



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	19/04/2020	Saudi Arabian authorities updated land border restrictions on cargo and more restrictions on curfew locations and timings.
3	06/06/2020	Saudi Arabian authorities ease measures and new rules for sending cargo by land.
4	16/07/2020	Full lifting of the nationwide curfew and the resumption of all economic and commercial activities.
5	17/08/2020	Change in quarantine requirements.
6	12/10/2020	Update on entry requirements.
7	22/03/2021	Update on travel restriction and entry requirements.

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



Saudi Arabia Response Plan (COVID-19)



Service aspect	Normal service	Disruption / Restrictions	Amended approach
Mobilisation	Mobilisation of OSRL response team to incident location assisted by mobilising party	<p>International Travel:</p> <p>Air: commercial flights in and out of Saudi Arabia resumed a limited schedule.</p> <p>On 02/02/2021 Saudi Arabia Ministry of Interior enforced temporary suspension for entry to the Kingdom of Saudi Arabia on non-citizens, diplomats, health practitioners and their families coming from each of the Republic of Argentina, Federal Republic of Brazil, Arab Republic of Egypt, Republic of France, Federal Republic of Germany, Republic of India, Republic of Indonesia, Ireland, Republic of Italy, Japan, Republic of Lebanon, Islamic Republic of Pakistan, Republic of Portugal, Republic of South Africa, Kingdom of Sweden, Swiss Confederation, Republic of Turkey, United Arab Emirates, United Kingdom and the United States of America. The temporary suspension includes whoever comes from other countries if he/she passed through any of the aforementioned countries during the 14 days preceding the request to enter the Kingdom</p> <p>Land: Travellers can cross King Fahd causeway by providing negative PCR test result from the last 72 hours.</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>The Government of Saudi Arabia announced changes effective September 15 that allow holders of current residence permits (iqamas) with a valid entry/exit visa as well as holders of a valid business or visit visa to enter (including exit and re-enter) Saudi Arabia.</p> <p>The Saudi government suspended issuance of tourist and most other categories of visas due to the COVID-19 pandemic.</p> <p>The Saudi General Authority of Civil Aviation issued a downloadable Passenger Guide with detailed guidance for air travellers.</p> <p>Ease measures: Saudi Arabia is currently in phase 3 of lockdown measures, enabling movement without restriction.</p> <p>Authorities in Saudi Arabia announced the full lifting of the nationwide curfew and the resumption of all economic and commercial activities from Sunday 21 June. Preventative measures remain in force.</p> <p>Domestic air travel and travel within the country by bus, train, and other means of transportation has resumed.</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>As a proactive effort from Saudi Aramco marine department all Bahrain Base response team filled a Self-Declaration Form for COVID-19.</p> <p>Initial Response: In terms of resourcing the response OSRL would primarily call upon personnel from the Bahrain base, supplemented from Singapore base. 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 Singapore bases as appropriate for the nature of the incident. These responders would be able to fill IMT/TA/field-based roles. As the response continued OSRL retains the ability to call upon responders from UK and US to quarantine in Bahrain for 14 days prior entering Saudi Arabia as declared from the ministry of interior on 02/02/2021. OSRL would request assistance from the mobilising Member and/or ROPME/MEMAC to understand if OSRL UK and US responders could enter under a special dispensation.</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: range from 15.25 to 25.25 hrs.</p> <p>Flight time of mobilisation 1400BST:</p> <table border="1"> <tr><td>Mobilisation</td><td>04:00 (1400-1800)</td></tr> <tr><td>Doncaster – Chania (LGSA)</td><td>04:05 (1800-2205)</td></tr> <tr><td>Night Stop</td><td>12:00 (2205-1005)</td></tr> <tr><td>Chania – Jeddah (OEJN)</td><td>03:10 (1005-1315)</td></tr> <tr><td>Boom Fit</td><td>02:00 (1315-1515)</td></tr> <tr><td>Total travel time</td><td>25:15</td></tr> </table> <p>Flight time of mobilisation 0600BST:</p> <table border="1"> <tr><td>Mobilisation</td><td>04:00 (0600-1000)</td></tr> <tr><td>Doncaster – Chania (LGSA)</td><td>04:05 (1000-1405)</td></tr> <tr><td>Tech Stop</td><td>02:00 (1405-1605)</td></tr> <tr><td>Chania – Jeddah (OEJN)</td><td>03:10 (1605-1915)</td></tr> <tr><td>Night Stop & boom fit</td><td>13:00 (1915-0815)</td></tr> <tr><td>Total travel time</td><td>15:15</td></tr> </table> <p>* Dispersant ops would start the next day</p>	Mobilisation	04:00 (1400-1800)	Doncaster – Chania (LGSA)	04:05 (1800-2205)	Night Stop	12:00 (2205-1005)	Chania – Jeddah (OEJN)	03:10 (1005-1315)	Boom Fit	02:00 (1315-1515)	Total travel time	25:15	Mobilisation	04:00 (0600-1000)	Doncaster – Chania (LGSA)	04:05 (1000-1405)	Tech Stop	02:00 (1405-1605)	Chania – Jeddah (OEJN)	03:10 (1605-1915)	Night Stop & boom fit	13:00 (1915-0815)	Total travel time	15:15
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	Mobilisation of surface response equipment and dispersants to incident location, assisted by mobilising party	<p>Land and Sea: Normal operation with moderate delay due to reduced manpower and restrictions.</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 and Sea: At this time, OSRL Bahrain base will be able to send equipment by land into Saudi with moderate delays due to partial border closure and reduced manpower. OSRL would request assistance from the mobilising Member and/or ROPME/MEMAC to speed up the process.</p> <p>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 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 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><u>Personnel</u> IMT-based technical advisory may be impacted by entry.</p> <p>The 5x5 onsite technical advisory service may be impacted by entry.</p>	<p>OSRL will provide the technical advisory in the IMT from Bahrain and Singapore base due to restriction of the entry from UK and US responders, 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. Check amended approach above for mobilisation of OSRL response team.</p> <p>Our 5 x 5 free Technical Advisory service will still be applicable and provided by Bahrain and Singapore base personal. Check amended approach above for mobilisation of OSRL response team.</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 Saudi.</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 Saudi and within Saudi.</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 Saudi and within Saudi.</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 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 (e.g. ARAMCO) 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>
	Aerial dispersant operations	<p>Aerial dispersant operations by the Aircrew and OSRL personnel may be impacted due to the travel restrictions to Saudi and within Saudi.</p>	<p>Assuming we are able to enter Saudi through special exemption, 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 Saudi 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 Saudi. 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>