



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

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: the authors (aliheyder@oilspillresponse.com or alvintan@oilspillresponse.com), the duty manager, or your OSRL representative.

Revision history		
Version	Date updated	Description of changes
1	3 June 2020	First published version.
2	3 July 2020	Updates for the following: <ul style="list-style-type: none"> • Singapore and New Zealand Travel Restriction • COVID-19 Alert System in New Zealand (Level 1) • Flight Availability between SG-NZ • Logistic availability, 727 and UAV services
3	21 Aug 2020	<ul style="list-style-type: none"> • Updates for COVID-19 Alert System in New Zealand (Level 2 for Countrywide, Level 3 for Auckland).
4	4 Sep 2020	<ul style="list-style-type: none"> • Updates for COVID-19 Alert System in New Zealand & New Entry Conditions from New Zealand to Singapore.
5	13 Oct 2020	<ul style="list-style-type: none"> • Updates for COVID-19 Alert System in New Zealand.
6	8 Jan 2021	<ul style="list-style-type: none"> • Updates for Singapore's Phase 3 of Post-Circuit Breaker Period. Included Summary of SHN and Swab Requirements for Travellers.

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 Assessments • Response strategy recommendations • Tactical Response Plans • 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
Mobilisation	Mobilisation of OSRL response team to incident location assisted by mobilising party	<p>Restrictions by New Zealand</p> <p>As of 7 Oct 2020, New Zealand has its state of emergency at 'Alert Level 1'. However, there are no changes to its border restrictions</p> <ul style="list-style-type: none"> • Immigration authorities can make exceptions on entry to country a case-by-case basis for: <ul style="list-style-type: none"> ○ humanitarian reasons; ○ healthcare and other essential workers; • Every traveller arriving into New Zealand on a flight which departs from another country after 23:59 on 9 April must go into their isolation facilities for a minimum of 14 days unless special exemptions are applied. This restriction is also applicable to all non-commercial air crew (chartered flights) and vessel crew. 	<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</p> <ul style="list-style-type: none"> • Phase 1: OSRL would deploy responders from the Singapore base as most appropriate for the nature of the incident in APAC region. These responders would be able to fill IMT / technical advisory / field-based roles. The exemption process would be utilised with support of the Member to gain permission to travel. These responders would be subject to self-isolation restrictions. • Phase 2: OSRL would deploy responders from US and UK bases as most appropriate for the nature of the incident. These responders would be able to fill IMT/technical advisory/field-based roles.



		<ul style="list-style-type: none"> • There are 4 flights per week between Singapore and Auckland/Christchurch with Singapore International Airlines. A sample for flights during Jun-Jul 2020 can be found here. Do note that at this juncture, all flights into Auckland is restricted unless special permission is granted to enter the city (to be applied with the MNZ COVID-19 Team). • Outside Auckland, there are <u>no restrictions for domestic travel</u>. The 14-day isolation is only applicable for international arrival. <p>Alert Level 1 Guidelines for travelling around the country:</p> <ul style="list-style-type: none"> • Use the NZ COVID Tracer App • Keep track of who you have been in contact with. Maintain social distancing and wear a mask when in public. • Follow physical distancing instructions from transport operators. Face masks is not compulsory to be worn in public transport. • No restrictions on workplaces or services but they are encouraged to maintain records to enable contact tracing. <p>Restrictions by Singapore</p> <ul style="list-style-type: none"> • Effective 24 March, Singapore government advises all Singapore citizens to defer all travel abroad. • From 15 June, 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 19 June, Singapore has entered Phase 2 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. • From 1 Sep, Visitors from will need to apply for an Air Travel Pass between 7 - 30 days before their intended date of entry into Singapore. • Returning Singaporeans, permanent residents and long-term pass holders will not have to serve a stay-home notice and will undergo a COVID-19 test upon arrival. They do <u>not</u> need to apply for the Air Travel Pass. Refer to the Summary of SHN and Swab Requirements for Travellers. • From 28 Dec 2020, Singapore has entered 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>Ongoing response in the event of a mobilisation, immediate rotation planning commences (as usual processes) to ensure seamless continuity of in-country response.</p> <p>Remote support For all the above, remote support will be provided to the in-country team from OSRL’s EOCs in Singapore and Southampton.</p> <p>Exemption of restrictions The immigration department has mentioned that all international travelers (commercial flight passengers, chartered flight or vessel crew) will be subject to a 14-day isolation quarantine upon arrival in the New Zealand.</p> <p>However, Maritime New Zealand (MNZ) has indicated that it will arrange with New Zealand’s National COVID response team to facilitate OSRL’s oil response capability entry into the country, as well as supporting any required response activities. Entry and Isolation exemption would be arranged with them directly.</p>
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	<p>Mobilisation of dispersant aircraft and aircrew to incident location, assisted by mobilising party</p>	<p>All non-commercial aircraft and aircrew will have to undergo 14-days mandatory isolation upon arrival at New Zealand’s international airports.</p> <p>727</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>IAR</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 New Zealand without restrictions.</p>	<p>Personnel</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>Exemption of restrictions</p> <p>The process of entry to NZ, as well as gaining exemptions to the mandatory isolation is the same as other passengers entering the country via international commercial flights.</p> <p>Refer to the process above.</p> <p><i>*The 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>IAR Flight Time from Malaysia, Senai</p> <p>1. Auckland: - Direct Flight Time: 17.9 hr - 2 Stopovers: • Darwin (Australia): 2h crewrest • Brisbane (Australia): 10h crewrest - Total Mission Time: <u>29.9 hr</u></p> <p>2. Christchurch: - Direct Flight Time: 19 hr - 2 Stopovers: • Darwin (Australia): 2h crewrest • Adelaide (Australia): 10h crewrest - Total Mission Time: <u>31 hr</u></p> <p>727 Mobilisation Time</p> <p>Assuming Flight Departure Time at 14:00 PM BST</p> <p>1. 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	<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 /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>AIR 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>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 Bookings on most vessel routes are experiencing delays and additional scrutiny.</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 daily.</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 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>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>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>																														
In-country response <i>Typical roles performed by OSRL shown here – not exhaustive</i>	<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>Personnel Aerial surveillance operations by OSRL personnel as onboard observer may be restricted due to international travel restrictions.</p>	<p>Personnel OSRL can 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>UAV OSRL has a Call-Off Agreement with Sky-Futures, Terradrone, Bristow, and Altitude Imaging to provide UAV capabilities globally to support aerial surveillance operations.</p> <p>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>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>UAV MNZ has their own UAV service providers. If necessary, OSRL will be able to supplement support with the UAV contractors that they have agreements with.</p> <p>Support from Member to apply for exemptions/approvals from relevant government agencies for UAV operator to be exempted from travel and isolation restrictions.</p> <p>OSRL responders can provide technical advice and analysis of UAV imagery/video remotely if necessary.</p>
Shoreline operations	<p>Personnel Shoreline response operations and Shoreline Cleanup Assessment Technique (SCAT) operations by OSRL personnel may be impacted due to international travel restrictions.</p> <p>Equipment Movement of equipment via land, sea and air, please see above.</p>	<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	<p>Personnel Offshore operations by OSRL personnel may be impacted due to the international travel restrictions.</p> <p>Equipment Movement of equipment via land, sea and air, please see above.</p>	<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. Once in-country, OSRL responders will be able to work in support of the offshore response as normal.</p>
Aerial dispersant operations	<p>Currently not restricted.</p>	<p>Personnel The operation can be conducted by the trained aircrew with remote support from OSRL personnel via video conferencing.</p> <p>Equipment The Hercules C-130 fitted with RIDDS dispersant spraying system would be the preferred aerial dispersant aircraft due to its proximity in Malaysia.</p> <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.</p> <p>The aircraft would fly into country 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 can be used until additional dispersants arrive and clear customs.</p> <p>Dispersant Usage in New Zealand Refer to the list of approved New Zealand Oil Spill Control Agents (NZOSCAs). The guidelines for Oil Spill Dispersants can be found here.</p>
Oiled wildlife technical advice and coordination	<p>Mobilisation of oiled wildlife equipment held by OSRL and international oiled wildlife experts impacted by travel and logistics restrictions.</p>	<p>Personnel OSRL members have access to Sea Alarm Foundation's Technical Advisors through OSRL's Duty Manager, for which one advisor based in Belgium can be deployed to site to provide oiled wildlife response advice and supervision.</p>



			<p>OSRL members can also engage OSRL’s in-house oiled wildlife experts based in our UK and Perth office.</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>Equipment OSRL members have access to OSRL wildlife equipment located in 4 OSRL bases. Refer to mobilisation of surface response equipment for more details on the disruptions and restrictions on mobilising oiled wildlife equipment.</p> <p>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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References	
1. New Zealand Ministry of Health Advisory on Covid-19	https://www.health.govt.nz/our-work/diseases-and-conditions/covid-19-novel-coronavirus/covid-19-current-situation/covid-19-border-controls
2. New Zealand Border Closures and Exceptions	https://www.immigration.govt.nz/about-us/covid-19/border-closures-and-exceptions
3. New Zealand Current Alert System	https://covid19.govt.nz/alert-system/current-alert-level/
4. Work Visas	https://www.newzealandnow.govt.nz/move-to-nz/new-zealand-visa/work-visa/temporary-work-visa
5. Form for Urgent Request for Entry to New Zealand	https://www.immigration.govt.nz/formshelp/request-for-travel-to-new-zealand
6. Application form for Exemption to 14-Day Self-Isolation	https://covid19.govt.nz/assets/resources/COVID-19-Application-form-for-exemption-from-managed-self-isolation.pdf
7. List of approved dispersants in NZ	https://www.maritimenz.govt.nz/public/environment/responding-to-spills/NZOSCA.sasp
8. Guideline for dispersant uses in NZ	https://www.maritimenz.govt.nz/public/environment/responding-to-spills/documents/guidelines-use-of-dispersants.pdf
9. COVID-19 Regional and International Travel Restrictions & Exemptions	https://covid19.govt.nz/travel-and-the-border/travel-within-new-zealand/regional-travel/#travel-into,-out-of,-and-through-auckland
10. NZ COVID Tracer App	https://www.health.govt.nz/our-work/diseases-and-conditions/covid-19-novel-coronavirus/covid-19-resources-and-tools/nz-covid-tracer-app
11. Singapore to Ease Travel Restrictions from New Zealand	https://www.channelnewsasia.com/news/singapore/covid-19-brunei-new-zealand-singapore-travel-stay-home-notice-13042146
12. Summary of SHN and Swab Requirements for Travellers	https://safetravel.ica.gov.sg/files/SHN-and-swab-summary.pdf