



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>

All information within this country plan is subject to change, anything and everything in this country plan will be superseded if and where the information in the official webpage of the Irish Department of Health is contradicting the text in this country plan – updated information in this link <https://www.gov.ie/en/organisation/departments-of-health/> will always supersede text in this document.

Irish Government’s Roadmap for Reopening Society and Business:

As of the 18th May the Irish government has begun phase 1 of the process of easing COVID-19 restrictions. This is part of a 5-phase sequence of actions to re-open the economy and society, leading to the lifting of most restrictions by the start of phase 5 on August 10th. * The start dates for each phase are subject to change as the movement from one phase to the next is dependent on several criteria, such as: progress of disease, healthcare capacity and resilience, and secondary morbidity and mortality.

***Irish Authorities postponed Phase 4 reopening on August 4. At the time of writing (17/8/20) Ireland is currently in Phase 3 of its 5-phase roadmap.**

Further information on the Irish Government’s guidelines and advice on coronavirus and details of its 5-phase roadmap to reopening the economy and society can be found at: <https://www.gov.ie/en/campaigns/c36c85-covid-19-coronavirus/>

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

Revision history		
Version	Date updated	Description of changes
1	27 May 2020	First published version.
2	17- Aug- 2020	Updated with new Gov’t guidelines

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



<p>Mobilisation</p>	<p>Mobilisation of OSRL response team into Ireland.</p>	<p>At the time of writing (17/08/2020), the current position in Ireland is travel between the UK and Ireland is allowed, however all non-essential overseas travel to and from Ireland should be avoided.</p> <p>Currently the provision of sea and air passenger services and the operation of ports, harbours and airports are deemed essential services by the Irish government and are still operational. All Irish international airports are currently open.</p> <p>Mobilisation to Ireland for response purposes is currently possible, however the Irish Authorities advise anyone coming into Ireland, apart from Northern Ireland and from locations with a security rating of "normal precautions" (green), to restrict their movements for 14 days. This includes citizens and residents returning to Ireland. Restricting your movements means staying indoors in one location and avoiding contact with other people and social situations as much as possible. Travellers from countries on the COVID Green list [https://www.gov.ie/en/publication/8868e-view-the-covid-19-travel-advice-list/] may enter Ireland without restrictions. COVID Green List: Estonia, Finland, Greece, Greenland, Hungary, Italy, Latvia, Lithuania, Norway and Slovakia. The COVID-19 green list will be reviewed on a fortnightly basis, based on advice from officials including public health experts.</p> <p>Passengers arriving to Ireland from overseas are obliged to complete a mandatory Public Health Passenger Locator Form indicating where they will self-quarantine [https://www.gov.ie/en/publication/ab900-covid-19-passenger-locator-form/] and to submit it to the relevant authority at their port of entry. Some exemptions are in place for transportation personnel and those arriving from Northern Ireland</p> <p>All arrivals in Ireland that are not on the Green list countries are required to undertake a COVID-19 test within 72 hours before arriving in Ireland and submit proof of a negative test before travel.</p> <p>Public transport timetables have returned to normal but overall passenger capacity is restricted to 50% of pre-COVID levels. It should only be used by essential workers or other people making essential journeys. Wearing a face covering is mandatory on public transport.</p> <p>There are currently local restrictions in place in the counties of Kildare, Laois and Offaly. People from outside these counties should not travel to Kildare, Laois or Offaly, except for work or the essential reasons set out here [https://www.gov.ie/en/publication/7b237-special-advice-for-those-living-in-kildare-laois-and-offaly-friday-7-august-2020/]. If you need to travel through these counties you should not stop, unless for essential purposes.</p>	<p>OSRL staff mobilised into Ireland may be able to claim exemption from having to self-isolate for 14 days as they could potentially classify as essential workers. This will need to be clarified with the Irish Government and mobilising party prior to travel.</p> <p>Flight operators are now providing services to all major Irish airports. Flights to Dublin (EIDW) Cork (EICK), Shannon (EINN) and Kerry airports (EIKY) are now occurring on a regular basis. Mobilising a response team to Ireland via the air would still be the most time-effective option.</p> <p>All OSRL staff will be required to undertake a COVID-19 test within 72 hours before arriving in Ireland and submit proof of a negative test before travel is possible.</p>
---------------------	---	--	---

Version:	2	Date updated:	17-08-2020	Doc owner:	A. Parsons / J. Trevett
----------	---	---------------	------------	------------	-------------------------



Service aspect	Normal service	Disruption / Restrictions	Amended approach
		<p>Mobilisation to Ireland for response purposes is currently possible, however the Irish Health Authorities currently require anyone coming into Ireland, apart from Northern Ireland, to self-isolate for 14 days upon arrival. They will also be required to complete a Public Health Passenger Locator Form. Exemptions are in place for providers of essential supply chain services such as hauliers, pilots and maritime staff.</p>	
	<p>General logistics - Mobilisation of response equipment</p>	<p>Land: Minor effects on domestic transport due to COVID-19. From 29 June 2020, people can travel throughout the country and to Ireland's offshore islands.</p> <p>Sea: Sea Ports and ferries continue to operate</p> <p>Air:</p> <ul style="list-style-type: none"> • Ireland's international airports are now open and the availability of passenger flights is increasing. • 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. <p><i>Update 19/06/2020</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.</p>	<p>Land: Road freight of response equipment from OSRL Southampton may experience delays in border crossings at ferry ports entering Ireland, but at the time of writing should be viable.</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 Ireland. 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.</i></p>



Service aspect	Normal service	Disruption / Restrictions	Amended approach
	Mobilisation of dispersant aircraft and aircrew to incident location, assisted by mobilising party	<p>Most Irish airports remain open, with the exception of Ireland West (EIKN), but with limited operations.</p> <p>No disruption regarding mobilisation of aircraft currently. Pilots are exempt from having to quarantine upon arrival into Ireland. 2Excel (aviation services provider) have also moved to split shift working to provide additional resilience.</p> <p>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>Shannon 0600BST Departure Timings with boom fit at Doncaster Doncaster-SCENE-Shannon 04:30 (1030) Tech Stop 01:00 (1130) Shannon-Scene-Shannon 04:00 (1530) Night Stop 11:00 Elapsed time to ready to Spray –Based on Callout Time and transit from DSA-SCENE. Assumed 02:00hr (dependent upon spill location) DSA-SHA 1hr (0900)</p> <p>Shannon 1400BST Departure Timings with boom fit at Doncaster Doncaster-SCENE-Shannon 04:30 (1830) Night Stop 11:00 Elapsed time to ready to Spray –Based on Callout Time and transit from DSA-SCENE. Assumed 02:00hr (dependent upon spill location) 1600 DSA-SHA 1hr (1500)</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 a 14-day self-isolation period is likely to be required upon 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>



Service aspect	Normal service	Disruption / Restrictions	Amended approach
<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, 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> OSRLs UAV providers have confirmed their ability to respond subject to obtaining key or essential worker status to the relevant country. 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>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	<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>
	Offshore vessel-based operations	<p><u>Personnel</u> Offshore operations by OSRL personnel may be impacted due to the travel restrictions to Ireland, 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 may be impacted due to limited operations at airports. This could affect movements of aircrew, OSRL personnel, dispersant stockpiles, amongst others.	<p>The operation can be conducted by the trained aircrew with remote support from OSRL personnel via video conferencing if required.</p> <p>OSRL Aerial Dispersant Platform (Boeing-727 Tersus system) remains operational. Please see Mobilisation, above.</p> <p>For a spill in the Irish Sea, in the event of restrictions preventing or delaying operations to be conducted from an Irish 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>



Service aspect	Normal service	Disruption / Restrictions	Amended approach
	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>