



Mauritania Response Plan – COVID 19

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

Service aspect	Normal service	Disruption / Restrictions	Amended approach
OSRL’s Emergency Operations Centre	Remote technical advice from OSRL Duty Manager: <ul style="list-style-type: none"> • Spill Impact Mitigation Assessment’s • 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

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Mobilisation	Mobilisation of OSRL response team to incident location assisted by mobilising party	<p>The OSRL ‘Emergency Response Logistics and Travel Tactical Impact Assessment Plan’ here contains a link to regularly updated information on people restrictions to multiple countries by OSRLs travel provider FCM.</p> <p>The UK foreign travel advice website provides country specific information;</p> <ul style="list-style-type: none"> https://www.gov.uk/search/all?keywords=Mauritania&order=relevance <p>The Mauritanian Government has closed all airports and suspended international flights in and out of the country on 17th until further notice.</p> <ul style="list-style-type: none"> There is a ban on all scheduled commercial air transport since 17th March until further notice, with exception of flights with ‘special authorisation’ It may be possible to get response equipment into Mauritania, through special dispensation. Mauritania has (as of 27th April) declared itself free of COVID-19 so restrictions of personnel movements into country are high priority 	<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>Due to Mauritania closing its borders OSRL would request assistance from the mobilising Member to understand if OSRL could enter under a special dispensation.</p> <p>Initial Response: In terms of resourcing the response OSRL would primarily call upon personnel from the Southampton, UK base, which remains ready to respond, despite working from home. The number of personnel deployed would be dependent on requirements. OSRL has a small number of French speakers and we would look to deploy these to best effect dependant on the response requirements and availability at the time.</p> <p>Ongoing Response: 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.</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>



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	Mobilisation of dispersant aircraft and aircrew to incident location, assisted by mobilising party	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>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>
	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>AIR 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.</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</p>	<p>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>The ‘Emergency Response Logistics and Travel Tactical Impact Assessment Plan’ here gives an overview of how OSRL mobilise equipment to an incident location.</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>



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	Mobilisation of subsea response equipment (*Applicable to members subscribed to any SWIS supplementary agreement)	Bookings on most vessel routes are experiencing delays and additional scrutiny. Any vessels arriving from a country with COVID-19 cases will require a 14-day quarantine period. Weekly sailing from the UK are still taking place (17/04/2020) taking 18 days to reach Nouakchott	SUBSEA HARDWARE All SWIS equipment remains response ready across all SWIS services and bases. As per normal mobilizing arrangement for SWIS equipment, mobilizing party will arrange for logistics from respective SWIS equipment storage location and into the country.
	Mobilisation of global dispersant stockpile (*Applicable to members subscribed to GDS supplementary agreement)	*Full charter of aircraft will be preferred option in the event of response. Please contact OSRL directly for further information.	NOTE ON GDS MOBILISATION 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.
In-country response <i>Typical roles performed by OSRL shown here – not exhaustive</i>	IMT-based technical advice	IMT-based technical advisory may be impacted by entry and quarantine restrictions. The 5x5 onsite technical advisory service may be impacted by entry and quarantine restrictions.	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. Once in-country, technical advice will be provided in person, maintaining appropriate physical distancing and other measures to mitigate exposure risk.
	Aerial surveillance operations (inc UAV)	<u>Personnel</u> Aerial surveillance operations by OSRL personnel as onboard observer may be restricted due to the travel restrictions to Mauritania and within Mauritania.	<u>Personnel</u> OSRL is able to 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. 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. <u>UAV</u> Support from Member to apply for exemptions/approvals from relevant government agencies for UAV operator to be exempted from quarantine restrictions. OSRL responders can provide technical advice and analysis of UAV imagery/video remotely if necessary.
	Shoreline and inland operations (Will update this list based on tier 3 incident: <ul style="list-style-type: none">Number of manpower needed based on different scenarioExpertise needed for specific situations)	<u>Personnel</u> Shoreline response operations and Shoreline Clean up Assessment Technique (SCAT) operations by OSRL personnel will be impacted due to the travel restrictions to Mauritania. <u>Equipment</u> <ul style="list-style-type: none">OSRL has some Teri 2 Equipment on hire to PC in Mauritania, stored in their base at Nouakchott Port.600m Harbour/fence boomSmall weir skimmer and pumpFastankNo shoreline boom in country	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. 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. Once in-country, OSRL responders will be able to work in support of the shoreline response as normal.



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	Offshore vessel-based operations	<u>Personnel</u> Same as above. <u>Equipment</u> <ul style="list-style-type: none"> 18 x cubes COREXIT 9500 Dispersant Dispersant Spray Arm Set No offshore C&R capability in Mauritania Vessels would need to be sourced 	<u>Personnel</u> Same as above. <u>Equipment</u> <ul style="list-style-type: none"> Equipment would have to be dispatched from UK/Bahrain
	Aerial dispersant operations	<u>Personnel</u> Same as above <u>Equipment</u> <ul style="list-style-type: none"> No Aerial capability in country 	<p>727 Timings</p> <p><u>Mauritania – (Nouakchott GQNO/NKC Airport) (0800 Departure)</u></p> <p>Timings with Boom Fit at Destination</p> <p>Doncaster-Gran Canarias 04:15 (12:15)</p> <p>Tech stop: 01:00 (13:15)</p> <p>Gran Canarias – Nouakchott GQNO 1:50 (15:05)</p> <p>Tech Stop & Boom Fit 02:00 (17:05)</p> <p>Total mobilisation time: 09:05</p> <p>Available to spray after 12 hours rest period. First departure at official sunrise.</p> <p><u>Mauritania – (Nouakchott GQNO/NKC Airport) (1400 Departure)</u></p> <p>Timings with Boom Fit at Destination</p> <p>Doncaster-Gran Canarias 04:15 (18:15)</p> <p>Tech stop: 01:00 (19:15)</p> <p>Gran Canarias – Nouakchott GQNO 1:50 (21:05)</p> <p>Tech Stop & Boom Fit 02:00 (23:05)</p> <p>Total mobilisation time: 09:05</p> <p>Available to spray after 12 hours rest period. First departure to task area at 13:05</p> <p><i>*The flight times detailed above 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>



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	Oiled wildlife response	<p><u>Personnel</u> OSRL members have access to Sea Alarm Foundation’s Technical Advisors based in Belgium and can provide remote support.</p> <p><u>Equipment</u> Mobilisation of oiled wildlife equipment held by OSRL and international oiled wildlife experts impacted by travel and logistics restrictions.</p>	<p><u>Personnel:</u></p> <ul style="list-style-type: none"> • Remote IMT-based technical advice from our UK base via video conferencing platform. • OSRL will link client to SEA ALARM Foundation for further guidance. <p><u>Equipment</u> OSRL members have access to OSRL wildlife equipment located in 4 OSRL bases with Southampton base being the nearest to Mauritania. 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> <ul style="list-style-type: none"> • Oiled wildlife resources can also be obtained in country based on advices given by the oiled wildlife technical experts.