



**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>

**Norwegian Institute for public health.**

Anything and everything in this country plan will be superseded if and where the information in the official webpage of the NHIP is contradicting the text in this country plan – updated information in this link will always prevail text in this document. <https://www.fhi.no/en/op/novel-coronavirus-facts-advice/>

**Subsea Well Incident Services.**

OSRL in Norway is focused on Subsea Well Incident Services, storage and preventing maintenance of Capping stack (CSS) and Subsea Incident response toolkit, (SIRT) as well as Chemical Delivery Hardware, (CDH) Hose end Valves, (HEV) and Flowline Lifting Tools, (FLT) for the containment system.

In Norway the main response organisation to surface spill is Norwegian Clean Seas Association, NOFO, in which OSRL has a Memorandum of Understanding (MOU). During a response on the Norwegian Continental shelf, the two organisations will cooperate draw on each other’s resources as requested from common member companies.

This country plan concentrates on measures taken in order to be able to mobilise subsea equipment and bring specialist contractor personnel into Norway for pre-deployment testing of the subsea equipment.

**Areal dispersant platform B727**

OSRL Areal Dispersant Platform B727 forms a major part of the NOFO/OSRL MOU and joint members response toolbox on the NCS – NOFO will assist in obtaining flight clearance, landing permits and other ground handling logistics aspects of areal dispersant operations.

To discuss the country plan or for further information please contact: the authors ([oisteindahlslett@oilspillresponse.com](mailto:oisteindahlslett@oilspillresponse.com) or [bjornarfonn@oilspillresponse.com](mailto:bjornarfonn@oilspillresponse.com)), the duty manager, or your OSRL representative.

Revision history		
Version	Date updated	Description of changes
1	06.05.2020	First published version.
2	04.06.2020	Reviewed
3	11.08.2020	Reviewed
4	06.01.2021	Reviewed
5	26.03.2021	Reviewed

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



## Norway Response Plan (COVID-19)



Service aspect	Normal service	Disruption / Restrictions	Amended approach
Mobilisation	Mobilisation of specialist contractor personnel and/or foreign OSRL response team into Norway.	<p>In general, all travellers arriving in Norway will be quarantined for 10 days regardless if there are symptoms of COVID-19 or not.</p> <p>-----</p> <p>Everyone who is travelling to Norway must register information such as name, contact information, quarantine location and any employer. The main rule is that everyone who is to cross the border, including Norwegian citizens, must pre-register before crossing the boarder.</p> <p>-----</p> <p>All travellers to Norway must be tested at the boarder. Foreign travellers must show a negative test taken 24hrs at the latest before arrival.</p> <p>Persons who has stayed in United Kingdom, South Africa, Ireland, Netherlands, Austria, Portugal and Brasil shall be tested using the PCR method at the boarder (not regular quick test kit)</p> <p>-----</p> <p>It is a requirement that persons who are in entry quarantine must stay in a quarantine hotel during the quarantine period of ten days. This also applies to Norwegian citizens.</p> <p>-----</p> <p><del>Business travellers who have not stayed in areas with a particularly high level of infection may be exempted from entry quarantine during working hours, but they must be quarantined in their free time.</del></p> <p>Employees who have the leisure quarantine must be tested every three days and be accommodated in single rooms for the first ten days in the country.</p> <p>The employer must facilitate distance to others when the employee is in leisure-time quarantine.</p>	<p>If mobilizing to a live event requiring all or part of the Subsea Well Incident Response equipment stored in Norway, OSRL Norway will, via the local municipality of Sola, centre for disease control (Smittvernlegen) apply for exemption of the 10 day's quarantine imposed on all travellers.</p> <p>A formal process has been put in place following normal immigration rules, with addition of COVID-19 special measures.</p> <p>All workers internal and external must follow the national rules on social distancing of 2 meter</p> <p>Workers are required to be pre-screened at OSRL before being allowed on site. OSRL will send out links to online form before contractor or visitor arrives on base. ASCO (base operator) has also implemented a pre-screening for all contractors, customers and visitors. Both OSRL and contractors/visitors to OSRL must be pre-screened before accessing the site.</p> <p>Maintenance Crews or other contractors from abroad who are working in Norway over an extended period of time is recommended to stay at their accomodation outside of working hours. Social events gathering in larger groups is restricted until futher notice.</p> <p>All visitors and contractors coming in to the base is required to wear a facemask when moving through the base areas, e.g. through offices, warehouse and walkways.</p> <p>In the warehouse, workers that cannot follow the distancing limits must wear a N95 mask. If space and work pattern allows for social distance, mask is not required*</p> <p>*at the base in Stavanger, this should not be an issue, and workers can be spaced out over a large area. Mask are available should the specific situation call for it.</p> <p><b>Advice and measures for all</b></p> <ul style="list-style-type: none"> <li>Follow good cough etiquette and good hand hygiene and try to avoid touching your face. See: <a href="#">Hygiene and cleaning</a></li> </ul> <p>General on private time or work relations, the following applies;</p> <ul style="list-style-type: none"> <li>Avoid shaking hands and avoid kissing and hugging people you do not live with or are your regular partner.</li> <li>Keep a good distance from others, both at work, outside and other places you visit.</li> <li>Limit the number of people you have close contact with, or are visited by, to a few at a time.</li> <li>Healthy children can be together both inside and outside, but in small groups.</li> <li>Postpone large gatherings that are not essential.</li> <li>Avoid social stigma and exclusion.</li> <li>If you have acute respiratory tract symptoms you should stay at home until a day after you are well again.</li> </ul>



## Norway Response Plan (COVID-19)



Service aspect	Normal service	Disruption / Restrictions	Amended approach
	<p>General logistics - Mobilisation of subsea response equipment (*Applicable to members subscribed to any SWIS supplementary agreement)</p>	<p><b>Land:</b> Minor effects on domestic transport due to COVID-19. Added border control causing minor delay's</p> <p><b>Sea:</b> Sea Ports are open with restrictions on crew to go onshore</p> <p><b>Air:</b></p> <ul style="list-style-type: none"> <li>• Airports are open with restrictions to aircrew moving freely.</li> <li>• Limited Domestic and international pax flights</li> <li>• Carriers are operating scheduled freighters, but cargo is also moving on an adhoc / unscheduled freighter or charter basis.</li> <li>• Some passenger aircraft from carriers are now being converted into temporary freighters; flying with no passengers on board but with cargo in the hold.</li> <li>• Air freight rates have reached unprecedented levels. (Premiums must be paid to get cargo uplifted on a priority basis.)</li> </ul> <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 &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.</i></p>	<p><b>Land:</b> Minor disruptions and delays should not affect mobilisation of Subsea equipment from Norway</p> <p><b>Sea:</b> As normal, 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 Basing and 16 on the Norwegian Continental shelf capable of collecting, transport and install the Norway based capping stack.</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> <p><b>Air: mobilising heavy subsea equipment.</b> <i>Crew management remains a complex issue during the charter process. Measures and systems have been put in place to minimise disruption and protect crews during this complicated time.</i></p> <p><i>Given the number of flights being carried out by AN-124 crews it is clear to see that they are adapting to ever changing operational challenges. This includes providing crews with PPE, temperature checks and other measures when landing.</i></p> <p><i>Whilst the current situation increases charter time, the continuous operations of the aircraft highlights their ability to maintain operations in this current environment. AN-124 crews also include engineering capability to provide technical support during operations, providing further resilience.</i></p> <p><i>NB: this statement is valid at the time of developing this country plan. The air charter market is exceptional volatile in the COVID-19 situation and changes from day to day. Please contact OSRL Global Logistics team for updated information when applicable.</i></p>

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Service aspect	Normal service	Disruption / Restrictions	Amended approach
	Mobilisation of dispersant aircraft and aircrew to incident location, assisted by mobilising party	<p>None at the moment, 2Excel have moved to split shift working to provide additional resilience. Doncaster Airport remains open.</p> <p>Norwegian airports remain open, but with limited operations.</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><b>Flight times: range from 15.25 to 25.25 hrs.</b></p> <p><b>Stavanger Norway 0600BST Departure:</b></p> <p><b>Timings with Boom Fit at Destination</b> Doncaster – Stavanger 01:15 (07:15) Tech Stop &amp; Boom Fit: 02:00 (09:15) <b>Total elapsed time ready to spray : 03:15</b></p> <p><b>Stavanger Norway 1400BST Departure:</b></p> <p><b>Timings with Boom Fit at Destination</b> Doncaster – Stavanger 01:15 (15:15) Tech Stop &amp; Boom Fit: 02:00 (17:15) <b>Total elapsed time ready to spray : 03:15</b></p>
	In Norway the main response organisation to surface spill is Norwegian Clean Seas Association, NOFO, in which OSRL has a Memorandum of Understanding (MOU). During a response on the Norwegian Continental shelf, the two organisations will cooperate draw on each other's resources as requested from common member companies.		
	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 <i>Typical roles performed by OSRL shown here – not exhaustive</i>	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>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 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, 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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In-country response <i>Typical roles performed by OSRL shown here – not exhaustive</i>	Shoreline operations	<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  <u>Equipment</u> Movement of equipment via land, sea and air, please see above.	Equipment mobilisation please see above  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 programme as normal.
	Offshore vessel-based operations	<u>Personnel</u> Offshore operations by OSRL personnel may be impacted due to the travel restrictions to Saudi and within Saudi.  <u>Equipment</u> Movement of equipment via land, sea and air, please see above.	Equipment mobilisation please see above  Member companies trained responders may be able to operate OSRL equipment until OSRL responders are in country.  Once in-country, OSRL responders will be able to work in support of the offshore response as normal.
	Aerial dispersant operations	Aerial dispersant operations by the Aircrew and OSRL personnel may be impacted due to the travel	The operation can be conducted by the trained aircrew with remote support from OSRL personnel via video conferencing.  The B727 fitted with TERSUS dispersant spraying system would be utilised. Please see above mobilisation.  The aircraft would fly into country with empty dispersant tanks as this is the fastest option for it to get into country and to commence dispersant spraying operations.  Dispersant stocks held locally can be used until additional dispersants arrive and clear customs.
	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.	<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.  If the travel restrictions 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.  <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.  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.  The normal level of support would be required from mobilising party to clear customs and provision of in-country logistics.  Oiled wildlife resources can also be obtained in country based on advices given by the oiled wildlife technical experts.

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