



Spain Response Plan (COVID-19)



Purpose
<p>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/</p> <p>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</p> <p>Spanish Government (Gobierno de España, lamoncloa.gob.es) Anything and everything in this country plan will be superseded if and where the information in the official webpage of the Spanish Government is contradicting the text in this country plan – updated information in this link will always supersede text in this document. https://www.lamoncloa.gob.es/covid-19/Paginas/index.aspx</p> <p>To discuss the country plan or for further information please contact: the author Nicolas Amaral (NicolasAmaral@oilspillresponse.com), the OSRL Duty Manager, or your OSRL representative.</p>

Revision history		
Version	Date updated	Description of changes
1	11/06/2020	First published version.
2	09/07/2020	Update
3	05/08/2020	Update
4	26/10/2020	Update
5	25/01/2021	Update
6	25/04/2021	Update

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

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Mobilisation	<p>Mobilisation of OSRL response team into Spain.</p> <p>REMPEC: It is worth noting, that any Party affected by a marine pollution can request assistance of REMPEC through the official communication channel or through the Pollution Report (POLREP). Assistance rendered by the Centre may comprise providing advice, technical information and expertise (advisory and facilitating role)</p> <p>Remote assistance:</p> <ul style="list-style-type: none"> providing requested information and advice, by telephone or other communication means, on operational, technical, administrative and legal aspects of pollution response (e.g. oil and HNS response), forecasting model, response to affected wildlife, etc.; providing assistance in communication with various interlocutors on behalf of the State(s) concerned; and providing advice on sources of information not available at the Centre. <p>On-site assistance:</p> <ul style="list-style-type: none"> providing expert advice on the site of accident by dispatching REMPEC officers or by mobilising the Mediterranean Assistance Unit (MAU). <p>(Source: REMPEC)</p> <p>Spain Profile: https://www.rempec.org/en/knowledge-centre/country-profiles/spain</p>	<p>At the time of writing (25/04/2021), Spain's borders are open to European Union and Schengen-area countries, and travellers from the UK. Arrivals from the United Kingdom are not required to self-isolate on arrival but will be subject to a series of three health checks.</p> <ul style="list-style-type: none"> Provide the Spanish Ministry of Health with mandatory contact information and any history of exposure to COVID-19 48 hours prior to travel Temperature check Undertake a PCR, TMA or LAMP test within no more than 72 hours prior to arrival, have tested negative for COVID-19, and can show on request evidence certifying your results. <p>Spain has declared a national state of emergency and imposed a night-time curfew in an effort to help control a new spike in Covid-19 infections – 25 October 2020.</p> <p>The Prime Minister said the curfew, which came into force on 25/10/2020, would be in place between the hours of 23:00 and 06:00 Under the measures, local authorities can also ban travel between regions.</p> <p>Use of face masks</p> <p>In general, the use of face masks is obligatory in all public spaces in Spain, where it is not possible to maintain social distancing of 1.5 metres. The rules around the use of face masks may vary from one region to the next, and in some parts of Spain may be mandatory even when social distancing is observed. Penalties may be imposed if you do not comply.</p>	<p>Mobilisation of an OSRL Response Team is available as normal, the OSRL team would follow the “new normal” guidelines instigated by the Spanish Government, paying special attention to regional constrains on the day of mobilisation.</p> <p>Limited availability of passenger flights from UK airports may pose a problem, road travel would be the alternative option should this prove to be a problem. Please see below additional measures in outlining the internal considerations for OSRL.</p> <p>If returning to the UK from Spain OSRL responders will need to:</p> <ul style="list-style-type: none"> provide journey and contact details self-isolate for 10 days

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	General logistics - Mobilisation of response equipment	<p>Land: Minor effects on international transport due to COVID-19.</p> <p>Sea: Sea Ports are open with restrictions on crew going onshore</p> <p>Air:</p> <ul style="list-style-type: none"> • Airports are open with restrictions to aircrew moving freely. • Limited international passenger flights • Carriers are operating scheduled freighters, but cargo is also moving on an adhoc / unscheduled freighter or charter basis. • Some passenger aircraft from carriers are now being converted into temporary freighters; flying with no passengers on board but with cargo in the hold. • Air freight rates have reached unprecedented levels. (Premiums must be paid to get cargo uplifted on a priority basis.) <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 & 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><i>Update 19/06/2020</i> 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: Road freight of response equipment from OSRL Southampton may experience delays in border crossings, but at the time of writing should be viable. Expected route includes transit through the channel tunnel or by ferry arriving in Santander or Bilbao.</p> <p>Sea: Road freight continues to be the preferable option for mobilising Service Level Agreement (SLA) response equipment from the UK, as well as Global Dispersant Stockpile (GDS) stocks from the UK (and within France).</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>

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	Mobilisation of dispersant aircraft and aircrew to incident location, assisted by mobilising party	<p>Spanish airports remain open, but with limited operations.</p> <p>No disruption regarding mobilisation of aircraft currently. 2Excel (aviation services provider) have moved to split shift working to provide additional resilience. Doncaster Airport (2Excel primary operating base) remains open.</p>	<p>2Excel 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).</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><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><u>Doncaster (0600 departure) – Valencia</u></p> <p>Timings with Boom Fit at Destination</p> <p>Departure – 06:00 Doncaster – Valencia: 02:07 (08:07) Boom Fit: 02:00 (10:07) Elapsed Time to ready to spray – 04.07</p> <p><u>Doncaster (1400 departure) – Valencia</u></p> <p>Timings with Boom Fit at Destination</p> <p>Departure – 14:00 Doncaster – Valencia: 02:07 (16:07) Boom Fit: 02:00 (18:07) Night stop: 11:00 (05:07) Elapsed Time to ready to spray – 15.07</p>
	IMT-based technical advice	<p><u>Personnel</u></p> <p>IMT-based technical advisory may be delayed depending on passenger flight availability.</p>	<p><u>Personnel</u></p> <p>We are able to provide the service as per normal, delays may be present depending on passenger flight availability. Our 5 x 5 free Technical Advisory service is still applicable.</p> <p>Remote technical advice into an IMT can also be provided by technical staff based in any OSRL location via video conferencing platforms such as Skype, Microsoft Teams, Zoom, etc.</p>



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<p>In-country response <i>Typical roles performed by OSRL shown here – not exhaustive</i></p> <p>In-country response <i>Typical roles performed by OSRL shown here – not exhaustive</i></p>	Aerial surveillance operations (inc. UAV)	<p><u>Personnel</u> Aerial surveillance operations by OSRL personnel as onboard observer is available as normal. Please see below additional measures in outlining the internal considerations for OSRL.</p> <p><u>Unmanned Aerial Vehicles (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><u>Personnel</u> OSRL is able to provide remote support and advice to members aerial surveillance operations, 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. Once in-country, OSRL responders will be able to conduct overflights as normal.</p> <p>OSRL would engage with the European Maritime Safety Agency (EMSA) in order to deconflict surveillance flights and support the operations as necessary.</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>
	Shoreline operations	<p><u>Personnel</u> Shoreline response operations and Shoreline Clean-up Assessment Technique (SCAT) operations by OSRL personnel is available as normal. Please see below additional measures in outlining the internal considerations for OSRL.</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>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>A guidance document for In-field Response has been developed and is available via the OSRL COVID-19 dashboard, here: https://www.oilspillresponse.com/globalassets/external-links/covid-19-updates/health-and-safety-measures-covid-19-v3.pdf This is a live document and will be updated on a regular basis.</p>
	Offshore vessel-based operations	<p><u>Personnel</u> Offshore operations by OSRL personnel is available as normal. Please see below additional measures in outlining the internal considerations for OSRL.</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>OSRL responders will be able to work in support of the offshore response as normal, with the support of Member company's trained responders.</p> <p>The Spanish Coastguard (SASEMAR - Sociedad de Salvamento y Seguridad Maritima) is an associate member of OSRL since 2002. This strategic alliance enables the two companies to share their expertise and resources and ultimately enhance the response capability in the region.</p>
	Aerial dispersant operations	<p>Aerial dispersant operations by the Aircrew and OSRL personnel are available as normal. Please see below additional measures in outlining the internal considerations for OSRL.</p>	<p>OSRL Aerial Dispersant Platform (Boeing-727 Tersus system) remains operational. Please see Mobilisation, above.</p> <p>For a spill in the Mediterranean Sea or Bay of Biscay, in the event of restrictions preventing or delaying operations to be conducted from a Spanish airport as a Forward Operating Base, aerial dispersant operations can be conducted from the UK.</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>Technical advice from OSRL's Wildlife Preparedness and Response Manager can also 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 four OSRL bases. Refer to mobilisation of surface response equipment for more details 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 the 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>