

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>

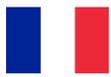
French Health Authority (Ministère des Soliarités et de la Santé).

Anything and everything in this country plan will be superseded if and where the information in the official webpage of the Ministry of Solidarity and Health is contradicting the text in this country plan – updated information in this link will always supersede text in this document. <https://solidarites-sante.gouv.fr/>

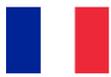
To discuss the country plan or for further information please contact: the author (willgriffiths@oilspillresponse.com), the OSRL Duty Manager, or your OSRL representative.

Revision history		
Version	Date updated	Description of changes
1	30/06/2020	First published version.

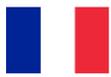
Service aspect	Normal service	Disruption / Restrictions	Amended approach
OSRL’s Emergency Operations Centre	Remote technical advice from OSRL Duty Manager	None	As normal
	Provision of 2D and 3D oil spill modelling	None	As normal
	Provision of satellite imagery	None	As normal
Mobilisation	Mobilisation of OSRL response team into France.	<p>At the time of writing (17/06/2020), the French government is in the process of relaxing lockdown measures and travel restriction’s at International Borders are being lifted.</p> <p>For travellers arriving from European countries whose authorities have decided to apply 14-day quarantine measures to travellers entering their territory from European countries, a voluntary 14-day quarantine period will be reciprocally requested (Further info).</p>	<p>The French government has listed examples of personnel who will be exempt from the quarantine (e.g. international freight transporters) and although oil spill response is not specifically listed, the occurrence of such an incident means that OSRL responders will likely be seen as emergency response personnel and thus have reason for not volunteering for this quarantine period.</p> <p>Nevertheless, prior to travel, the mobilising party (Member with presence in France) should engage with the French authorities to expedite and guarantee clearance of the response team at the agreed airport.</p> <p>Reduced availability of passenger flights from UK airports is observed but the channel tunnel is still operating services and OSRL personnel could be mobilised overland. Previous restrictions on length of travel have been relaxed</p>



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	General logistics - Mobilisation of response equipment	<p>Land (including channel tunnel): Minor effects on domestic transport due to COVID-19.</p> <p>Sea: Sea Ports are open with restrictions on crew going onshore</p> <p>Air:</p> <ul style="list-style-type: none"> • Airports are open with restrictions to aircrew moving freely. • Limited international passenger flights • 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>* Currently, the air charter market is extremely busy and as such Boeing 747 and other similar aircraft are being heavily utilised to support the global response to the COVID-19 pandemic. The AN-124 market is as part of this effort being utilised for standard cargo freight charter. As such, normal charter lead times have increased based on current scheduled charter commitments for the aircraft, and the immediate availability of aircraft has therefore reduced. 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.</i></p> <p><i>Update 19/06/20</i> <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 the channel tunnel.</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 within France).</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.</i></p>



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	Mobilisation of dispersant aircraft and aircrew to incident location, assisted by mobilising party	<p>French airports remain open, but with reduced operations.</p> <p>No disruption regarding mobilisation of aircraft currently. 2Excel (aviation services provider) have moved to split shift working to provide additional resilience. Doncaster Airport (2Excel primary operating base) remains open.</p>	<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 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><u>DSA (0600 departure) – Marseille</u></p> <p>Timings with Boom Fit at Destination Departure – 06:00 Doncaster – Marseille: 01.50 (07.50) Boom Fit: 02:00 (09.50) Elapsed Time to ready to spray – 03.50</p> <p><u>DSA (1400 departure) – Marseille</u></p> <p>Timings with Boom Fit at Destination Departure – 1400 Doncaster – Marseille: 01.50 (15.50) Boom Fit: 02:00 (17.50) Elapsed Time to ready to spray – 03.50</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> We 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>
In-country response Typical roles performed by OSRL shown here – not exhaustive	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, 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 international travel restrictions.</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>



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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 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>If there is a delay to OSRL personnel arriving in country, 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>
	Offshore vessel-based operations	<p><u>Personnel</u> Offshore operations by OSRL personnel may be impacted due potential quarantine period required before going offshore in the Mediterranean (although as noted above, this is a voluntary quarantine and should OSRL responders be mobilised, it will be part of an emergency response).</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, if no quarantine has taken place, OSRL responders will be able to work in support of the offshore response as normal.</p>
	Aerial dispersant operations	<p>Aerial dispersant operations by the Aircrew and OSRL personnel are unlikely to be impacted previous travel restrictions are relaxed.</p> <p>It should be noted that in planning for aerial dispersant operations, simultaneous vessel operations to conduct Special Monitoring for Applied Response Techniques (SMART) monitoring should also be planned for. See Offshore vessel-based operations above.</p>	<p>The operation can be conducted by the trained aircrew with remote support from OSRL personnel via video conferencing.</p> <p>OSRL Aerial Dispersant Platform (Boeing-727 Tersus system) remains operational. Please see Mobilisation, above.</p> <p>For a spill in French waters over the Atlantic Ocean, in the event of restrictions preventing or delaying operations to be conducted from a French airport as a Forward Operating Base, aerial dispersant operations could be conducted from the UK.</p>
	Oiled wildlife technical advice and coordination	<p>Mobilisation of oiled wildlife equipment held by OSRL and international oiled wildlife experts potentially impacted by travel and logistics restrictions (if abide by voluntary quarantine).</p> <p>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>Personnel travelling from Belgium are not requested to quarantine upon arrival in France</p>	<p><u>Personnel</u></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>