



The Netherlands Response Plan (COVID-19)



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>

Dutch Health Authority (Nederlandse Zorgautoriteit; NZa).

Anything and everything in this country plan will be superseded if and where the information in the official webpage of the NZa is contradicting the text in this country plan. The Dutch Healthcare Authority (NZa) is an autonomous administrative authority, falling under the Dutch Ministry of Health, Welfare and Sport (VWS). The duties and tasks of the NZa have been laid down in the Healthcare Market Regulation Act. – updated information in this link will always supersede text in this document. https://puc.overheid.nl/nza/doc/PUC_276485_22/1/

To discuss the country plan or for further information please contact: the author (richardcooper@oilspillresponse.com), the OSRL Duty Manager (dutymanager@oilspillresponse.com), or your OSRL representative.

Revision history		
Version	Date updated	Description of changes
1	15-June-2020	First published version.
2	22-July-2020	Update on logistics statement for cargo aircraft charter, UAVs, and B727. Removed reference to crew restrictions for air ops. Included advisory notice for arrivals from high-risk countries to quarantine for 14 days.
3	05-August-2020	Removal of UK-wide self-isolation requirement
4	19-August-2020	Update to self-isolation requirements
5	28-Oct-2020	Update to self-isolation requirements for UK citizens, and general Netherlands government guidelines

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	Mobilisation of OSRL response team into Netherlands.	<p>The current status in Netherlands is that restrictions have been imposed concerning all non-essential travel by persons from third countries to Europe (i.e. all EU member states, all Schengen countries and the United Kingdom). Anyone who does not fall into one of the exemption categories listed below will not be allowed entry to the Netherlands.</p> <p>However, the restriction does not apply to the following categories of persons:</p> <ul style="list-style-type: none"> • EU (and UK) citizens; • Nationals of Norway, Iceland, Switzerland and Liechtenstein • Persons who perform a crucial function or have imperative needs, including: <ul style="list-style-type: none"> ○ Goods transport workers, in so far as such transport is essential ○ Staff of international or humanitarian organisations ○ Transit passengers wishing to travel via the Netherlands to a third country (via Schiphol only) <p>All UK residents are required to isolate for 10 days upon arrival in the Netherlands.</p> <p>If additional response personnel are required from other regions, OSRL should be able to provide these under the exemptions listed above, especially those which refers to staff of international or humanitarian organisations.</p>	<p>OSRL will deploy resources in the event of an incident provided it can be done safely, legally and in accordance with appropriate precautions in place to safeguard the health and safety of staff, contractors and customers.</p> <p>Prior to mobilisation of an OSRL response team, the mobilising party (Member with presence in Netherlands) should engage with the Immigration and Naturalisation of the Dutch Ministry of Justice and Security to expedite and guarantee clearance of the response team at the agreed airport.</p> <p>Limited availability of passenger flights from UK airports observed. All air traffic from UK airports into Dutch Airport appears to be private charter flights. This may be the most time-effective option for mobilising a response team.</p> <p>The Netherlands' approach is aimed at keeping the virus under control as much as possible in order to protect vulnerable groups and make sure the healthcare system can cope. The National Institute for Public Health and the Environment (RIVM) is providing advice and information on the new coronavirus as well as measures to prevent the spread as follows:</p> <ul style="list-style-type: none"> • Wash your hands often with soap and water • Cough and sneeze into your elbow • Use paper tissues to blow your nose and discard them after use • Do not shake hands • Stay 1.5 metres (2 arms lengths) away from other people • Work from home as much as possible. • Avoid busy places, travel outside peak hours • Wear a non-med face mask in indoor public spaces <p>As the Netherlands is not currently covered by the UK Government under the travel corridor exemption, UK-based personnel who visit the Netherlands will be required to self-isolate for 14 days on their return.</p>



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	General logistics - Mobilisation of response equipment	<p>Land: Minor effects on domestic transport due to COVID-19. Added border control causing minor delays</p> <p>Sea: There are no restrictions on freight operations at Dutch ports. Masters of vessels arriving from foreign ports must submit a Maritime Declaration of Health (MDoH) form to the relevant port authority at least six hours prior to docking/coming under Pilot.</p> <p>Air:</p> <ul style="list-style-type: none"> • Airports are open with restrictions to aircrew moving freely. All airports except Amsterdam Schiphol are operating limited daily opening hours. • 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>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; UK, France, Belgium and Netherlands. Essential movement of goods by road continues through all countries detailed above.</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 France. Sea freight would likely be required primarily for mobilising subsea capping and containment equipment into the Netherlands.</p> <p>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 basin capable of collecting, transport and installing the Norway-based capping stack (15k PSI-rated).</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>Dutch 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>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>Netherlands – (Hague EHRD) (0600 BST Departure) Timings with Boom Fit at Destination Doncaster-Rotterdam 00:40 (06:40) Tech stop & Boom Fit: 02:00 (08:40) Elapsed time till ready to spray: 02:40</p> <p>Netherlands – (Hague EHRD) (1400 BST Departure) Timings with Boom Fit at Destination Doncaster-Rotterdam 00:40 (14:40) Tech stop & Boom Fit: 02:00 (16:40) Elapsed time till ready to spray 02:40</p>
	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>
<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 may be restricted due to the travel restrictions</p> <p><u>Unmanned Aerial Vehicles (UAV)</u> OSRL has a Call-Off Agreements with various UAV providers to support aerial surveillance operations on best endeavours basis.</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><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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	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</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 may be impacted due to the travel restrictions to Denmark, and potential quarantine period required before going offshore.</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 company's trained responders may be able to operate OSRL equipment until OSRL responders are in country.</p> <p>Once in-country and through the quarantine period, OSRL responders will be able to work in support of the offshore response as normal.</p>
	Aerial dispersant operations	Aerial dispersant operations by the Aircrew and OSRL personnel may be impacted due to the travel restrictions in place. This could affect movements of aircrew, OSRL personnel, dispersant stockpiles, amongst others.	<p>The operation can be conducted by the trained aircrew with remote support from OSRL personnel via video conferencing.</p> <p>OSRL Aerial Dispersant Platform (Boeing-727 Tersus system) remains operational. Please see Mobilisation, above.</p> <p>For a spill in the Danish North Sea, in the event of restrictions preventing or delaying operations to be conducted from a Danish airport as a Forward Operating Base, aerial dispersant operations could be conducted from the UK without compromising time on-scene at the spill location(s).</p>
	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>If the travel restrictions exemption cannot be granted, the technical advice from OSRL's Wildlife Preparedness and Response Manager 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 four OSRL bases. 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 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>