



Trinidad and Tobago Response Plan – COVID-19



Purpose
<p>As a result of the COVID-19 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/</p> <p>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</p> <p>To discuss the country plan or for further information please contact directly: the plan author (maxseda@oilspillresponse.com), the duty manager, or your OSRL representative.</p>

Revision history		
Version	Date updated	Description of changes
1		First published version.
2	09/07/2020	Update to logistics resources and availability
3	26/08/2020	Update to border controls
4	18/05/2021	Logistics availability update; reduced quarantine from 14 to 7-days

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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Service aspect	Normal service	Disruption / Restrictions	Amended approach
Mobilisation	Mobilisation of OSRL response team to incident location assisted by mobilising party	<ul style="list-style-type: none"> All international borders are closed until further notice. The Ministry of National Security advises that people wishing to enter or depart the country must request an exemption by letter to the Minister of National Security. International and regional cargo vessels are allowed in Trinidad & Tobago. Crew members are not allowed to disembark. Sea borders are closed to all vessels, including yachts. Cruise ships are banned for now. Any international arrival to Trinidad and Tobago will be subjected to a 7-day quarantine and required to have a negative PCR within 72-hours of arrival. A second test is done on the sixth day in quarantine. In the event there is a major oil spill, and the need for OSRL personnel to come to T&T, the Ministry of Energy and Energy Industries (MEEI) or Member would need to facilitate a discussion with the Ministry of National Security in order to obtain the necessary exemptions for OSRL personnel. Such a discussion can be held using video conferencing and OSRL and the relevant OSRL member company could be involved in the discussion with the Ministry of National Security, if necessary. 	<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: In terms of resourcing the response OSRL would primarily call upon personnel from the Southampton, UK base supplemented from those from our Fort 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-T&T resident responders to enter T&T in the event of an oil spill incident. For spills in T&T, OSRL will also work with the mobilising party in order to gain permissions from the government to enter and operate within T&T.

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	<p>Mobilisation of dispersant aircraft and aircrew to incident location, assisted by mobilising party</p>	<p>TBD – Commercial flights are currently suspended. It is unclear if the B727 would be classed as commercial or freight.</p> <p>T2 have confirmed their ability to respond, however country specific requirements would be reviewed at the time of mobilisation. The normal level of support would be required from mobilising party to secure aviation support services at the Forward Operating Airport for dispersant missions (e.g. supply of fuel, compressed air, airport logistics, permit application(s) for low-lying flight and clearances etc.) but may also include support to apply for Essential worker status (if applicable). Aircrew would follow the same risk mitigation measures for all ground operations as OSRL infield responders including; the use of appropriate PPE, enhanced personal hygiene and physical distancing. For air operations the appropriate contractor mitigations, Essential personnel only, the use of personal issue headsets, Personal Hygiene kits”.</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>
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Service aspect	Normal service	Disruption / Restrictions	Amended approach
	<p>Mobilisation of surface response equipment and dispersants to incident location, assisted by mobilising party</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"> Airlines continue to increase passenger aircraft numbers available for cargo. Airlines are also starting to slowly bring routes for passengers back, therefore taking the strain off the freight market. Boeing 747 freighter availability for spot charter is low. Antonov availability for spot charter is now improving since the early stages off the pandemic. Charter costs are also returning to typical market value. <p><i>* Currently, the air charter market is extremely busy and as such Boeing 747 and other similar aircraft are being heavily utilised to support the global response to the COVID-19 pandemic. The</i></p>	<p>GENERAL 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 exportation process for emergency response equipment. Plan link here</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>		

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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>AN-124 market is as part of this effort being utilised for standard cargo freight charter, however it has been seen that availability of this aircraft is improving. As such, normal charter lead times have increased based on current scheduled charter.</i></p> <p><i>commitments for the aircraft, and the immediate availability of aircraft has therefore reduced. The availability of aircraft for a response will be determined by market conditions on the day and “spot” market availability to respond to an immediate emergency charter request. OSRL remains in close contact with our logistics providers & charter brokers who are monitoring the situation. OSRL will continue to keep you informed and notify immediately if there are significant 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>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 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 <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 will be impacted by entry and self-isolation restrictions.</p> <p>The 5x5 onsite technical advisory service will 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>



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	Aerial surveillance operations (inc UAV)	<p><u>Personnel</u> Aerial surveillance operations by OSRL personnel as onboard observer may be restricted due to the travel restrictions to Trinidad & Tobago.</p> <p><u>UAV</u> UAV operations would be restricted due to personnel entry restrictions.</p> <p>OSRL has a Call-Off Agreement with Sky-Futures, Terradrone, Bristow, and Altitude Imaging to provide UAV capabilities globally to support aerial surveillance operations. The UAV operators have bases around the world, operations may be restricted due to international travel restrictions.</p> <p>OSRLs UAV providers have confirmed their ability to respond subject to obtaining key or essential worker status to the relevant country. The challenge for mobilising an international UAV services is the travel logistics and personnel isolation requirements on arrival. Where practicable, OSRL would request a local service provider via the network of UAV operators we work with. UAV operations are also subject to obtaining permissions, licenses, and meeting regulatory requirements in the country of operation.</p>	<p><u>Personnel</u> 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> 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>
	Shoreline operations	Shoreline response operations and Shoreline Clean-up Assessment Technique (SCAT) operations by OSRL personnel may be impacted due to the travel restrictions to Trinidad & Tobago.	<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 Trinidad & Tobago.	<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>Once in-country, OSRL responders will be able to work in support of the offshore response as normal.</p>

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	Aerial dispersant operations	Aerial dispersant operations should not be impacted provided the B727 is considered air cargo and not commercial flight.	<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 T&T.</p> <p>The aircraft would fly into T&T 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 locally in T&T can be used until additional dispersants arrive from Fort Lauderdale and clear customs.</p> <p><i>*The 727 flight times detailed below 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.</i></p> <p>Timings with Boom Fit at Destination Departure – 06:00 Doncaster – Keflavik: 02:30 (08:30) Tech Stop: 01:00 (09:30) Keflavik – St Johns: 03:30 (13:00) Night Stop: 11:00 (00:00) St Johns – Miami: 04:30 (04:30) Tech Stop: 01:00 (05:30) Miami – Trinidad: 03:00 (08:30) Tech Stop & Boom Fit: 02:00 (10:30) Night stop: 11:00 (21:30) Elapsed time to ready to Spray – 39:30</p> <p><u>Trinidad and Tobago (1400 departure) - PORT OF SPAIN PIARCO INTL</u></p> <p>Timings with Boom Fit at Destination Departure – 14:00 Doncaster – Keflavik: 02:30 (16:30) Night Stop: 11:00 (03:30) Keflavik – St Johns: 03:30 (07:00) Tech Stop: 01:00 (08:00) St Johns – Miami: 04:30 (12:30) Night Stop: 11:00 (23:30) Miami – Trinidad: 03:00 (02:30) Tech Stop & Boom Fit: 02:00 (04:30) Elapsed time to ready to Spray – 38:30</p>
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	<p>Oiled wildlife technical advice and coordination</p>	<p>Mobilisation of oiled wildlife equipment held by OSRL and international oiled wildlife experts impacted by travel and logistics restrictions.</p>	<p>OSRL can support the controlling agency by providing technical advice and oiled wildlife equipment for an ongoing oiled wildlife response.</p> <p><u>Personnel</u> OSRL members can engage OSRL’s in-house oiled wildlife experts based in our UK.</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 Fort Lauderdale base being the nearest to T&T. 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>
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