

Bradwood Landing Construction Safety and Emergency Response Plan

July 28, 2007

Revised from July 14, 2007 submittal

Overview:

This paper describes the Bradwood Landing Conceptual Safety and Emergency Response Plan ("Construction Plan") during the construction period and during the transition from construction to operations. The Construction Plan will be in effect until the construction is complete. The Emergency Response Plan (ERP) will be in effect from the time the first LNG carrier transits the Columbia River. There will be a period during which the ERP will be phased in. The ERP will be implemented before the Construction Plan is terminated.

Historical Forecast

Construction by large industrial general contractors using well maintained equipment, proven procedures and experienced construction workers is much safer today than in previous years. For various reasons (lower insurance rates, higher worker productivity, and ability to attract superior construction workers) these companies are motivated to have excellent safety performance programs.

Bradwood Landing will hire the General Contractor (GC) to construct the Bradwood Landing terminal and this GC will be responsible for all activity on the site, including safety and security. Currently a joint venture between Washington Group and Whessoe is expected to be the GC (a contract has not been signed).

Large industrial general contractors keep excellent safety statistics broken down by severity of the occurrence, that is, fatalities, accidents that are so severe that the individual cannot return to work (lost workday injury) and injuries or illnesses that requires medical treatment more than simple first aid (OSHA recordables).

Presented below are three sets of injury performance statistics that demonstrate that the frequency of response to medical events will be low.

Appendix I is the Regional Safety and Health Performance for the Industrial Division of the Washington Group. The various rates shown in the table on the first page are occurrences per 200,000 man-hours. Given that Bradwood Landing is a 2,000,000 man-hour project, these rates would be multiplied by ten to determine the expected total number of occurrences. Using this methodology, we can forecast the following:

Construction Injury Expectations for a 2,000,000 man-hour Project	
Injury Related Fatality	0
Lost Workday Case Injuries involving days away from work	0.3
Injuries Involving Medical Treatment only	3
Total OSHA Recordable Injuries	9

The second through fourth pages of the Regional Safety and Health Performance document also lists the various features of the Washington Group Program. As can be