



Atlantic Canada Response Plan – COVID-19



Purpose

As a result of the COVID pandemic, many governments and companies have imposed restrictions limiting the movement of people. This working document describes at a country level how OSRL will approach supporting Members during spill response incidents. It is intended to be referred to as guidance only, based on best-available information at the time of writing. It should be read in conjunction with the latest COVID-19 statement on OSRL's website: <https://www.oilspillresponse.com/news--media/news/coronavirus-statement/>

COVID-19 Response Readiness Dashboard

OSRL Members' Information Hub - a single location to cover your needs, keep you up to date and provide you with the latest information on our response readiness. <https://www.oilspillresponse.com/external-links/covid-19>

To discuss the country plan or for further information please contact directly: the plan author (russellthorn@oilspillresponse.com), the duty manager or your OSRL representative.

Revision history		
Version	Date updated	Description of changes
1		First published version.
2	26/08/2020	Update to border controls
3	27/01/2021	Update to border controls

Service aspect	Normal service	Disruption / Restrictions	Amended approach
OSRL's Emergency Operations Centre	Remote technical advice from OSRL Duty Manager, including IAP and Tactical Plan development support, Visualisation of incident, Spill Impact Mitigation Assessment, etc.	None	As normal
	Provision of 2D and 3D oil spill modelling	None	As normal
	Provision of satellite imagery	None	As normal



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Mobilisation	Mobilisation of OSRL response team to incident location assisted by mobilising party	<p>Restrictions by Canada</p> <ul style="list-style-type: none"> • The Canadian government as of January 7, 2021 requires all air travellers 5 years or older to have a negative COVID-19 test result prior to boarding International Flight bound for Canada. • One can travel to and enter Canada if they are: <ul style="list-style-type: none"> ○ A Canadian citizen ○ Dual citizen with a valid Canadian passport or special authorization ○ A permanent resident of Canada ○ A person registered under Canada's Indian Act ○ A protected person ○ Foreign nationals, including United States citizens, can travel to Canada only if they are eligible, are travelling for an essential reason, and do not have signs or symptoms of COVID-19 ○ An immediate family member of a Canadian national or permanent resident ○ Staying in Canada for at least 15 days ○ Temporary foreign workers, some international students, people who have been approved to become a permanent resident of Canada, but are not yet permanent residents, accredited diplomats and their immediate family members, members of the Canadian forces, visiting forces, transiting passengers, Department of National Defence and their immediate family members, marine and aircrew members ○ French nationals who live in Saint Pierre and Miquelon and have been in only Canada, the US, or Saint Pierre and Miquelon during the 14 days before the day they seek to enter Canada. • Anyone entering will be required to observe a mandatory self-quarantine for 14 days. • Travellers entering by air or by land must: <ul style="list-style-type: none"> ○ Provide basic information using the passenger contact information form, available through the ArriveCAN mobile app, a web-based form, or a paper form. Submit information via the app within 48 hours before arriving in Canada. ○ Undergo screening by a quarantine officer or a border services officer to assess symptoms. • Violating instructions provided to travellers entering Canada is an offence and may carry fines up to \$750,000 or up to 6 months in prison. 	<p>OSRL will deploy resources in the event of an incident provided it can be done safely and legally, with appropriate precautions in place to safeguard the health and safety of staff, contractors and customers.</p> <p>Initial Response: OSRL would primarily call upon personnel from the Southampton, UK base and from our Ft Lauderdale base. Both bases remain ready to respond, despite working from home. The number of personnel deployed would be dependent on requirements.</p> <p>Ongoing Response: OSRL would continue to deploy additional responders primarily from the Southampton base as appropriate for the nature of the incident. These responders would be able to fill IMT / technical advisory / field-based roles. As the response continued OSRL retains the ability to call upon Response personnel from our other bases around the globe as required.</p> <p>Remote support For all the above, remote support will be provided to the in-country team from OSRL's EOCs in Southampton and Singapore.</p> <p>Exemption of restrictions</p> <ul style="list-style-type: none"> • OSRL understands that an exemption may be granted for non-Canadian resident responders to enter Canada in the event of an oil spill incident. • For spills in Canada, OSRL will also work with the mobilising party in order to gain permissions from the government to enter and operate within Canada.



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	Mobilisation of dispersant aircraft and aircrew to incident location, assisted by mobilising party	<p>Canadian government guidance states that aircrew are exempted from the 14-day self-isolation upon entry requirements, though are required to self-isolate in their accommodation between work shifts, as well as taking other appropriate precautions to minimise exposure and practice physical distancing measures.</p> <p>The B727 fitted with the TERSUS is ready to respond. The operator is working in shift patterns to provide additional resilience.</p>	<p>The normal level of support would be required from mobilising party to secure aviation support services at the local airport for dispersant missions (e.g. supply of fuel, airport logistics, permit application for low-lying flight and dispersant spray, etc.)</p> <p>Airline crew would follow the same risk mitigation measures as other OSRL responders, including use of appropriate PPE, enhanced personal hygiene and physical distancing.</p> <p>*The flight times detailed above are for guidance purposes only and are subject to obtaining flight clearances, landing permits, ground handling time, local security situation, adverse weather conditions or any other unforeseen circumstance which could delay the flight. As with any response there will be factors outside of our control which could affect the response times and every endeavour will be taken to ensure a timely mobilisation</p> <p><u>Canada East Coast St Johns 0600 Departure:</u></p> <p>Timings with Boom Fit at Destination Doncaster – Keflavik: 02:30 (0830) Tech Stop: 01:00 (0930) Keflavik – St John’s: 03:30 (1300) Tech Stop & Boom Fit: 02:00 (15:00) Total elapsed time ready to spray :09:00</p> <p><u>Canada East Coast St Johns 1400BST Departure:</u></p> <p>Timings with Boom Fit at Destination 1400BST Departure: Doncaster– Keflavik 02:30 (1630) Night Stop: 11:00 (0330) Keflavik – St John’s 03:30 (0700) Boom Fit: 02:00 (09:00) Total elapsed time ready to spray: 19:00</p>
	<p>Mobilisation of surface response equipment and dispersants to incident location, assisted by mobilising party</p> <p>Mobilisation of Global Dispersant Stockpile to incident location, assisted by mobilising party</p> <p><i>Applicable to members subscribed to GDS supplementary agreement</i></p>	<p>There are currently no access or haulage restrictions affecting the movement of surface and subsea equipment and dispersants from OSRL bases to air/sea-ports within the same country.</p> <p>The sea and airfreight markets are disrupted and currently fluid as a result of wider COVID-related disruption.</p> <p>AIR</p> <ul style="list-style-type: none"> Widespread passenger flight cancellations reduced belly-freight options, though some airlines starting to offer aircraft back to market for freight-only. Boeing 747 freighter availability for spot-charter is low. Antonov availability for spot charter is reducing. Options remain for smaller freighter aircraft. <p><i>*Full charter of aircraft will be preferred option in the event of response. The air charter market is currently extremely busy and as such Boeing 747 and other similar aircraft are being heavily utilised. The AN-</i></p>	<p>GENERAL</p> <p>OSRL is currently seeing restrictions on the movement of equipment as a result of the COVID-19 outbreak, but we continue to actively monitor that situation.</p> <p>OSRL’s Global Logistics Team is working closely with our network of third-party logistics organisations and travel management specialists to proactively monitor the logistics market on a daily basis.</p> <p>Operational updates have been received from all key service providers to ensure they have appropriate procedures to maintain service continuity in the event of a response. This includes base operators co-located with OSRL, customs agents, third-party logistics providers, air charter agents, crane providers and road haulage.</p> <p>As normal, the optimal routing for equipment and dispersant mobilisation will be based on availability of the air and sea freight spot market.</p> <p>OSRL has developed tactical logistics plans which consider primary and alternative logistics options for the physical movement (by road, sea and air) and</p>



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	<p>Mobilisation of subsea response equipment</p> <p><i>Applicable to members subscribed to SWIS supplementary agreements</i></p>	<p><i>124 market is also starting to be utilised for cargo charter. As such, normal charter lead times has increased, and the availability of aircraft has reduced. The availability of aircraft for a response will be determined by market conditions on the day. OSRL remains in close contact with our logistics providers who are monitoring the situation and to identify if there are changes in availability. Please contact OSRL directly for further information.</i></p> <p>SEA</p> <ul style="list-style-type: none"> Bookings on most vessel routes are experiencing delays and additional scrutiny. 	<p>exportation process for emergency response equipment.</p> <p>Anticipate longer than usual timeline to mobilise equipment and potentially higher costs due to disrupted freight market.</p> <p>The normal level of support would be required from mobilising party to clear customs and provision of in-country logistics.</p> <p>SUBSEA HARDWARE</p> <p>All SWIS equipment remains response ready across all SWIS services and bases. As per normal mobilizing arrangement for SWIS equipment, mobilizing party will arrange for logistics from respective SWIS equipment storage location and into the country.</p> <p>NOTE ON GDS MOBILISATION</p> <p><i>GDS mobilisation is typically a long wavelength operation, focussed on maintaining continuous supply chain of dispersants to enable ongoing subsea, aerial and vessel-based dispersant application to occur.</i></p>
<p>In-country response</p> <p><i>Typical roles performed by OSRL shown here – not exhaustive</i></p>	<p>IMT-based technical advice</p>	<p>IMT-based technical advisory may be impacted by entry and self-isolation restrictions.</p> <p>The 5x5 onsite technical advisory service may be impacted by entry and isolation restrictions.</p>	<p>Remote technical advice into an IMT will be provided by technical staff based in any OSRL location via video conferencing platforms such as Skype, Microsoft Teams, Zoom, etc.</p> <p>Once in-country, technical advice will be provided in person, maintaining appropriate physical distancing and other measures to mitigate exposure risk.</p>
	<p>Aerial surveillance operations (inc UAV)</p>	<p><u>Personnel</u></p> <p>Aerial surveillance operations by OSRL personnel as onboard observer may be restricted due to the travel restrictions to Canada and within Canada.</p> <p><u>UAV</u></p> <p>UAV operations would be restricted due to personnel entry restrictions.</p>	<p><u>Personnel</u></p> <p>OSRL is able to provide remote support and advice on the aerial surveillance operation, spill identification and spill quantification based on the information gathered during the surveillance flights chartered by the member, e.g. remote analysis of photographs and videography to provide quantification.</p> <p>OSRL can provide remote training to aircraft and helicopter pilots or designated observers.</p> <p>Once in-country, OSRL responders will be able to conduct overflights as normal.</p> <p><u>UAV</u></p> <p>Support from Member to apply for exemptions/approvals from relevant government agencies for UAV operator to be exempted from intra-state travel and isolation restrictions.</p> <p>OSRL responders can provide technical advice and analysis of UAV imagery/video remotely if necessary.</p>



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	Shoreline operations	Shoreline response operations and Shoreline Cleanup Assessment Technique (SCAT) operations by OSRL personnel may be impacted due to the travel restrictions to Canada and within Canada.	<p>OSRL can mobilise equipment if needed, either through air freight or sea shipment. The normal level of support would be required from mobilising party to clear customs and provision of in-country logistics.</p> <p>SCAT operations can be adapted to be carried remotely through the deployment of UAV with remote support being provided to interpret imagery and input into SCAT programme.</p> <p>Once in-country, OSRL responders will be able to work in support of the shoreline programme as normal.</p>
	Offshore vessel-based operations	Offshore operations by OSRL personnel may be impacted due to the travel restrictions to Canada and within Canada.	<p>OSRL can mobilise equipment if needed, either through air freight or sea shipment. The normal level of support would be required from mobilising party to clear customs and provision of in-country logistics.</p> <p>ECRC responders may be able to operate OSRL equipment until OSRL responders are in country.</p> <p>Once in-country, OSRL responders will be able to work in support of the offshore response as normal.</p>
	Aerial dispersant operations	Currently not restricted due to the exemption for aircrew.	<p>The operation can be conducted by the trained aircrew with remote support from OSRL personnel via video conferencing.</p> <p>The B727 fitted with TERSUS dispersant spraying system would be utilised. This aircraft is based in the UK and so would be subject to transit time to Canada.</p> <p>The aircraft would fly into Canada with empty dispersant tanks as this is the fastest option for it to get into country and to commence dispersant spraying operations.</p> <p>Dispersant stocks held in Canada can be used until additional dispersants arrive and clear customs.</p>



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	Oiled wildlife technical advice and coordination	Mobilisation of oiled wildlife equipment held by OSRL and international oiled wildlife experts impacted by travel and logistics restrictions.	<p><u>Personnel</u> OSRL members can engage OSRL’s in-house oiled wildlife experts based in our UK office.</p> <p>If the travel restrictions exemption cannot be granted for international travel, the technical advice from our in-house expert can be given remotely through video conferencing platform such as Skype, Microsoft teams, Zoom etc.</p> <p>OSRL members have access to Sea Alarm Foundation’s Technical Advisors based in Belgium, for which one advisor can be deployed to site to provide oiled wildlife response advice and supervision.</p> <p><u>Equipment</u> OSRL members have access to OSRL wildlife equipment located in 4 OSRL bases with either the UK or Fort Lauderdale base being the nearest to Atlantic Canada. Refer to mobilisation of surface response equipment for more details on the disruptions and restrictions on mobilising oiled wildlife equipment.</p> <p>As normal, the optimal routing for equipment and dispersant mobilisation will be based on availability of the spot market. Anticipate potential for delay due to disrupted freight market.</p> <p>The normal level of support would be required from mobilising party to clear customs and provision of in-country logistics.</p> <p>Oiled wildlife resources can also be obtained in country based on advices given by the oiled wildlife technical experts.</p>