

Purpose

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

COVID-19 Response Readiness Dashboard

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

Danish Health Authority (Sundhedsstyrelsen; SST).

Anything and everything in this country plan will be superseded if and where the information in the official webpage of the SST is contradicting the text in this country plan – updated information in this link will always supersede text in this document. <https://www.sst.dk/da/corona-eng/general-public>

To discuss the country plan or for further information please contact: the author (jamiegathercole@oilspillresponse.com), the OSRL Duty Manager, or your OSRL representative.

Revision history		
Version	Date updated	Description of changes
1	12/05/2020	First published version.
2	05/06/2020	Updates in line with Denmark relaxation of restrictions. OSRL in-field mitigation measures updated in line with the OSRL COVID-19 Field Guides
3	21/07/2020	Updates in line with further Denmark relaxation of restrictions and increased availability of commercial flights UK - Denmark
4	02/09/2020	Periodic review and update
5	01/10/2020	Review and update in response to increased travel restrictions between the UK and Denmark

Service aspect	Normal service	Disruption / Restrictions	Amended approach
OSRL’s Emergency Operations Centre	Remote technical advice from OSRL Duty Manager	None	As normal.
	Provision of 2D and 3D oil spill modelling	None	As normal
	Provision of satellite imagery	None	As normal



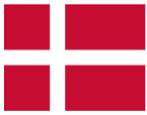
Service aspect	Normal service	Disruption / Restrictions	Amended approach
Mobilisation	Mobilisation of OSRL response team into Denmark.	<p>At the time of writing (01/10/2020), periodic review has reclassified the UK as a 'Closed' country regarding entry into Denmark. (Further info)¹</p> <p>However additional guidance includes allowance for 'Worthy purpose' whereby person(s) may be admitted. Persons with a worthy purpose include, but are not limited to: (only relevant items included)</p> <ul style="list-style-type: none"> • Persons residing or working in Denmark, including self-employed business owners performing work in Denmark. • Persons with a valid work permit, including persons who have not yet utilised their work permits and whose entry is for the purpose of working in Denmark. • Persons commissioned to deliver goods or services to/in Denmark or to transport goods out of Denmark, including persons commissioned to carry goods out of Denmark for business purposes. • Seamen who are to sign off/on in Denmark the • replacement of crew. • Aircraft crew members, diplomats, offshore workers or other groups of persons mentioned in Annex VII to the Schengen Borders Code. <p>OSRL should be able to provide response personnel under the exemption highlighted above.</p> <p>Residents of an open country (these include Norway)², can enter Denmark regardless of purpose; [live validation of this status available here;]</p>	<p>Mobilisation of an OSRL Response Team included clearing Danish border control could potentially be conducted under the clause highlighted.</p> <p>Prior to travel, the mobilising party (Member with presence in Denmark) should engage with the Danish authorities to expedite and guarantee clearance of the response team at the agreed airport.</p> <p>OSRL have observed increased availability of commercial passenger flights to Denmark, with the resumption of various routes, into both Copenhagen and Billund airports.</p>
General logistics - Mobilisation of response equipment		<p>Land: Minor effects on domestic transport due to COVID-19. Added border control causing minor delays</p> <p>Sea: Sea Ports are open with restrictions on crew to go onshore</p> <p>Air:</p> <ul style="list-style-type: none"> • Airports are open with restrictions to aircrew moving freely. • Reduced international passenger flights (greater than Q2 2020 activity, still reduced relative to 2019 levels) • Carriers are operating scheduled freighters, but cargo is also moving on an adhoc / unscheduled freighter or charter basis. • Some passenger aircraft from carriers are now being converted into temporary freighters; flying with no passengers on board but with cargo in the hold. • Air freight rates have reached unprecedented levels. (Premiums must be paid to get cargo uplifted on a priority basis.) <p><i>* 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.</i></p>	<p>Land: Road freight of response equipment from OSRL Southampton may experience delays in border crossings, but at the time of writing should be viable. Expected route includes transit through; UK, France, Belgium, Netherlands, Germany and Denmark. Essential movement of goods by road continues through all countries detailed above.</p> <p>Sea: Road freight continues to be the preferable option for mobilising Service Level Agreement (SLA) response equipment from the UK, as well as Global Dispersant Stockpile (GDS) stocks from the UK and France. Sea freight would likely be required primarily for mobilising subsea capping and containment equipment into Denmark. The optimal routing for equipment mobilisation will be based on availability of the spot market. Currently there are approximately 30 vessels in the North Sea basin capable of collecting, transport and installing the Norway-based capping stack (15k PSI-rated).</p> <p><i>NB: this statement is valid at the time of developing this country plan. Please contact OSRL Global Logistics team for updated information when applicable, at globallogistics@oilspillresponse.com</i></p>

¹ <https://www.visitdenmark.com/denmark/travel-essentials/coronavirus>

² <https://politi.dk/en/coronavirus-in-denmark/travelling-in-or-out-of-denmark/is-my-country-open-or-banned>



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	Mobilisation of dispersant aircraft and aircrew to incident location, assisted by mobilising party	<p>Danish airports remain open, but with limited operations.</p> <p>T2 (aviation services provider) 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>2Excel have confirmed their ability to respond, however mobilisations would be reviewed on a case by case basis. The Boeing-727 flight crew are maintaining a rolling 72-hr negative Covid-19 test in order to expedite entry to various countries.</p> <p>The normal level of support would be required from mobilising party to secure aviation support services at airport 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><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>Copenhagen Airport, 0600 GMT Departure:</p> <p>Timings with Boom Fit at Destination Doncaster Airport – Copenhagen 01:30 (07:03) Tech Stop & Boom Fit: 02:00 (09:30) Total elapsed time ready to spray : 03:30</p>
	IMT-based technical advice	<p><u>Personnel</u> 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><u>Personnel</u> OSRL are able to provide the service but must consider an initial quarantine period after arriving in-country. Our 5 x 5 free Technical Advisory service will still be applicable.</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>In-country response <i>Typical roles performed by OSRL shown here – not exhaustive</i></p> <p>In-country response <i>Typical roles performed by OSRL shown here – not exhaustive</i></p>	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</p> <p><u>Unmanned Aerial Vehicles (UAV)</u> 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. OSRL’s 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 to members aerial surveillance operations, 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. 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 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><u>Personnel</u> Shoreline response operations and Shoreline Clean-up Assessment Technique (SCAT) operations by OSRL personnel may be impacted due to the travel restrictions</p> <p><u>Equipment</u> Movement of equipment via land, sea and air, please see above.</p>	<p>Equipment mobilisation; please see above</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> <p>A guidance document for In-field Response has been developed and is available via the OSRL COVID-19 dashboard, here: https://www.oilspillresponse.com/globalassets/external-links/covid-19-updates/health-and-safety-measures-covid-19-v3.pdf This is a live document and will be updated on a regular basis.</p>



Service aspect	Normal service	Disruption / Restrictions	Amended approach
	Offshore vessel-based operations	<p><u>Personnel</u> Offshore operations by OSRL personnel may be impacted due to the travel restrictions to Denmark, and potential quarantine period required before going offshore.</p> <p><u>Equipment</u> Movement of equipment via land, sea and air, please see above.</p>	<p>Equipment mobilisation; please see above</p> <p>Member company's trained responders may be able to operate OSRL equipment until OSRL responders are in country.</p> <p>Once in-country, OSRL responders will be able to work in support of the offshore response as normal.</p>
	Aerial dispersant operations	Aerial dispersant operations by the Aircrew and OSRL personnel are unlikely to be impacted by the travel restrictions currently in place.	<p>OSRL Aerial Dispersant Platform (Boeing-727 Tersus system) remains operational. Please see Mobilisation, above.</p> <p>For a spill in the Danish North Sea, in the event of restrictions preventing or delaying operations to be conducted from a Danish airport as a Forward Operating Base, aerial dispersant operations could be conducted from the UK without compromising time on-scene at the slick location(s).</p>
	Oiled wildlife technical advice and coordination	Mobilisation of oiled wildlife equipment held by OSRL and international oiled wildlife experts impacted by travel and logistics restrictions.	<p><u>Personnel</u> OSRL members 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>If the travel restrictions exemption cannot be granted, the technical advice from OSRL's Wildlife Preparedness and Response Manager can be given remotely through video conferencing platform such as Skype, Microsoft teams, Zoom etc.</p> <p><u>Equipment</u> OSRL members have access to OSRL wildlife equipment located in four OSRL bases. 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 the 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>