



**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**

Please refer to the OSRL Members' Information Hub for 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 ([rosiebuse@oilspillresponse.com](mailto:rosiebuse@oilspillresponse.com)), the duty manager, or your OSRL representative.

Revision history		
Version	Date updated	Description of changes
1	11-Sep-2020	First published version.
2	22-Jan-2021	Updated following evolving situation in Mauritius
3	16-Mar-2021	Updated following evolving COVID situation in Mauritius
4	12-Apr-2021	Updated following evolving COVID situation in Mauritius

Service aspect	Normal service	Disruption / Restrictions	Amended approach
OSRL’s Emergency Operations Centre	Remote technical advice from OSRL Duty Manager, including support in developing: <ul style="list-style-type: none"> <li>• NEBA/Spill Impact Mitigation Assessment's</li> <li>• Response strategy recommendations</li> <li>• Tactical Response Plans</li> <li>• Inputs to Incident Action Plans</li> <li>• Inputs to response visualisation / common operating picture</li> </ul>	None  Note: the NOSCP (2012) recognizes that 5 main techniques to clean up oil spills in water [12]: <ul style="list-style-type: none"> <li>• Monitor and evaluate</li> <li>• Mechanical containment and recovery</li> <li>• Dispersants</li> <li>• In situ burning</li> <li>• Shoreline clean-up</li> </ul> Note: Coastal Sensitivity Atlas of Mauritius for Oil Spill Response (2012) [12].	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><u>Restrictions by Mauritius</u></p> <ul style="list-style-type: none"> <li>All flights to Mauritius suspended up to 30<sup>th</sup> April 2021</li> <li>From 1st of May 2021 to 31st of May 2021 (note that these flights are tentative or may be cancelled subject to prevailing sanitary conditions in Mauritius) - travel restrictions extended to 31st May, however, exceptional flights may still be programmed.</li> <li>All prospective passengers travelling to Mauritius must possess the following documents[1]: <ul style="list-style-type: none"> <li>a certificate of a negative COVID – 19 PCR test administered between 5 and 7 days prior to the date of boarding at the last point of embarkation.</li> <li>a valid air ticket to Mauritius; and</li> <li>proof of purchase of a travel package including accommodation, on a full board basis, at a designated hotel for a mandatory 14-day in-room quarantine.</li> </ul> </li> <li>Incoming passengers to Mauritius must download and fill their Public Health Covid-19 Passenger Health Self-Declaration Form and Passenger Locator Form which must be handed over to the Ministry of Health and Wellness counters upon their arrival. <ul style="list-style-type: none"> <li>Download <a href="#">Public Health Covid-19 Passenger Health Self-Declaration Form</a></li> <li>Download <a href="#">Passenger Locator Form</a></li> </ul> </li> <li>International flights to and from the following countries are operating since the month of October 2020 [5]: <ul style="list-style-type: none"> <li>Réunion (Air Mauritius)</li> <li>France (Air Mauritius)</li> <li>Dubai (Emirates)</li> </ul> </li> <li>Cargo flights are allowed and all other incoming flights must have permission from the Director of Civil Aviation and the Prime Minister’s Office. Priority will be given to repatriation and medical evacuation/mercy flights.</li> <li>Departing passengers will have their temperature checked [6].</li> <li>It is mandatory for passengers to wear a face mask and social distance at all times and body temperature checks will be carried out for both departing and arriving passengers at SSR International Airport [6].</li> <li>Transiting through the country is not allowed [6].</li> </ul> <p><u>Restrictions by United Kingdom</u></p> <ul style="list-style-type: none"> <li>If you are arriving in England from Mauritius on or after 4am on 19 March you will no longer be required to quarantine in a managed quarantine hotel. However, you will need to self-isolate on your arrival, unless you have a valid exemption. [2].</li> <li>The list of exempted countries can be accessed at this link: <a href="https://www.gov.uk/guidance/coronavirus-covid-19-travel-corridors">https://www.gov.uk/guidance/coronavirus-covid-19-travel-corridors</a> (see Alert Source link)</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 and safety of staff, contractors and customers.</p> <p><b>Initial response:</b> OSRL does not have any Mauritian national staff or presence in Mauritius. OSRL will initially mobilise personnel from either the UK or Singapore. Note that citizens and permanent residents of Singapore can enter Mauritius without a visa. The number of personnel deployed will depend on requirements, and the 5x5 service remains available. French speakers will be utilised where possible. These responders may need to quarantine for 14 days on arrival, subject to further discussion with the Mauritian Ministries.</p> <p><b>Second wave response</b></p> <ul style="list-style-type: none"> <li>Phase 1: OSRL would deploy further responders from the Singapore or UK base. These responders would be able to fill the IMT / Technical Advisory / field-based roles as appropriate.</li> <li>Phase 2: OSRL would deploy additional responders from US, UK and Singapore bases as most appropriate for the nature of the incident. These responders would be able to fill IMT/technical advisory/field-based roles. As the response continues, OSRL retains the ability to call upon Response personnel from our other bases.</li> </ul> <p><b>Ongoing response</b></p> <ul style="list-style-type: none"> <li>In the event of a mobilisation, immediate rotation planning commences (as usual processes) to ensure seamless continuity of in-country response.</li> </ul> <p><b>Remote support</b> For all the above, remote support will be provided to the in-country team from OSRL’s EOCs in Singapore and Southampton.</p> <p><b>Potential exemption of restrictions</b></p> <ul style="list-style-type: none"> <li>OSRL understands that an exemption may be granted for entry into Mauritius in the event of an oil spill and would seek to liaise with the <i>Ministry of Environment, Solid Waste Management and Climate Change</i> at the earliest opportunity if required to mobilise to Mauritius.</li> <li>OSRL will implement response activities adhering to specific COVID-19 guidelines.</li> </ul>
	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”.	The normal level of support would be required from mobilising party to secure aviation support services at the local airport for dispersant missions (e.g. supply of fuel, airport logistics, permit application for low-lying flight and dispersant spray, etc.)  Airline crew would follow the same risk mitigation measures as other OSRL responders, including use of appropriate PPE, enhanced personal hygiene and physical distancing.



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	<p>Mobilisation of surface response equipment and dispersants to incident location, assisted by mobilising party</p>		<p><b>GENERAL</b> 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>OSRL has developed tactical logistics plans which consider primary and alternative logistics options for the physical movement (by road, sea and air) and exportation process for emergency response equipment.</p> <p>Anticipate longer than usual timeline to mobilise equipment 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><b>SURFACE EQUIPMENT / DISPERSANTS FROM UK</b> OSRL would mobilise suitable equipment from Southampton to the East Midlands Airport (EMA) and fly direct to Mauritius (MRU). The transit time is approximately 22 hours. Permits would be required.</p> <p><b>SUBSEA HARDWARE</b> 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.</p> <p><b>NOTE ON GDS MOBILISATION</b> <i>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.</i></p>
	<p>Mobilisation of Global Dispersant Stockpile to incident location, assisted by mobilising party</p> <p><i>Applicable to members subscribed to GDS supplementary agreement</i></p>	<p>The sea and airfreight markets are disrupted and currently fluid as a result of wider COVID-related disruption.</p> <p><b>AIR</b> Update 25/01/2021 - The air charter market has been heavily impacted by the COVID-19 pandemic. The overall reduction in passenger flights continue to put additional strain on dedicated cargo flights. Developments in vaccines, combined with the associated complex transport requirements, have also impacted the availability of aircraft. This situation and the subsequent demand for aircraft constantly changes.</p>	
	<p>Mobilisation of subsea response equipment</p> <p><i>Applicable to members subscribed to SWIS supplementary agreements</i></p>	<p>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 &amp; 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>Flight clearance information is provided here [11].</p> <p><b>SEA</b> Bookings on most vessel routes are experiencing delays and additional scrutiny.</p>	
<p>In-country response <i>Typical roles performed by OSRL shown here – not exhaustive</i></p>	<p>IMT-based technical advice</p>	<p>IMT-based technical advisory may be impacted by entry and quarantine restrictions.</p> <p>The 5x5 onsite technical advisory service may be impacted by entry and quarantine restrictions.</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>Once in-country, technical advice will be provided in person, maintaining appropriate physical distancing and other measures to mitigate exposure risk.</p>



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	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 to Mauritius.</p> <p><u>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. OSRLs 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>Drone requirements in Mauritius are provided here (<a href="#">Source</a>) [10].</p>	<p><u>Personnel</u> OSRL can 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.</p> <p>OSRL can provide remote aerial surveillance training to aircraft and helicopter pilots or designated observers.</p> <p>Once in-country, OSRL responders will be able to conduct overflights as normal and will work with authorities to enable this to happen as quickly as possible.</p> <p><u>UAV</u> OSRL's UAV providers have confirmed their ability to respond subject to obtaining key or essential worker status to the relevant country.</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>Shoreline response operations and Shoreline Clean-up Assessment Technique (SCAT) operations by OSRL personnel may be impacted due to the travel restrictions to Mauritius.</p> <p>SCAT is adopted in Mauritius [12].</p> <p>OSRL can continue to provide technical advice and SCAT support remotely, if required, including Shoreline Treatment Recommendations (STR), mapping and modelling services.</p>	<p>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.</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 response as normal.</p>
	Offshore vessel-based operations	<p>Offshore operations by OSRL personnel may be impacted due to the travel restrictions to Mauritius.</p> <p>OSRL can continue to provide technical advice and support remotely, if required, including response strategy assessment.</p>	<p>OSRL can mobilise equipment from the UK 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.</p> <p>Once in-country, OSRL responders will be able to work in support of the offshore response as normal, adhering to specific COVID-19 guidance. Responders would also be able to support any existing Member activities prior to the arrival of OSRL equipment.</p>



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	<p>Aerial dispersant operations</p>	<p>Aerial dispersant operations by OSRL personnel may be impacted due to the travel restrictions to Mauritius.            There is a dispersant policy dated March 2013 and is being updated to be included in the updated NOSCP [12].            There is no known, aerial capability in Mauritius, however the government may have some suitable aircrafts for aerial surveillance [12].</p>	<p>The normal level of support would be required from mobilising party to secure aviation support services at the Forward Operating Airport (FOA) 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).</p> <p>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><b><u>Destination Mauritius – 0600 departure :</u></b></p> <p><b>Timings with boom fit at destination</b>            Doncaster – Alexandria: 04:15 (10:15)            Tech Stop: 01:00 (11:15)            Alexandria – Nairobi 04:25 (15:40)  <b><u>Night Stop – 13:00 rest (04:40)</u></b>            Nairobi – Mauritius 04:00 (08:40)            Tech stop and Boom fit :02:00 (10:40)  <b>Total elapsed time ready to spray: 28:40</b></p> <p>Please be advised a longer night stop was chosen to maximise the crews flight duty period (FDP) the following day. If you wish to reduce the time, this is possible.</p> <p><b><u>Destination Mauritius – 1400 departure :</u></b></p> <p><b>Timings with boom fit at destination</b>            Doncaster – Alexandria : 04:15 (18:15)            Tech stop : 01:00 (19:15)            Alexandria – Nairobi 04:25 (23:40)  <b><u>Night Stop – 11:00 rest (10:40)</u></b>            Nairobi – Mauritius 04:00 (14:40)            Tech stop and Boom fit : 02:00 (16:40)  <b>Total elapsed time ready to spray : 26:40</b></p> <p><i>*The flight times detailed above for the B727 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 technical advice and coordination	<p>Mobilisation of oiled wildlife equipment held by OSRL and international oiled wildlife experts impacted by travel and logistics restrictions.</p> <p>There is no wildlife response plan for Mauritius, but the issue is being considered during the NOSCP review [12].</p>	<p>OSRL can support the controlling agencies for oiled wildlife by providing technical advice and oiled wildlife equipment.</p> <p><u>Personnel</u> OSRL members can engage OSRL’s in-house oiled wildlife experts based in our UK and Perth office. The latter is a certified veterinarian and already works closely with industry on oiled wildlife preparedness.</p> <p>If the travel restrictions exemption cannot be granted for domestic travel, 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>OSRL members have access to Sea Alarm Foundation’s Technical Advisors based in Belgium, for which one advisor can be deployed to site to provide oiled wildlife response advice and supervision.</p> <p><u>Equipment</u> OSRL members have access to OSRL wildlife equipment located in 4 OSRL bases with the UK base being the nearest to Mauritius. 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>



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