



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>

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

Revision history		
Version	Date updated	Description of changes
1		First published version.
2	07/06/2020	The Government of Oman ease measures incountry.
3	16/07/2020	Plan to resume Commercial international flights on August.
4	28/08/2020	The Government of Oman has lifted curfew.
5	12/10/2020	The Government of Oman reintroduce curfew for 2 weeks
6	22/03/2021	Restrictions for Cargo by Saudi Land borders are lifted.

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



Service aspect	Normal service	Disruption / Restrictions	Amended approach
Mobilisation	Mobilisation of OSRL response team to incident location assisted by mobilising party	<p>International Travel: Commercial international flights into and out of the Sultanate of Oman resumed a limited schedule.</p> <p>All land borders are closed. In exceptional circumstances, permission to cross the Oman/UAE border might be obtained.</p> <p>Entry Requirement: All travellers must take a PCR test within 72-hours prior to the scheduled time of arrival and present a negative COVID-19 test result.</p> <p>All travellers must have international health insurance covering the cost of COVID-19 treatment valid for one month, except for Omani citizens, GCC nationals, and passengers with free treatment card.</p> <p>All travellers must conduct a mandatory PCR test at the airport which is pre-booked on Tarassud+ mobile application prior arrival and pay 25 OMR test fee.</p> <p>All travellers must quarantine for the next 7 days of arrival and wear Tarrasud+ bracelet and repeat the PCR test on the 8th day, if the test result is negative the quarantine period will end.</p>	<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>At this time, it is unclear if OSRL would be able to gain entry into Oman due to Visa and Flights restrictions. OSRL would request assistance from the mobilising Member and/or ROPME/MEMAC 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 Bahrain base, supplemented from Southampton, UK base and Singapore base. Both bases remain ready to respond, despite working from home. The number of personnel deployed would be dependent on requirements. OSRL has a small number of Arabic 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 from both Southampton and Singapore bases 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 as required.</p> <p>Remote support For all the above, remote support will be provided to the in-country team from OSRL's EOCs in Southampton and Singapore.</p>



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	Mobilisation of dispersant aircraft and aircrew to incident location, assisted by mobilising party	None at the moment, 2Excel have moved to split shift working to provide additional resilience. Doncaster Airport remains open.	<p>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> <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>Flight times: 10:30 hrs Timings with Boom Fit at Destination</p> <p>Flight time of Departure 1400BST:</p> <table border="1"> <tr> <td>Doncaster-Paphos</td> <td>04:20 (1400-1820)</td> </tr> <tr> <td>Tech Stop</td> <td>01:00 (1820-1920)</td> </tr> <tr> <td>Paphos-Oman (Muscat)</td> <td>03:10 (1920-2230)</td> </tr> <tr> <td>Tech Stop and Boom Fit</td> <td>02:00 (2230-0030)</td> </tr> <tr> <td>Total elapsed time ready to spray:</td> <td>10:30</td> </tr> </table> <p>** Due to arrival in the local hours of darkness Dispersant ops would start in the morning.</p> <p>Flight time of Departure 0800BST:</p> <table border="1"> <tr> <td>Doncaster-Paphos</td> <td>04:20 (0800-1220)</td> </tr> <tr> <td>Tech Stop</td> <td>01:00 (1220-1320)</td> </tr> <tr> <td>Paphos-Oman (Muscat)</td> <td>03:10 (1320-1630)</td> </tr> <tr> <td>Tech Stop and Boom Fit</td> <td>02:00 (1620-1820)</td> </tr> <tr> <td>Total elapsed time ready to spray:</td> <td>10:30</td> </tr> </table> <p>* Due to arrival in the local hours of darkness Dispersant ops would start the next day.</p>	Doncaster-Paphos	04:20 (1400-1820)	Tech Stop	01:00 (1820-1920)	Paphos-Oman (Muscat)	03:10 (1920-2230)	Tech Stop and Boom Fit	02:00 (2230-0030)	Total elapsed time ready to spray:	10:30	Doncaster-Paphos	04:20 (0800-1220)	Tech Stop	01:00 (1220-1320)	Paphos-Oman (Muscat)	03:10 (1320-1630)	Tech Stop and Boom Fit	02:00 (1620-1820)	Total elapsed time ready to spray:	10:30
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	Mobilisation of surface response equipment and dispersants to incident location, assisted by mobilising party	<p>Land: No restrictions, the restrictions from the Saudi border allowing only food, medicine, military cargo through the land border to Oman has been lifted.</p> <p>Sea: No restrictions, but slight delays may occur due to reduced manpower impacting efficiency and vessels availability.</p> <p>Air: There are no restrictions on cargo movement, and freighters continue to fly across the Arabian Gulf. Carriers are operating scheduled freighters, but cargo is also moving on an adhoc / unscheduled freighter or charter basis. Some passenger aircraft from the region's largest carriers are now being converted into temporary freighters; flying with no passengers on board but with cargo in the hold.</p> <p>Update 19/06/2020 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: Although the restrictions have been lifted by the Saudi boarders, OSRL would request assistance from the mobilising Member and/or ROPME/MEMAC to gain access without delays.</p> <p>Sea & Air: 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>The 'Emergency Response Logistics and Travel Tactical Impact Assessment Plan' written by the Logistics team and reviewed by the Business Continuity Team (BCT) is linked below. The plan gives an overview of how OSRL mobilise equipment to an incident location.</p>
	Mobilisation of subsea response equipment (*Applicable to members subscribed to any SWIS supplementary agreement)	<p>The sea and airfreight markets are disrupted and currently fluid as a result of wider COVID-related disruption.</p> <p>*Full charter of aircraft will be preferred option in the event of response. Please contact OSRL directly for further information.</p>	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)	<p>Logistics access to GDS stockpile across all locations are constantly being monitored by our Global Logistics Team. Currently access to all locations are not restricted and are able to be mobilized out of the storage location countries.</p> <p>The sea and airfreight markets are disrupted.</p> <p>*Full charter of aircraft will be preferred option in the event of response. Please contact OSRL directly for further information.</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.
In-country response <i>Typical roles performed by OSRL shown here – not exhaustive</i>	IMT-based technical advice	<p>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>Providing the technical advisory in the IMT will delay due to the quarantine period implemented by the Omani government, meanwhile 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>Our 5 x 5 free Technical Advisory service will still be applicable and provided but will be impacted by the quarantine period and health regulations implemented by Oman.</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 Oman.</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.</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> 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>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>
	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 to Oman and within Oman.</p> <p><u>Equipment</u> Movement of equipment via land, sea and air, 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>Equipment mobilisation please see above</p>
	Offshore vessel-based operations	<p><u>Personnel</u> Offshore operations by OSRL personnel may be impacted due to the travel restrictions to Oman and within Oman.</p> <p><u>Equipment</u> Movement of equipment via land, sea and air, please see above.</p>	<p>Member companies 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> <p>Alternative option If members company can send their offshore supply vessels to Bahrain port to load OSRL equipment and/or personnel to depart from Bahrain to arrive on spill site to conduct offshore operations.</p> <p>Equipment mobilisation please see above</p>
	Aerial dispersant operations	Aerial dispersant operations by the Aircrew and OSRL personnel may be impacted due to the travel restrictions to Oman and within Oman.	<p>Assuming we are able to enter Oman, we will be able to provide this service.</p> <p>The operation can be conducted by the trained aircrew with remote support from OSRL personnel via video conferencing.</p> <p>The B727 fitted with TERSUS dispersant spraying system would be utilised. Please see above mobilisation.</p> <p>The aircraft would fly into Oman with empty dispersant tanks as this is the fastest option for it to get into country and to commence dispersant spraying operations.</p> <p>Dispersant stocks held locally can be used until additional dispersants arrive and clear customs.</p>



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	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>OSRL members can also engage OSRL’s in-house oiled wildlife experts based in our UK and Perth office.</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><u>Equipment</u> OSRL members have access to OSRL wildlife equipment located in 4 OSRL bases with Bahrain base being the nearest to Oman. 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>