

COVID-19 Operational Considerations

A summary for responders conducting dispersant application and monitoring operations during the COVID-19 outbreak



COVID-19 Operational Considerations

Vessel Checklist



As part of the OSRL's Vessel Of Opportunity selection process, ensure the following:

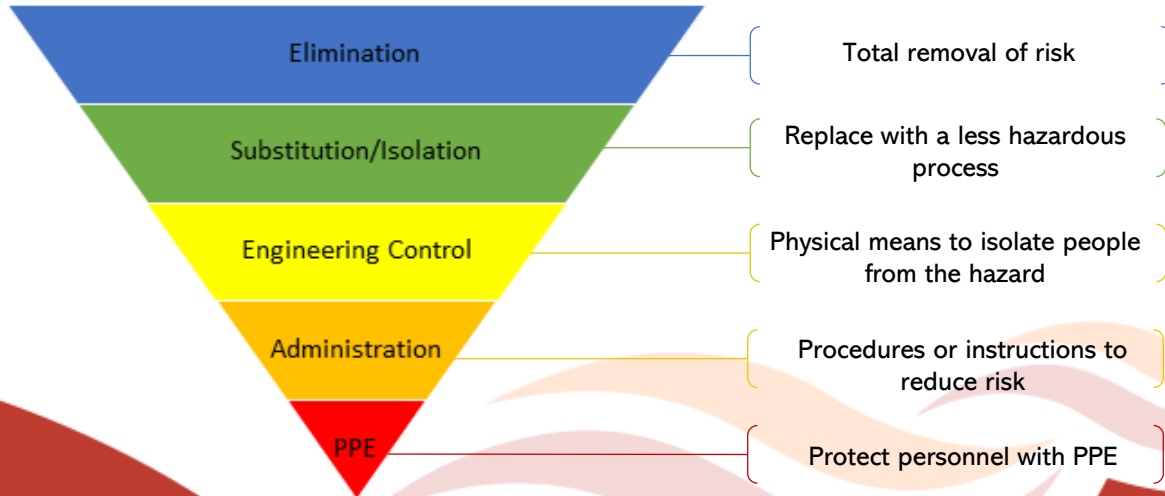
- Vessel Master has control measures to ensure vessel crew is healthy. Examples are:
 - ✓ Record of health declaration forms
 - ✓ Temperature monitoring
- Vessel has a schedule for sanitisation and disinfection of all working and living areas.
- All working and living areas to be disinfected after each rotation of personnel or crew change.
- Vessel has provision to accommodate a designated quarantine area/cabin or spare bunk to isolate a suspected COVID-19 case.
- Consideration during vessel selection for the ability to remain offshore on station overnight to minimise infection risk or coming ashore daily (subject to full risk assessment).
- A large deck space (preferably 100m²) to ensure enough deck space for all the equipment and also to allow the physical distancing measures to be more effective.
- If possible, consider vessel that has proper air circulation so as to prevent contaminated air from being recirculated.

COVID-19 Operational Considerations



Hierarchy of Controls

- This guide assumes that a systematic approach to developing a response strategy has been followed, which combines a spill impact mitigation assessment and considerations for minimising the risk to responders and communities posed by COVID-19 – and that vessel dispersant operation has been identified as an appropriate response technique.
- A hierarchy of controls is used to manage risk related to COVID-19 during vessel dispersant operations.



COVID-19 Operational Considerations

Dispersant Application & Monitoring



	Vessel	Aerial
Substitution	<ul style="list-style-type: none">• Minimise the number of personnel involved in the operation by:<ul style="list-style-type: none">○ Where possible, consider using simple, single nozzle even-drop out systems, over more complex vessel mounted spray arms or floating dispersant delivery systems.• Consideration during vessel selection for:<ul style="list-style-type: none">○ The ability to remain offshore on station overnight to minimise infection risk of coming ashore daily – minimising exposure between vessel crew, shore-based personnel and general public.○ Selecting a larger vessel to allow more space on the deck to store larger dispersant IBC's or ISO tanks or wing tanks – thus reducing the need for crew to man drop-tubes.	<ul style="list-style-type: none">• Dispersant loading/unloading operations to be conducted by air crews with minimal OSRL personnel onsite if possible for initial mobilisation only.<ul style="list-style-type: none">○ This is to ensure all disease management procedures are adhered to by all so as to minimize the risk of exposure to aircrews from airfield personnel during operations.
	<ul style="list-style-type: none">• Use of digital/electronic means such as emails and Microsoft Teams to transfer information, instead of passing physical items to each other such as papers and thumb drives.<ul style="list-style-type: none">○ If required to pass items physically, personnel are to sanitise their hands after sharing/passing items.○ Task specialists are still required to collect and distribute operational data.• Where possible, the use of a tank truck to load dispersant instead of IBC's to reduce the amount of staff.	

COVID-19 Operational Considerations

Dispersant Application & Monitoring



Dispersant Monitoring

Substitution

- When determining the most appropriate way of monitoring dispersant effectiveness, consider the data requirements of the response, where SMART Tier I visual observations are suitable consider using responders already on-board aircraft or vessel carrying out the spray mission which may reduce the need for additional observers or assets deployed.
- Consider using less labour intensive monitoring tools to minimise the number vessels needed in the operation / size of vessel crews.
 - SMART I (Visual Monitoring)
 - Visual observations from vessel
 - Use of remote sensing tools such as Aerostat
 - SMART II (Real-time monitoring and water sampling)
 - Fluorometers such as C3
 - Consider utilising small Autonomous Underwater Vehicles (AUV's)
 - SMART III (Multiple depths, transect at two different depths, water parameters)
 - Fluorometers systems taking measurements at different depths
 - Consider using AUV's if practicable

COVID-19 Operational Considerations

Dispersant Application & Monitoring



	Vessel	Aerial
Administration	<ul style="list-style-type: none">• Journey and time management/route planning<ul style="list-style-type: none">○ Identify bottlenecks, such as passport control, airport and port security and customs, precautions must be taken to ensure safe distancing measures are adhered to.○ If vehicles are required to be utilised for transportation to the airport and ports, safe distancing and relevant PPE must always be adhered to.○ Utilise separate vehicles as necessary to allow minimum safe distancing between all personnel.	
	<ul style="list-style-type: none">• Staggered rest breaks and mealtimes to minimise contact with others, along with facilities to accommodate breaks whilst maintaining physical distancing.	
	<ul style="list-style-type: none">• Deploy same vessel/air crew on sorties to reduce cross-contamination, where applicable.<ul style="list-style-type: none">○ Consider, if appropriate and permitted, the creation of 'bubbles' of vessel/air crew and responders/task specialists to minimise contact outside of these bubbles, for example: if more than one set of aircrews are being deployed, OSRL task specialist(s) to follow alternate shift arrangement.○ Vessel/air crews and personnel to be transported immediately to accommodation at the end of each operational period.○ Vessel/air crews and personnel to self-isolate between work shifts and remain in accommodation to reduce exposure.	

COVID-19 Operational Considerations

Dispersant Application & Monitoring



	Vessel	Aerial
Administration	<ul style="list-style-type: none">• Ensure that all trained personnel have their own personal equipment (such as cameras and GPS) to avoid sharing among the team.	
	<ul style="list-style-type: none">• All equipment, where possible, should be wiped down and sterilised after each use.	
	<ul style="list-style-type: none">• When completing the reports after the dispersant application and monitoring operation, personnel should be in a location that is adequately ventilated and able to facilitate safe distancing measures.	
		<ul style="list-style-type: none">• Mealtime and restroom facilities<ul style="list-style-type: none">○ Restaurants/cafes at the airports may be closed due to COVID-19 or could be busy public areas where social distancing may prove to be difficult.○ Pre-pack lunch/dinner to avoid having to utilise restaurants/cafes at the airport.

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Dispersant Application & Monitoring



Administration

Personnel are to be reminded to take their temperature daily before and after their work shift

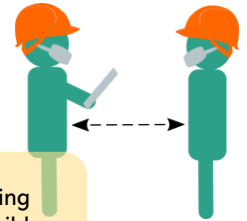
Administration

Personnel are to conduct self-assessment and record their temperature/self-assessment in a log-book



Administration

Personnel are to maintain physical distancing according to local regulation wherever possible and practicable



Administration

Regularly wash/sanitise hands with clean water and soap or utilise alcohol-based sanitiser. Avoid touching the face/mouth/eyes/nose



Do refer to [Specific Measures for In-field Response](https://www.oilspillresponse.com/covid-19/) document which can be found at <https://www.oilspillresponse.com/covid-19/> for more specific details. Task specific risk assessment should be used to govern the specific measures implemented.

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Administration

Personnel are to communicate via VHF radio when in-field and avoid in-person communication as much as possible

Administration

Ensure that proper waste management is carried out at all sites. Respirators and masks are to be disposed of properly



Administration

Avoid large gatherings – stagger meals and breaks where possible



PPE

Don appropriate PPE based on risk assessment and do not share PPE and personal items



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