



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.

| Revision history | | |
|------------------|--------------|---|
| Version | Date updated | Description of changes |
| 1 | 30-Mar-2020 | First published version. |
| 2 | 8-Apr-2020 | Updated dispersant aircraft flight times. |
| 3 | 30-Apr-2020 | Updated table top exercise findings and Reference table. |
| 4 | 29-May-2020 | Update on Australian states starting to ease domestic travel restrictions. Singapore to enter to phase 1 of post-circuit breaker period. |
| 5 | 22-June-2020 | Update on ease of restrictions in Singapore and updated logistics information for air shipment market. |
| 6 | 5-Aug-2020 | Update on new application portal for requesting an exemption from Australia’s travel restrictions Update on latest COVID-19 restrictions in the State of Victoria. |
| 7 | 6-Jan-2021 | Update on Australia’ travel restrictions and quarantine exemption. |

| Service aspect | Normal service | Disruption / Restrictions | Amended approach |
|------------------------------------|---|---------------------------|------------------|
| OSRL’s Emergency Operations Centre | Remote technical advice from OSRL Duty Manager, including support in developing: <ul style="list-style-type: none"> • Spill Impact Mitigation Assessment's • Response strategy recommendations • Tactical Response Plans and • Inputs to Incident Action Plans • Inputs to response visualisation / common operating picture | None | As normal |
| | Provision of 2D and 3D oil spill modelling | None | As normal |
| | Provision of satellite imagery | None | As normal |



| Service aspect | Normal service | Disruption / Restrictions | Amended approach |
|----------------|--|--|--|
| Mobilisation | Mobilisation of OSRL response team to incident location assisted by mobilising party | <p><u>Restrictions by Australia</u></p> <p>Effective 20 March 2020, Australian Govt Dept of Home Affairs announced that only Australian citizens and residents can travel to Australia, with the exception of New Zealand citizens and travellers who have been in New Zealand for 14 days or more prior to travel; and arriving by air.</p> <ul style="list-style-type: none"> Travel exemptions into Australia 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 requested 4 weeks before travel. Latest exemption request application portal can be accessed here. Every traveller entering Australia is required to complete an Australia Travel Declaration 72 hours before they travel. All travellers who are allowed into Australia will be required to undertake mandatory 14-day quarantine at designated facilities in their port of arrival. Exemption to the 14-day quarantine may be granted subjected to the approval from the state or territory quarantine authority. Various states have local COVID-19 and domestic travel restrictions. Please refer to this link for the latest updates. <p><u>Restrictions by Singapore</u></p> <ul style="list-style-type: none"> Effective 24 March 2020, Singapore government advises all Singaporeans to defer all travel abroad. All returning Singaporeans, permanent residents and long-term pass holders will be placed under the 14-day Stay Home Notice (SHN) or quarantine in dedicated SHN facilities, depending on where they spend their last 14 days. All inbound travellers will undergo COVID-19 test before the end of their SHN. Short term visitors are not allowed to enter or transit through Singapore except for established Green/Gast Lane arrangements or with special prior approval. From 28 Dec 2020, Singapore will enter phase 3 of the post-circuit breaker period where most businesses and social activities are allowed but telecommuting must remain the default for all businesses where feasible. 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. | <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>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.</p> <p>Initial response:</p> <ul style="list-style-type: none"> 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. <p>Second wave response</p> <ul style="list-style-type: none"> 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. <p>Ongoing response</p> <ul style="list-style-type: none"> In the event of a mobilisation, immediate rotation planning commences (as usual processes) to ensure seamless continuity of in-country response. <p>Remote support</p> <p>For all the above, remote support will be provided to the in-country team from OSRL’s EOCs in Singapore and Southampton.</p> <p>Potential exemption of restrictions</p> <ul style="list-style-type: none"> 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 2020, 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. <p>Investigation to fully understand these options continues.</p> |



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| | Mobilisation of dispersant aircraft and aircrew to incident location, assisted by mobilising party | <p>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.</p> <p>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.</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> |
| | Mobilisation of surface response equipment and dispersants to incident location, assisted by mobilising party | <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 Singapore.</p> <p>The sea and airfreight markets are disrupted and currently fluid as a result of wider COVID-related disruption.</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 exportation process for emergency response equipment.</p> <p>Anticipate longer than usual timeline to mobilise equipment 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>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>AIR</p> <p>Currently, 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. Recent work conducted by our charter agent has identified that the availability of cargo aircraft is improving. Notably, both AN-124 and B747 availability is improving with potential access to B747 freighters within five days. Charter costs are also returning to typical market value.</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.</p> <p>Anticipate longer than usual timeline to mobilise equipment due to disrupted freight market.</p> |
| | <p>Mobilisation of subsea response equipment</p> <p><i>Applicable to members subscribed to SWIS supplementary agreements</i></p> | <p>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.</p> <p>SEA</p> <p>Bookings on most vessel routes are experiencing delays and additional scrutiny.</p> | <p>SURFACE EQUIPMENT / DISPERSANTS FROM SINGAPORE</p> <p>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.</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> |



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| In-country response <i>Typical roles performed by OSRL shown here – not exhaustive</i> | IMT-based technical advice | IMT-based technical advisory may be impacted by entry and quarantine restrictions. The 5x5 onsite technical advisory service may be impacted by entry and quarantine restrictions. | 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. |
| | 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 Australia and within Australia.</p> <p><u>UAV</u> OSRL has a Call-Off Agreement with RemSense Pty Ltd to provide UAV capabilities in Australia and with Sky-Futures, Terradrone, Bristow, and Altitude Imaging to provide UAV capabilities globally to support aerial surveillance operations.</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> OSRL's UAV providers have confirmed their ability to respond subject to obtaining key or essential worker status to the relevant country.</p> <p>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>OSRL responders can provide technical advice and analysis of UAV imagery/video remotely if necessary.</p> |
| | Shoreline operations | 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. | 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. |



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| | Offshore vessel-based operations | Offshore operations by OSRL personnel may be impacted due to the travel restrictions to Australia and within Australia. | <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>AMOSOC and Core Group responders may be able to support the quartermastering of OSRL equipment ahead of OSRL responders entering Australia.</p> <p>Once in-country, OSRL responders will be able to work in support of the offshore response as normal.</p> <p>Alternative option</p> <ul style="list-style-type: none"> • 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. |



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|---------------------------------------|-------------------------------------|---|---|--------|-------|-------------------------|-------|----------------------------|---------|----------------------------------|----------|----------------------------|----------|----------------------------|----------|-------------------------------|----------|------------------------------|----------|---------------------------------------|----------|------------------------------|----------|-------------------------------|----------|----------------------------|----------|
| | <p>Aerial dispersant operations</p> | <p>Currently not restricted due to the exemption for aircrew.</p> | <p>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).</p> <p>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 Hercules C-130 fitted with RIDSS dispersant spraying system would be the preferred aerial dispersant aircraft due to its proximity in Malaysia.</p> <p>Estimated flight times* from Senai, Malaysia</p> <table border="0"> <tr><td>Darwin</td><td>8 hrs</td></tr> <tr><td>Perth (transit in Bali)</td><td>9 hrs</td></tr> <tr><td>Broome (transit in Darwin)</td><td>9.4 hrs</td></tr> <tr><td>Port Hedland (transit in Darwin)</td><td>10.4 hrs</td></tr> <tr><td>Cairns (transit in Darwin)</td><td>10.6 hrs</td></tr> <tr><td>Onslow (transit in Darwin)</td><td>11.2 hrs</td></tr> <tr><td>Learmonth (transit in Darwin)</td><td>11.5 hrs</td></tr> <tr><td>Karratha (transit in Darwin)</td><td>12.1 hrs</td></tr> <tr><td>Adelaide (transit in Bali and Darwin)</td><td>12.5 hrs</td></tr> <tr><td>Brisbane (transit in Darwin)</td><td>13.1 hrs</td></tr> <tr><td>Melbourne (transit in Darwin)</td><td>13.6 hrs</td></tr> <tr><td>Sydney (transit in Darwin)</td><td>13.7 hrs</td></tr> </table> <p>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.</p> <p>Australia (Darwin) 06:00BST Departure Timings with Boom Fit at Destination Doncaster- Paphos 04:30 (1030) Tech Stop 01:00 (1130) Paphos- Mumbai 04:45 (1615) Night Stop 11:00 (0315) Mumbai- Johor 04:35 (0750) Tech Stop 01:00 (0850) Johor-Darwin 04:00 (1250) Tech Stop & Boom Fit: 02:00 (1450) Elapsed time to ready to Spray – 32:50</p> <p>Australia (Darwin) 14:00BST Departure Timings with Boom Fit at Destination Doncaster- Paphos 04:30 (1830) Night Stop 11:00 (0530) Paphos- Mumbai 04:45 (1015) Tech Stop 01:00 (1115) Mumbai-Johor 04:35 (1550) Night Stop 11:00 (0250) Johor-Darwin 04:00 (0650) Tech Stop & Boom Fit: 02:00 (0850) Elapsed time to ready to Spray – 42:50</p> <p>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)</p> | Darwin | 8 hrs | Perth (transit in Bali) | 9 hrs | Broome (transit in Darwin) | 9.4 hrs | Port Hedland (transit in Darwin) | 10.4 hrs | Cairns (transit in Darwin) | 10.6 hrs | Onslow (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 |
| Darwin | 8 hrs | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Perth (transit in Bali) | 9 hrs | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Broome (transit in Darwin) | 9.4 hrs | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Port Hedland (transit in Darwin) | 10.4 hrs | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cairns (transit in Darwin) | 10.6 hrs | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Onslow (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 | | | | | | | | | | | | | | | | | | | | | | | | | | |



| Service aspect | Normal service | Disruption / Restrictions | Amended approach |
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| | | | <p>Tech Stop & Boom Fit: 02:00 (0700) Elapsed time to ready to Spray – 49:00</p> <p>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</p> <p><i>*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.</i></p> <p>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.</p> <p>Dispersant stocks held in Australia can be used until additional dispersants arrive and clear customs.</p> |
| | <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 agencies for oiled wildlife by providing technical advice and oiled wildlife equipment.</p> <p><u>Personnel</u> 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.</p> <p>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.</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 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.</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> |



| References | | | | | | | | | | | | | |
|---|---|--|---------------------------|---|--|---------------------------------------|--|---|--|---|--|--|--|
| 1. Restrictions for international travel into Australia | https://covid19.homeaffairs.gov.au/coming-australia | | | | | | | | | | | | |
| 2. Online form for exemption with compelling reasons to travel to Australia | https://travel-exemptions.homeaffairs.gov.au/tep | | | | | | | | | | | | |
| 3. WA requires exemption application form to be submitted to g2gwa@police.wa.gov.au to seek approval to enter WA Once approved, download the G2Gpass App to access the digital permit. | <p>Individuals to apply here: https://www.g2gpass.com.au/apply Businesses to apply using the following forms:</p> <div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  G2G PASS <small>Instructions and Decl</small> </div> <div style="text-align: center;">  COVID-19 <small>Biosecurity Area Man</small> </div> <div style="text-align: center;">  G2G PASS Bulk <small>Upload Form.xlsx</small> </div> <div style="text-align: center;">  Biosecurity Zone <small>FAQ_s.pdf</small> </div> </div> | | | | | | | | | | | | |
| 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 | <table border="1" style="width: 100%;"> <thead> <tr> <th style="width: 50%;">Interstate and Intrastate travellers to WA</th> <th style="width: 50%;">Interstate-only documents</th> </tr> </thead> <tbody> <tr> <td> 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. <ul style="list-style-type: none"> 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) </td> <td> Complete an Arrival Form at Perth Airport. All personnel should complete the “Essential Traveller Status” section of this form, in addition to the other details requested, and tick the “Specialist Skills” box. ** </td> </tr> <tr> <td>Personal Identification [Photo ID] **</td> <td></td> </tr> <tr> <td>Travel itinerary (if applicable) showing you are travelling to a Woodside. **</td> <td></td> </tr> <tr> <td>Photo capture / printout of your completion of the Woodside COVID-19 Declaration Form</td> <td></td> </tr> <tr> <td>Digital Permit in G2Gpass App (refer to point 3)**</td> <td></td> </tr> </tbody> </table> | Interstate and Intrastate travellers to WA | Interstate-only documents | 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. <ul style="list-style-type: none"> 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) | Complete an Arrival Form at Perth Airport. All personnel should complete the “Essential Traveller Status” section of this form, in addition to the other details requested, and tick the “Specialist Skills” box. ** | 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)** | |
| | Interstate and Intrastate travellers to WA | Interstate-only documents | | | | | | | | | | | |
| | 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. <ul style="list-style-type: none"> 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) | Complete an Arrival Form at Perth Airport. All personnel should complete the “Essential Traveller Status” section of this form, in addition to the other details requested, and tick the “Specialist Skills” box. ** | | | | | | | | | | | |
| | 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 | - | | | | | | | | | | | | |
| 6. Novel coronavirus (COVID-19) Disease Management Plan for Oil Spill Response Personnel |  Disease Management Plan - marine oil spill | | | | | | | | | | | | |
| 6. COVIDSafe App | The only contact trace app approved by the Australian Government for contact tracing. https://www.health.gov.au/resources/apps-and-tools/covidsafe-app | | | | | | | | | | | | |