



## Egypt Response Plan



### 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 ([PaulFoley@oilspillresponse.com](mailto:PaulFoley@oilspillresponse.com) or [mdmoustafa@oilspillresponse.com](mailto:mdmoustafa@oilspillresponse.com)), the duty manager, or your OSRL representative.

### Revision history

Version	Date updated	Description of changes
1		First published version.
2	27/06/2020	The Egyptian government have begun ease restrictions imposed due to the coronavirus disease (COVID-19).
3	09/07/2020	Egypt update the entry rules in response to coronavirus
4	28/08/2020	Update on the travel restriction, PCR test requirement and control measures.
5	12/10/2020	Update on the PCR test requirement and different validity before departure time from country to country.

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

Version:	5	Date updated:	25/01/2021	Doc owner:	Mohamed Darwish
Document Number: OSRL-OPER-PLA-00338 Page 1 of 6					



## Egypt Response Plan



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Mobilisation	Mobilisation of OSRL response team to incident location assisted by mobilising party	<p><b>International Travel:</b> Commercial flights are operating with reduced schedules.</p> <p><b>Entry Requirement:</b> The Egyptian Government has announced that all passengers travelling to Egypt (including Egyptians) must be in possession of negative PCR test certificate for COVID-19, taken at a maximum of 72 hours before their flight departure time. However, passengers travelling from Japan, China, Thailand, North America, South America, Canada, London Heathrow, Paris, and Frankfurt will be allowed to provide the test certificate performed at a maximum of 96 hours prior to flight departure, due to the long travel and transit period from these airports. Travelers must present paper copies of the test results; digital copies will not be accepted. Passengers from all countries will be required to complete a public health card with personal details and will need to provide confirmation of valid health insurance policy to airport authorities.</p> <p><b>Other Measures:</b></p> <ul style="list-style-type: none"> <li>- Restaurants, cafes, sports clubs and movie theatres will be allowed to open at 50 percent capacity.</li> <li>- Restaurants and cafes are required to close by midnight, while other shops, including grocery stores, are required to close by 10:00 pm.</li> <li>- Starting August 28, Friday prayers are scheduled to reopen at some mosques under strict preventative measures; mosques have been open for daily prayers with the exception of Friday prayers.</li> <li>- Public parks and beaches remain closed.</li> </ul>	<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 of staff and contractors.</p> <p>Although travel restriction is no longer in place, the 2 weeks self-isolation are still require. OSRL would request assistance from the mobilising Member to understand if OSRL could get a special dispensation for the self-isolation requirement.</p> <p><b>Initial Response:</b> In terms of resourcing the response OSRL would primarily call upon personnel from the Southampton, UK base supplemented from those from our Bahrain base. Both bases remain ready to respond, despite working from home. The number of personnel deployed would be dependent on requirements. OSRL has a small number of Arabic speakers and we would look to deploy these to best effect dependant on the response requirements and availability at the time.</p> <p><b>Ongoing Response:</b> OSRL would continue to deploy additional responders primarily from the Southampton base as appropriate for the nature of the incident. These responders would be able to fill IMT / technical advisory / field-based roles. As the response continued OSRL retains the ability to call upon Response personnel from our other bases around the globe as required.</p> <p><b>Remote support</b> For all the above, remote support will be provided to the in-country team from OSRL's EOCs in Southampton and Singapore.</p>

Version:	5	Date updated:	25/01/2021	Doc owner:	Mohamed Darwish
Document Number: OSRL-OPER-PLA-00338 Page 2 of 6					



## Egypt Response Plan



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	Mobilisation of dispersant aircraft and aircrew to incident location, assisted by mobilising party	None at the moment; 2Excel have implemented control measures, ensuring segregation of crews amongst the UKCS and 727 services, whilst ground support staff have adopted a split shift pattern.	<p>2excel have confirmed their ability to respond, however mobilisations would be reviewed on a case by case basis.</p> <p>The normal level of support may 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. This includes having personal issue headsets and sanitisation packs in the cockpit.</p> <p>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.</p> <p>Mobilisation Examples</p> <p><b><u>Egypt (0600 departure) – Alexandria</u></b></p> <p><b>Timings with Boom Fit at Destination</b>            Departure – 06:00            Doncaster – Alexandria: 04:45 (10:45)            Boom Fit: 02:00 (12:45)  <b>Elapsed Time to ready to spray – 06:45</b></p> <p><b><u>Egypt (1400 departure) – Alexandria</u></b></p> <p><b>Timings with Boom Fit at Destination</b>            Departure – 14:00            Doncaster – Alexandria: 04:45 (18:45)            Boom Fit: 02:00 (20:45)            Night Stop: 1100 (07:45)  <b>Elapsed Time to ready to spray – 17:45</b></p>

Version:	5	Date updated:	25/01/2021	Doc owner:	Mohamed Darwish
Document Number: OSRL-OPER-PLA-00338 Page 3 of 6					



## Egypt Response Plan



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	Mobilisation of surface response equipment and dispersants to incident location, assisted by mobilising party	<p>The sea and airfreight markets are disrupted and currently fluid as a result of wider COVID-related disruption.</p> <p><b>Airports</b> Terminals operating normally for cargo, Freighters flying as normal, but capacity is constrained.</p> <p><b>Ports:</b> Acute equipment shortages, Ports and customs are still operating but with reduced work times and staff, adding delays and further challenges.</p> <p><i>* Full charter of aircraft will be preferred option in the event of response. The air charter market is currently extremely busy and as such Boeing 747 and other similar aircraft are being heavily utilised. The AN-124 market is also starting to be utilised for cargo charter. As such, normal charter lead times has increased, and the availability of aircraft has reduced. The availability of aircraft for a response will be determined by market conditions on the day. OSRL remains in close contact with our logistics providers who are monitoring the situation and to identify if there are changes in availability. Please contact OSRL directly for further information.</i></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>The 'Emergency Response Logistics and Travel Tactical Impact Assessment Plan' written by the OSRL Logistics team and reviewed by the Business Continuity Team (BCT) is available through the Response readiness Dashboard (line above). The plan gives an overview of how OSRL mobilise equipment to an incident location.</p>
	Mobilisation of subsea response equipment (*Applicable to members subscribed to any SWIS supplementary agreement)	<p>The sea and airfreight markets are disrupted and currently fluid as a result of wider COVID-related disruption.</p> <p>*Full charter of aircraft will be preferred option in the event of response</p>	As per normal mobilising arrangement for SWIS equipment, mobilising party will arrange for logistics from respective SWIS equipment storage location and into the country.

Version:	5	Date updated:	25/01/2021	Doc owner:	Mohamed Darwish
Document Number: OSRL-OPER-PLA-00338 Page 4 of 6					



## Egypt Response Plan



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	Mobilisation of global dispersant stockpile (*Applicable to members subscribed to GDS supplementary agreement)	<p>Logistics access to GDS stockpile across all locations are constantly being monitored by our Global Logistics Team. Currently access to all locations are not restricted and are able to be mobilized out of the storage location countries.</p> <p>The sea and airfreight markets are disrupted and currently fluid as a result of wider COVID-related disruption.</p> <p><i>*Full charter of aircraft will be preferred option in the event of response.</i></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.
In-country response <i>Typical roles performed by OSRL shown here – not exhaustive</i>	IMT-based technical advice	<p><u>Personnel</u> IMT-based technical advisory may be impacted by self-isolation restrictions.</p> <p>The 5x5 onsite technical advisory service may be impacted by entry and isolation restrictions.</p>	<p><u>Personnel</u> Assuming we gained a special exemption from the self-isolation 2 weeks period after entering Egypt, we will be able to provide this service. 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>
Field Response (inc. shoreline, offshore, inland, surveillance, etc.)	<p>Due to the difficulties faced entering Egypt any specific in-field response operations will be assessed on a case by case basis and will likely be subject to a 14-day quarantine period.</p> <p>Contact has been made with the two local T2 providers seeking a clearer mode of working.</p> <ul style="list-style-type: none"> <li>• <b>PetroSafe:</b> remain open to a formal agreement between our organisations.</li> <li>• <b>IEMS:</b> contact made attempted, but no response.</li> </ul>		
	Aerial surveillance operations (inc UAV)	<p><u>Personnel</u> Aerial surveillance operations by OSRL personnel as onboard observer may be restricted due to the self-isolation restrictions 2 weeks period after entering Egypt.</p> <p><u>UAV</u> OSRL has a Call-Off Agreement with Sky-Futures, and Terradrone to provide UAV capabilities globally to support aerial surveillance operations. The UAV operators have bases around the world and operations may be restricted due to the self-isolation restrictions after entering Egypt.</p>	<p><u>Personnel</u> OSRL is able to provide remote support and advice to member 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 and assuming we gained a special exemption from the self-isolation 2 weeks period after entering Egypt, 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>

Version:	5	Date updated:	25/01/2021	Doc owner:	Mohamed Darwish
<p>Document Number: OSRL-OPER-PLA-00338</p> <p>Page 5 of 6</p>					



## Egypt Response Plan



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	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 self-isolation restrictions after entering Egypt.</p> <p><u>Equipment</u> Movement of equipment via 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 and assuming we gained a special exemption from the self-isolation 2 weeks period after entering Egypt, OSRL responders will be able to work in support of the shoreline programme as normal.</p>
	Offshore vessel-based operations	<p><u>Personnel</u> Offshore operations by OSRL personnel may be impacted due to the self-isolation restrictions after entering Egypt.</p> <p><u>Equipment</u> Movement of equipment via sea and air, please see above.</p>	<p>Equipment mobilisation please see above</p> <p>Member companies trained responders may be able to operate OSRL equipment until OSRL responders are in country.</p> <p>Once in-country and assuming we gained a special exemption from the self-isolation 2 weeks period after entering Egypt, 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 may be impacted due to the self-isolation restrictions after entering Egypt.	<p>Assuming we gained a special exemption from the self-isolation 2 weeks period after entering Egypt, we will be able to provide this service.</p> <p>The operation can be conducted by the trained aircrew with remote support from OSRL personnel via video conferencing.</p> <p>The B727 fitted with TERSUS dispersant spraying system would be utilised. Please see above mobilisation.</p> <p>The aircraft would fly into Egypt 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>
	Oiled wildlife technical advice and coordination	Mobilisation of oiled wildlife equipment held by OSRL and international oiled wildlife experts impacted by self-isolation 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>OSRL members can also engage OSRL's in-house oiled wildlife experts based in our UK and Perth office.</p> <p>If the self-isolation exemption cannot be granted, 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><u>Equipment</u> 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>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>

Version:	5	Date updated:	25/01/2021	Doc owner:	Mohamed Darwish
Document Number: OSRL-OPER-PLA-00338 Page 6 of 6					