorities following the appropriate protocol and it will be up to the authorities to determine whether residents of those communities should be alerted to take shelter in their homes or evacuate the area.

An important aspect of **ECA's Emergency Response Plan** is the organization and staffing of state and local emergency response organizations, including police, fire, and other emergency response sources and personnel specific to the needs and action plans of the **Costa Azul Energy Terminal**.

The emergency response organizations identified in the Emergency Response Plan are listed on the back cover of this booklet

Is there any coordination plan between the different companies located in the "La Jovita" Energy Center?

In 2014, **Energía Costa Azul** began to promote the creation of a working group to manage a **Mutual Aid Plan** with Iberdrola, The Federal Electricity Commission (CFE, by its Spanish acronym), Z Gas and Gasoductos Aguaprieta, that will coordinate joint actions such as:

- **Identification of probable threats and risks**
- **Resources required**
- **Distribution of responsibilities for emergency care.**



As part of its community relations program, the company has made contributions to strengthen the **Ensenada Fire Department**, including the contributions of a fire truck, ambulance, new structural uniforms and sponsorship of firefighting training at **A&M TEEX, College Station Texas.**

What are the hypothetical scenarios of events that served as the basis for the Emergency Response Plan?

The hypothetical scenarios considered are the following:



Structural failure of a liquefied natural gas (LNG) storage tank



Major fire in an LNG tanker



Severe weather conditions that may cause wave damage to equipment and systems that may potentially result in structural damage to the LNG tank



Emergencies that may occur along the route of an LNG carrier



Hazards to the wildlife



A breach of facility protection likely to damage the Terminal

What to do in case of an evacuation request?

Most of the emergencies that could occur at the **ECA Terminal** will not require an evacuation, however, since the decision to evacuate the facilities is based on the principle of taking all appropriate measures to guarantee the life and safety of the people, for certain types of emergencies (especially those of type 2 and 3), those who are not obliged to remain in the area immediately around the Terminal, must be evacuated to ensure their safety and facilitate the work of the competent emergency response teams.



In case of evacuation, follow these simple instructions:

- **Stay calm.** Emergency Response personnel will be available to help
- **If you are inside the Terminal,** please pay attention to the type of alarm and follow the instructions given through the speaker system
- **If you reside within the area declared for evacuation by the authorities,** you will need to travel only a short distance to leave that area. If this is the case:

- 1 Find your family and make sure everyone evacuates safely**
- 2 Take only essential items**
- 3 Remember to take your pets (consider in advance and determine where you would take your pets during an evacuation)**
- 4 Turn off all lights and electrical appliances in your residence, except refrigerators and freezers.**
- 5 Close all doors and windows in your residence**
- 6 Use your own transport**
- 7 Offer support to those who may need help**
- 8 Follow the evacuation route shown on the map below and pay close attention to all instructions provided by authorities and emergency response personnel**

REMEMBER

The explosion of a Liquid Natural Gas tank is a very unlikely event.

LNG will not explode inside storage tanks, as it is stored at approximately -256° F (-160° C) and atmospheric pressure. Without pressure or confinement or vapor clouds, there can be no explosion. An explosion from the release of LNG vapors is only possible if all favorable conditions occur at the same time: I.E., vapors are in the flammable range + vapors are in a confined space + an ignition source is present.

Evacuation Routes in Case of an Emergency Alert

Where to go?

If you receive an Evacuation Alert while inside the Terminal Evacuation Area:



Move away from the source of the incident and immediately go to the nearest meeting point.



From there, proceed in an orderly manner to the **meeting point** outside the facility's fence.



If required, you must leave the area using the sea or land evacuation routes indicated in the sketch below.



At all times you must follow the instructions of the **Emergency Response Team**.

If you are in or reside north of the Terminal at the time of receiving an Evacuation Alert by the authorities, leave from where you are through the Tijuana- Rosarito-Ensenada Scenic Highway towards Tijuana.

If you are south of the Terminal, you must evacuate along the same Scenic Road, but heading towards Ensenada.

In any case, you must strictly follow the instructions given by the competent authorities at the time. **If you need temporary shelter during an evacuation, contact the Terminal's Emergency Response personnel.**



EVACUATION ROUTES

- By Land
- By Sea

TERMINAL MEETING POINTS

- Inside the Fence
- Outside the Fence

○ Evacuation Area
ECA Terminal

▲ Warehouses

▲ Fisherman's
Camp

▲ Surveillance

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ECA LNG
Energía Costa Azul

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