Purpose
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/

COVID-19 Response Readiness Dashboard
Please refer to the OSRL Members’ Information Hub for 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: the authors (DaveRouse@oilspillresponse.com or GraceJiang@oilspillresponse.com), the duty manager, or your OSRL representative.

<table>
<thead>
<tr>
<th>Service aspect</th>
<th>Normal service</th>
<th>Disruption / Restrictions</th>
<th>Amended approach</th>
</tr>
</thead>
<tbody>
<tr>
<td>OSRL’s Emergency Operations Centre</td>
<td>Remote technical advice from OSRL Duty Manager, including support in developing:</td>
<td>None</td>
<td>As normal</td>
</tr>
<tr>
<td></td>
<td>• Spill Impact Mitigation Assessment’s</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Response strategy recommendations</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Tactical Response Plans and</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Inputs to Incident Action Plans</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Inputs to response visualisation / common operating picture</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provision of 2D and 3D oil spill</td>
<td>None</td>
<td></td>
<td>As normal</td>
</tr>
<tr>
<td>modelling</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provision of satellite imagery</td>
<td>None</td>
<td></td>
<td>As normal</td>
</tr>
</tbody>
</table>
### Mobilisation

**Mobilisation of OSRL response team to incident location assisted by mobilising party**

#### Restrictions by Australia
- Effective 20 March, Australian Govt Dept of Home Affairs announced that only Australian citizens and residents can travel to Australia.
- Effective 28 March, all travellers who are allowed into Australia will be required to undertake mandatory 14-day quarantine at designated facilities in their port of arrival.
- Exemptions will be considered by Commissioner of the Australia Border Force for foreign nationals travelling at invitation of Australian government whose entry would be in the national interest, such as people with critical skills by exception. Exemptions must be granted before travel. ([Source](#))
- Effective 29 March, the National Cabinet further limit most indoor and outdoor non-essential gathering to 2 people. Essential activities such as essential workplaces, where you cannot work from home, must apply social distancing and good hygiene practices, including:
  - being able to maintain 1.5 metres between people
  - providing hand hygiene products and suitable rubbish bins, with frequent cleaning and waste disposal
- Interstate travel restrictions: all non-essential interstate or long-distance intrastate travel is to be avoided. ([Source](#))
  - From 24 March, all interstate travellers are required to self-isolate for 14 days if they travel into the Northern Territory (NT), South Australia (SA), Western Australia (WA), Queensland and Tasmania.
  - Exemptions of the 14-day self-isolation include "essential travel" such as health and emergency services, defence and policing, flight crews and freight.
  - Australian Capital Territory (ACT), Victoria and New South Wales (NSW) has not implemented interstate travel restrictions at time of writing.

#### Restrictions by Singapore
- Effective 24 March, Singapore government advises all Singaporeans to defer all travel abroad. Short term visitors not allowed to enter or transit through Singapore. Singapore resident and long-term pass holders are required to be placed under the 14-day Stay Home Notice.
- Effective 21 April, all business, social or other activities that cannot be conducted through telecommunication will be suspended till 1 June, exemption for essential services.
- OSRL is considered an essential service and as such has exemption from restrictions meaning that our ability to mobilise people and equipment to incidents remains unaffected.

### OSRL

**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.**

**OSRL is familiar with the Disease Management Plan for Oil Spill Response Personnel which is endorsed under the National Plan for Maritime Environmental Emergencies and is able to fully conform with those.**

**Initial response:**
- OSRL has three technical staff members based in Perth. Assuming available, these staff would likely support Members in IMT-based/technical advisory roles – predominantly in Environment Unit.

**Second wave response**
- Phase 1: OSRL has one Australian technical staff member based in Singapore who would be mobilised to support in IMT/technical advisory/field-based operational roles.
- Phase 2: OSRL would deploy responders from US, UK and SG bases as most appropriate for the nature of the incident. These responders would be able to fill IMT/technical advisory/field-based roles.

**Ongoing response**
- In the event of a mobilisation, immediate rotation planning commences (as usual processes) to ensure seamless continuity of in-country response.

**Remote support**
- For all the above, remote support will be provided to the in-country team from OSRL’s EOCs in Singapore and Southampton.

**Potential exemption of restrictions**
- OSRL understands that an exemption may be granted for non-Australian/no-resident responders to enter Australia in the event of an oil spill incident, at the discretion of the Commissioner of the Australian Border Force (ABF). ([Source](#))
- Through a tabletop exercise with one of our members on 28 April, OSRL understands that for a spill in WA, we can anticipate OSRL personnel being treated as “Fly-in-fly-out (FIFO) emergency personnel” with specialist skills and thereby potentially able to gain exemption from the 14-day quarantine. There would be close coordination with Titleholder and relevant agencies at the time of an incident. E.g. for WA the DoT may be able to provide assistance in gaining permissions from the State Emergency Management Committee for responders to enter Australia. We understand that pre-approval for exemptions is currently unlikely.
- OSRL understands there may be alternatives for the 14-day quarantine requirements – for example medical testing to demonstrate responders do not have the virus. Investigation to fully understand these options continues.
<table>
<thead>
<tr>
<th>Service aspect</th>
<th>Normal service</th>
<th>Disruption / Restrictions</th>
<th>Amended approach</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobilisation of dispersant aircraft and aircrew to incident location, assisted by mobilising party</td>
<td>Australian government guidance states that aircrew are exempted from the 14-day quarantine 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. IAR - the operator of the C-130 dispersant aircraft based in Malaysia - has confirmed the exemption applies to their aircrew and would be able to enter and operate within Australia without restrictions.</td>
<td>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.)</td>
<td>Airline crew would follow the same risk mitigation measures as other OSRL responders, including use of appropriate PPE, enhanced personal hygiene and physical distancing.</td>
</tr>
<tr>
<td>Mobilisation of surface response equipment and dispersants to incident location, assisted by mobilising party</td>
<td>The Singapore Government announced ‘circuit breaker’ restrictions requiring the closure of all businesses that do not provide essential services. OSRL’s key service providers are all considered essential services and therefore able to continue to operate. 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 Singapore. The sea and airfreight markets are disrupted and currently fluid as a result of wider COVID-related disruption.</td>
<td>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. 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. 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.</td>
<td>As normal, the optimal routing for equipment and dispersant mobilisation will be based on availability of the air and sea freight spot market. OSRL has developed tactical logistics plans which consider primary and alternative logistics options for the physical movement (by road, sea and air) and export process for emergency response equipment. Anticipate longer than usual timeline to mobilise equipment and potentially higher costs due to disrupted freight market. The normal level of support would be required from mobilising party to clear customs and provision of in-country logistics.</td>
</tr>
<tr>
<td>Mobilisation of Global Dispersant Stockpile to incident location, assisted by mobilising party Applicable to members subscribed to GDS supplementary agreement</td>
<td>The sea and airfreight markets are disrupted and currently fluid as a result of wider COVID-related disruption.</td>
<td>OSRL has developed tactic logistics plans which consider primary and alternative logistics options for the physical movement (by road, sea and air) and export process for emergency response equipment. Anticipate longer than usual timeline to mobilise equipment and potentially higher costs due to disrupted freight market.</td>
<td>OSRL has developed tactic logistics plans which consider primary and alternative logistics options for the physical movement (by road, sea and air) and export process for emergency response equipment. Anticipate longer than usual timeline to mobilise equipment and potentially higher costs due to disrupted freight market.</td>
</tr>
<tr>
<td>Mobilisation of subsea response equipment Applicable to members subscribed to SWIS supplementary agreements</td>
<td>OSRL has developed tactic logistics plans which consider primary and alternative logistics options for the physical movement (by road, sea and air) and export process for emergency response equipment. Anticipate longer than usual timeline to mobilise equipment and potentially higher costs due to disrupted freight market.</td>
<td>OSRL has developed tactic logistics plans which consider primary and alternative logistics options for the physical movement (by road, sea and air) and export process for emergency response equipment. Anticipate longer than usual timeline to mobilise equipment and potentially higher costs due to disrupted freight market.</td>
<td>OSRL has developed tactic logistics plans which consider primary and alternative logistics options for the physical movement (by road, sea and air) and export process for emergency response equipment. Anticipate longer than usual timeline to mobilise equipment and potentially higher costs due to disrupted freight market.</td>
</tr>
</tbody>
</table>

**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.

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.

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.

As normal, the optimal routing for equipment and dispersant mobilisation will be based on availability of the air and sea freight spot market.

OSRL has developed tactic logistics plans which consider primary and alternative logistics options for the physical movement (by road, sea and air) and export process for emergency response equipment.

Anticipate longer than usual timeline to mobilise equipment and potentially higher costs due to disrupted freight market.

The normal level of support would be required from mobilising party to clear customs and provision of in-country logistics.

**SURFACE EQUIPMENT / DISPENSERS FROM SINGAPORE**

One option that will be considered in a response is for the mobilisation of equipment (and potentially personnel) from Singapore to Australia by sea routes, utilising offshore vessels identified for use during a response.

**SUBSEA HARDWARE**

All SWIS equipment remains response ready across all SWIS services and bases. As per normal mobilising arrangement for SWIS equipment, mobilizing party will arrange for logistics from respective SWIS equipment storage location and into the country.

**NOTE ON GDS MOBILISATION**

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.
### Service aspect

<table>
<thead>
<tr>
<th>Normal service</th>
<th>Disruption / Restrictions</th>
<th>Amended approach</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>In-country response</strong>&lt;br&gt;Typical roles performed by OSRL shown here – not exhaustive</td>
<td>IMT-based technical advice</td>
<td>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. Once in-country, technical advice will be provided in person, maintaining appropriate physical distancing and other measures to mitigate exposure risk.</td>
</tr>
<tr>
<td>Aerial surveillance operations (inc: UAV)</td>
<td>Personnel</td>
<td>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. OSRL can provide remote training to aircraft and helicopter pilots or designated observers. Once in-country, OSRL responders will be able to conduct overflights as normal.</td>
</tr>
<tr>
<td>Shoreline operations</td>
<td>Shoreline response operations and Shoreline Cleanup Assessment Technique (SCAT) operations by OSRL personnel may be impacted due to the travel restrictions to Australia and within Australia.</td>
<td>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. 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. Once in-country, OSRL responders will be able to work in support of the shoreline response as normal.</td>
</tr>
</tbody>
</table>
| Offshore vessel-based operations | Offshore operations by OSRL personnel may be impacted due to the travel restrictions to Australia and within Australia. | 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. AMOSC and Core Group responders may be able to support the quartermastering of OSRL equipment ahead of OSRL responders entering Australia. Once in-country, OSRL responders will be able to work in support of the offshore response as normal. **Alternative option**<br>- If equipment is mobilised onto an offshore response vessel in Singapore, there is potential for OSRL responders to sign on as crew, subject to gaining Maritime Crew Visa.  
- Applications for crew arriving in Australia on a vessel by sea should be lodged at least 14 days prior to departure from a port overseas.  
- The 14-day quarantine requirement applies to Maritime crew and the period maritime crew spend at sea prior to their arrival in Australia counts towards the 14-day period. This may be exempted if given approval from the relevant government agencies. |
<table>
<thead>
<tr>
<th>Service aspect</th>
<th>Normal service</th>
<th>Disruption / Restrictions</th>
<th>Amended approach</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aerial dispersant operations</td>
<td>Currently not restricted due to the exemption for aircrew.</td>
<td>The operation can be conducted by the trained aircrew with remote support from OSRL personnel via video conferencing. The Hercules C-130 fitted with RIDSS dispersant spraying system would be the preferred aerial dispersant aircraft due to its proximity in Malaysia. Estimated flight times* from Senai, Malaysia are: 8 hrs</td>
<td>Darwin 9 hrs Broome (transit in Darwin) 9.4 hrs Port Hedland (transit in Darwin) 10.4 hrs Cairns (transit in Darwin) 10.6 hrs Osnos (transit in Darwin) 11.2 hrs Learmonth (transit in Darwin) 11.5 hrs Karratha (transit in Darwin) 12.1 hrs Adelaide (transit in Bali and Darwin) 12.5 hrs Brisbane (transit in Darwin) 13.1 hrs Melbourne (transit in Darwin) 13.6 hrs Sydney (transit in Darwin) 13.7 hrs</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>If that aircraft was unavailable for any reason, the B727 fitted with TERSUS dispersant spraying system would be utilised. This aircraft is based in the UK and so would be subject to extended transit time* to Australia.</td>
</tr>
</tbody>
</table>

**Australia (Adelaide) 06:00BST Departure**

**Timings with Boom Fit at Destination**

Doncaster - Paphos 04:30 (1030)  
Tech Stop 01:00 (1130)  
Paphos- Bahrain 02:30 (1400)  
Night Stop 11:00 (0100)  
Bahrain- Columbo 04:30 (0530)  
Tech Stop 01:00 (0630)  
Columbo- Johor 03:30 (1000)  
Night Stop 11:00 (2100)  
Johor-Broome 04:00 (0100)  
Tech Stop 0100 (0200)  
Broome- Adelaide 0300 (0500)  
Tech Stop & Boom Fit: 02:00 (0700)  
Elapsed time to ready to Spray – 49:00

**Australia (Adelaide) 14:00BST Departure**

**Timings with Boom Fit at Destination**

Doncaster - Paphos 04:30 (1830)  
Night Stop 11:00 (0530)  
Paphos- Bahrain 02:30 (0800)  
Tech Stop 01:00 (0900)  
Bahrain- Columbo 04:30 (1330)  
Night Stop 11.00 (1230)  
Columbo- Johor 03:30 (1600)  
Tech Stop 01:00 (1700)  
Johor-Broome 04:00 (2100)  
Night Stop 11:00 (0800)  
Broome- Adelaide 03:00 (1100)  
Tech Stop & Boom Fit: 02:00 (1300)  
Elapsed time to ready to Spray – 47:00

*The flight times detailed above for both C-130 and B727 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.

The aircraft would fly into Australia with empty dispersant tanks as this is the fastest option for it to get into country and to commence dispersant spraying operations. Dispersant stocks held in Australia can be used until additional dispersants arrive and clear customs.
<table>
<thead>
<tr>
<th>Service aspect</th>
<th>Normal service</th>
<th>Disruption / Restrictions</th>
<th>Amended approach</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oiled wildlife technical advice</td>
<td>Metropolitan agencies provide technical advice and coordination</td>
<td>Mobilisation of oiled wildlife equipment held by OSRL and international oiled wildlife experts impacted by travel and logistics restrictions.</td>
<td>OSRL can support the controlling agencies for oiled wildlife by providing technical advice and oiled wildlife equipment.</td>
</tr>
<tr>
<td>and coordination</td>
<td></td>
<td></td>
<td>Personnel</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>OSRL members can engage OSRL’s in-house oiled wildlife experts based in our UK and Perth office. The latter is a certified veterinarian and already works closely with the relevant Australian government agencies and industry on oiled wildlife preparedness.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>If the travel restrictions exemption cannot be granted for domestic travel, the technical advice from our in-house expert can be given remotely through video conferencing platform such as Skype, Microsoft teams, Zoom etc.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>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.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Equipment</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>OSRL members have access to OSRL wildlife equipment located in 4 OSRL bases with Singapore base being the nearest to Australia. Refer to mobilisation of surface response equipment for more details on the disruptions and restrictions on mobilising oiled wildlife equipment.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>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.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>The normal level of support would be required from mobilising party to clear customs and provision of in-country logistics.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Oiled wildlife resources can also be obtained in country based on advices given by the oiled wildlife technical experts.</td>
</tr>
</tbody>
</table>
### References

1. Restrictions for international travel into Australia

2. Online form for exemption with compelling reasons to travel to Australia

3. WA requires exemption application form to be submitted to [g2gwa@police.wa.gov.au](mailto:g2gwa@police.wa.gov.au) to seek approval to enter WA
   - Once approved, download the [G2Gpass App](https://www.g2gpass.com.au/apply) to access the digital permit.
   - Individuals to apply here: [https://www.g2gpass.com.au/apply](https://www.g2gpass.com.au/apply)
   - Businesses to apply using the following forms:
     - [G2G PASS Instructions and Declaration.pdf](https://www.g2gpass.com.au/applications)
     - [G2G PASS Bulk Upload Form.xlsx](https://www.g2gpass.com.au/bulk-upload)
     - [Biosecurity Zone FAQ_s.pdf](https://www.g2gpass.com.au/biosecurity)

4. Woodside has stipulated a list of required documents for interstate and intrastate traveller to carry at all times when travelling to their facilities in WA. **applicable for OSRL mobilisation for all members**
   - **Letter from your employer, detailing why you are an essential worker required to work in Western Australia. This letter can be obtained from your line manager.**
   - For OSRL who is considered as a contractor of Woodside, a formal letter of exemption is to be obtained instead (Notice 8 Attachment - Woodside - Essential Service Letter Template)

   - **Personal Identification [Photo ID]**
   - **Travel itinerary (if applicable) showing you are travelling to a Woodside.**
   - **Photo capture / printout of your completion of the Woodside COVID-19 Declaration Form**
   - Digital Permit in G2Gpass App (refer to point 3)**

5. WA Department of Transport has provided a letter of exemption template if OSRL is mobilised to travel in WA

   - [Disease Management Plan - marine oil spill.pdf](https://www.g2gpass.com.au/biosecurity)