



# Offshore Petroleum Industry - COVID-19 - Oil Spill Response and Source Control - Service Provider Capability Validation Activity

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### Disclaimer

The Australian Petroleum Production & Exploration Association's (APPEA) Offshore Petroleum Industry -COVID-19 - Oil Spill Response and Source Control - Service Provider Capability Validation Activity contains the best available information at the time of publication.

The publication does not serve as a substitute for existing contract arrangements or service level agreements. APPEA does not accept any responsibility or liability for any person's use of, or reliance on, this publication, or for any consequences of such use or reliance.

### Review & Update

APPEA is committed to continuous improvement and this publication is intended to be a 'living' working document with feedback welcomed and incorporated where necessary or desirable.

### Acknowledgments

The APPEA secretariat, the Oil Spill Preparedness and Response Working Group (OSPRWG) and the Drilling Industry Safety Committee (DISC) Source Control Working Group (WG) wish to acknowledge the timely and valued cooperation of our service providers and contractors, to generate this report.



## Background

The Australian oil and gas industry is responding to the personnel and operational challenges posed by the COVID-19 pandemic to ensure vital energy supplies are maintained.

The COVID-19 pandemic has been managed by the Australian Federal and State/Territory governments, and at the time of preparation of this report, lifting of some restrictions has commenced in some States/Territories. Prevention of further COVID-19 outbreaks/clusters is of the highest priority for all Australians.

As such, the upstream petroleum industry, via APPEA Oil Spill Preparedness and Response Working Group (OSPRWG), and the Drilling Industry Safety Committee (DISC) Source Control Working Group (WG) have conducted a COVID-19 Oil Spill Response and Source Control Service Provider Capability Validation Activity. This activity evaluates service provider organisation capability (personnel, equipment, assets, mobilisation capabilities etc) and their agreement to work under the National Plan endorsed Novel Coronavirus (COVID-19) Disease Management Guideline for Oil Spill Response Personnel (the Disease Management Guideline). This activity has been conducted to ensure that any spill response/source control activities can be conducted in a timely and effective manner whilst also minimising COVID-19 risks to the broader Australian community.

In addition, the APPEA OSPRWG and DISC Source Control WG have conducted Oil Spill Response and Source Control COVID-19 Mitigation Workshops. The outcomes from those workshops are provided in the APPEA/DISC COVID-19 Oil Spill Response and Source Control COVID-19 Mitigation Workshops Report.

## Service Provider Capability Validation Process

The service provider capability validation process is described as follows:

- An information pack was sent to all identified service providers. The information pack contained the following:
  - Cover Letter – explaining the purpose of the validation activity (contained in Appendix A)
  - Copy of the National Plan endorsed COVID-19 Disease Management Guideline – Oil Spill Response (contained in Appendix B of this report)
  - Questionnaire, addressing capability (personnel, equipment, assets and mobilisation), emergency contact information, COVID-19 protocols and acceptance (or otherwise) of the Disease Management in an oil spill situation.
- A copy of the questionnaire and all responses received are provided in Appendix C of this report.

## Service Provider Capability Validation Activity Outcomes Summary

The full validation activity spreadsheet, including original questions, and responses received from all service providers is contained in Appendix C.

Table 1 provides a summary of responses received for each broad service provider category. A brief summary of key issues identified through the questionnaire responses is also provided.

**Table 1: Service Provider Capability Validation Activity – Summary of results**

Service	# providers	Status/Outcome
Small vessels (<50 m length)	9	No overall capability reduction. Subject to activity specific risk assessment, all accept Disease Management Guideline, except 1 operator.
Large vessels (>50 m length)	11	No overall capability reduction. Subject to activity specific risk assessment, all accept Disease Management Guideline, except 2 operators.
Aviation	6	No overall capability reduction. Subject to activity specific risk assessment, all accept Disease Management Guideline.
Personnel/logistics/equipment/tech	20	No overall capability reduction. All accept Disease Management Guideline.
Source control	9	No capability reduction. All accept Disease Management Guideline.
Waste	2	No capability reduction. All accept Disease Management Guideline.
Operational monitoring	10	No capability reduction Subject to activity specific risk assessment, all accept Disease Management Guideline.

Where issues were raised by a service provider, a corresponding cell has been highlighted in yellow in the attached spreadsheet. A summary of issues is provided below.

- The National Plan endorsed Disease Management Guideline was broadly accepted, however many service providers specified ‘subject to activity specific risk assessment at mobilisation’ and/or ‘also subject to service provider specific COVID-19 procedures/processes’. This is consistent with standard industry practice, that any spill response activity will be subject to detailed/rigorous activity/site specific HSE risk assessments, including COVID-19.
- Several service providers noted that interstate border restrictions could limit movements, however the intention of these APPEA/DISC reports are to inform government of the types of personnel and equipment requiring rapid mobilisation to facilitate effective spill response, whilst simultaneously providing the best possible COVID-19 mitigation options.



- Some of vessel operators (3 out of 20 vessel service providers) will not accept any personnel onboard without 14-day prior isolation, due to longer term crewing risks to their operations. However, given the broad depth of available vessels, this is not considered a significant risk to overall industry spill response preparedness/capability during the COVID-19 pandemic.
- One service provider raised concerns regarding the acceptability of rapid diagnostic COVID-19 testing kits and would prefer more rigorous COVID-19 tests prior to allowing personnel to board their vessels. Subsequent discussions within the APPEA OSPRWG have identified that new PCR testing kits can achieve a high level of accuracy with test results available in ~24 hours, therefore alleviating this issue.
- Several service providers commented that reductions in commercial flight availability may affect mobilisation timeframes. However, several service providers also noted that this can also be addressed through use of charter flights. Charter flights have been subject to several exercises including a detailed spill response charter flight validation, conducted by AMOSC.
- Some scientific monitoring contractors noted that longer term availability of lab supplies for long term, large scale scientific monitoring programs may/could become an issue, due to international freight delays etc, however capability exists in Australia to ensure capability is available for first strike/Operational Monitoring programs. Given the long lead times for most scientific monitoring programs, the longer-term supply of sampling equipment is not considered a significant risk to spill response capability. Also, other laboratories have stated they have additional capacity, due to the current reduction in their overall workload.

## Next Steps

- This report is to be shared with identified stakeholders through the Australian Government's National Coordination Mechanism – for example : Australian Border Force, Department of Home Affairs, and relevant State/Territory spill response hazard management agencies and border control agencies, to provide them with assurance that the upstream petroleum industry spill response/source control capability continues to be maintained at a high level of preparedness, even during COVID-19 conditions. In addition, the list of service providers (combined with the results of the COVID-19 mitigation workshops) assists border control agencies in facilitating a timely and safe cross-border mobilisation of spill response/source control personnel and equipment, should it be required.

**APPENDIX A – Cover Letter**

28 April 2020

Oil spill response and source control service providers  
Sent by email

Dear Sir or Madam,

**AUSTRALIAN OFFSHORE PETROLEUM INDUSTRY - OIL SPILL RESPONSE AND SOURCE CONTROL  
CAPABILITY VALIDATION DURING COVID-19 CRISIS**

I am writing to you on behalf of the Australian Petroleum Production and Exploration Association's (APPEA) Oil Spill Preparedness and Response Working Group (OSPRWG) and the Drilling Industry Safety Committee's (DISC) – Source Control Working Group (Source Control WG).

As you would be aware, the Australian oil and gas industry is responding to personnel and operational challenges posed by the COVID-19 pandemic to ensure vital energy supplies are maintained. With petroleum activities ongoing, our industry is committed to ensuring the continuity of emergency response preparedness, including oil spill response and source control capability is preserved.

As an extension of emergency services, oil spill response and source control activities have been determined an 'essential service' by the Australian Federal Government. Subsequently, your organisation has been identified as providing a service that may be used in an oil spill response and/or source control response; and therefore, you are also part of that 'essential service'.

OSPRWG and the Source Control WG are seeking to ensure that the petroleum industry can undertake a streamlined mobilisation of spill response/source control capabilities, whilst simultaneously managing the COVID-19 risks of a multi-disciplinary/multi-organisation response team.

APPEA and DISC are aware that individual petroleum companies have already been in contact with a wide number of service provider organisations to verify their ongoing capability, and to ensure they have in place appropriate COVID-19 management controls. These controls are designed to mitigate the risk of COVID-19 exposure to an organisation's workforce, to ensure safe day to day operations. However, emergency response is different from day to day operations, in that a wide range of personnel from various locations around Australia, and possibly internationally, may be required to rapidly mobilise to a single work location (e.g. onto a contracted vessel, aircraft or other work site), and work in close proximity for extended periods of time.

In response to this challenge, industry has developed a Disease Management Plan for Oil Spill Response Personnel, which has been endorsed under the National Plan for Maritime Environmental Emergencies. This plan outlines key controls for managing the COVID-19 risks during the mobilisation and execution of a spill response/source control activity.



OSPRWG and the Source Control WG are now requesting service providers to review this plan (attached) and determine if the organisation deems the proposed management controls are appropriate and acceptable, for managing COVID-19 risks of a multi-organisational team during an emergency response situation, potentially on your worksite (e.g. vessel/aircraft).

Please note that the Disease Management Plan is a live document, which we will continue to update with additional mitigation measures as more information becomes available, and we welcome any feedback your organization may have, to input into this document.

In addition, APPEA is also requesting that you respond to the attached questionnaire, to assist us in validating the broader industry spill response/source control capability and to help us identify and address any gaps/issues.

Despite the Australian Federal Government's determination mentioned above, it should also be noted that State/Territory border control agency permission will still need to be granted prior to any interstate or international travel. Any government imposed COVID-19 management conditions will be in addition to the Disease Management Plan requirements.

APPEA also recognise that the Disease Management Plan, and your organisations responses to the questionnaire are a 'snap-shot' in time. If there are significant changes to Australian Governments' COVID-19 requirements, amendments to the Disease Management Plan may occur, and further consultation with your organisation may be required.

With your cooperation, we believe that this collaborative industry approach, led by APPEA, will reflect a much more efficient process which assists in reducing 'stakeholder fatigue' (as an alternative to companies individually requesting the same/similar information from service provider organisations).

APPEA would appreciate your response to the questionnaire by 8 May 2020.

APPEA are also happy to assist with any queries regarding COVID-19 management.

If you have any questions or require clarification, please contact [REDACTED] APPEA Director Environment, Health & Safety [REDACTED] or [REDACTED]

Yours faithfully

[REDACTED]

[REDACTED]

**Director – Environment, Health and Safety**



# **Novel coronavirus (COVID-19)**

## **Disease Management Plan for Oil Spill Response Personnel v2.**

### **References;**

1. National Plan for Maritime Environmental Emergencies
2. NP - GUI – 027 Marine Oil Spill Response Health & Safety Guidelines
3. Australian Government Department of Health <https://www.health.gov.au/>

### **Introduction;**

This Disease Management Plan (DMP) supports personnel involved in responding to marine oil spills under COVID 10 pandemic conditions. The DMP is a plan providing guidance to responders and confidence for State authorities that response personnel are conforming to the latest stage of conditions under the pandemic operating environment.

The Plan is applicable for the duration of the pandemic declaration by Australia.

### **Applicability;**

1. National Plan incidents including;
  - a. vessel-based incidents resulting or potentially resulting in a marine oil spill
  - b. Titleholder incidents resulting or potentially resulting in a marine oil spill
2. The Plan addresses the following areas of spill response;
  - a. incident management and incident control
  - b. offshore operations – vessel based
  - c. shoreline operations
  - d. aerial operations

### **Participants;**

1. The National Plan participants include;
  - Federal Government; AMSA, NOPSEMA
  - State Governments; National Response Team members
  - Petroleum Industry; AMOSC, Industry Core Group from BHP, BP, Caltex, Chevron, ExxonMobil, Inpex, Santos, Shell, Viva & Woodside

### **Aim**

Keep Australian marine oil spill response personnel safe and protected from COVID 19 infections

### **Objectives**

#### **Under the conditions of the COVID 19 pandemic;**

1. Ensure the health of oil spill response personnel during a response;

# **Novel coronavirus (COVID-19)**

## **Disease Management Plan for Oil Spill Response Personnel v2.**

2. Ensure that personnel supporting an oil spill response do not impact the health of regions and communities where activities may take place and does not undermine public health efforts, and
3. Conduct oil spill responses at sea and ashore within the constraints of the current operating environment

This DMP does not replace any Commonwealth or State directions/guidance – it is designed to provide controls to assist the National efforts during a marine and shoreline oil spill response operation

### **Conditions – under COVID 19 pandemic**

1. Incident management teams will adhere as close as possible to the Australasian Inter-service Incident Management System (AIIMS) but be limited to 30 responders or less; this is an exceptionally low IMT however is cognisant of the pandemic minimisation. Personnel can be tasked to work remotely on specific issues, i.e. source control, salvage, environment.
2. Infection Control Managers (ICM) to be position at Incident Control Centre, Forward Operating Base(s) and other applicable responder sites to manage COVID-19 restrictions and responder movements.

# Novel coronavirus (COVID-19) Disease Management Plan for Oil Spill Response Personnel v2.

Protocol	Principal Requirements	Guidance	Implementation
Pre-Mobilisation			
COVID-19 Self-Assessment Questionnaire	<p>1. All personnel are required to complete an online self-assessment prior to attending site or embarking on fixed wing travel.</p>	<p>1.1 Questionnaire is reviewed and updated online as needed.</p> <p>1.2 Have you had close personal contact with anyone suspected or confirmed to have COVID-19.</p> <p>1.3 Statement of recent overseas travel – exclusion of 14 days since return from overseas travel</p> <p>1.4 Does the traveller present the any of the following symptoms:</p> <ul style="list-style-type: none"> <li>▪ Fever</li> <li>▪ Weakness</li> <li>▪ Cough</li> <li>▪ Sore throat</li> <li>▪ Nausea</li> <li>▪ Vomiting</li> <li>▪ Breathing difficulty</li> </ul>	<p>Questionnaire - attached</p> <p>Questionnaire includes Statutory Declaration</p> <p>Deployment Control officer</p>
	<p>2. Personnel who report or present Flu-like symptoms are not permitted to travel and must self-isolate for 14-days.</p>	<p>2.1 A person with flu-like symptoms must present for testing and if positive, not RTW until jurisdictional health criteria met.</p> <p>2.2 Traveller to isolate in place and not board transport to work site.</p> <p>2.2 COVID-19 negative test required before re-joining work roster, or</p> <p>2.3 Symptom free after 14 days self-isolation.</p>	<p>Deployment Control officer</p>
Physical checks at point of disembarkation.	<p>3. All personnel travelling will be tested prior to embarking on interstate travel. If persons provide a temperature exceeding 38°C travel will be denied.</p>	<p>3.1 Temperature check before disembarkation from point of origin</p> <p>3.2 Temperature in excess of 38°C, traveller subject to requirements 2.1, 2.2</p>	<p>Self check - personal thermometers required</p> <p>If AMOSC or Core Group, the temperature check will be reported to the AMOSC deployment team</p>

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	4. Travellers tested for COVID-19 (given unconstrained availability of rapid testing kits)	4.1 COVID 19 test kits - test for all travellers to work site, positive test traveller subject to requirements 2.1, 2.2.	COVID test kits
<b>Inter and Intra-State Travel</b>			
Air travel requirements.	5. Where commercial options are not available, interstate travel for personnel to be undertaken by charter aircraft.	5.2 Spacing personnel in aircraft and hygiene on aircraft to be maintained through 30% capacity, no food/beverage services, and additional cleaning of aircraft cabin to be maintained, based on medical advice and engagement with airlines. 5.3 Physical separation of members of critical teams as identified by the operator.	Self-administered
	6. Airport transit to connecting flights maintain separation from the general population.	6.1 Close proximity of interstate personnel and local community members is to be avoided and processes put in place to prevent/limit close contact. 6.2 Upon arrival at worksite or rotary wing departure point, testing and checking will occur again before staff are allowed to enter site or helicopter. Testing procedures and actions as described in 3.2 to apply.	Self-administered
Rotary wing travel requirements	7. Helicopter transport to offshore facilities or response location to adhere to enhanced sanitation practices.	7.1 Shared personal protective equipment (PPE - ear defenders, life vests, harnesses etc) to be sanitised after each transit. 7.2 Interior cabin of helicopter contact surfaces to be cleaned and sanitised regularly	Self-administered Audit with Helo supplier
Road vehicle travel requirements	8. Dedicated road vehicles for travel to work site. Stringent regular internal vehicle cleaning regime maintained.	8.1 Vehicle interior cleaned and sanitised regularly in line with sanitisation protocol. 8.2 Spacing maintained between passengers 1.5m through 30% capacity loading.	Self-administered
	9. Vehicle driver controls enforced.	9.1 Driver maintains minimum distance of 1.5m to passengers.	

## Novel coronavirus (COVID-19) Disease Management Plan for Oil Spill Response Personnel v2.

<b>Site Provisions – Incident Management Team</b>				
Dedicated, trained COVID-19 managers on Incident Management Team (IMT).	<p>10. IMT to maintain a dedicated or nominated COVID-19 infectious control manager.</p> <p>11. Management, supervisory staff and medics receive training on how to manage suspected COVID-19 infection.</p>	<p>10.1 IMT to have dedicated staff charged with the management of controls and sanitation protocols and a medical professional either on site or available through the local health system.</p> <p>10.2 Personal Records are to be maintained only by the responder; privacy requirements are to be maintained</p> <p>10.3 All response personnel are to be issued a personal serial number – this number is to be the only identifier used to relate medical issues to individual – this is to be maintained by the ICM and notified only to the Incident Controller</p>	<p>Induction routine</p> <p>IMT Control officer</p> <p>Infectious control manager (ICM)</p>	
Daily workforce testing regimes are undertaken.	<p>12. All response personnel are required to undertake temperature checks at beginning and end of shift.</p>	<p>11.1 All response personnel to be provided a personal health record book – for temperature records only; and a personal thermometer – initial induction will require this to be explained and demonstrated</p> <p>11.2 All response personnel required to undertake temperature checks at the beginning and end of work shifts. Temperatures to be recorded in personal temperature log.</p> <p>11.3 Any elevated temperature checks will initially require site quarantine; then further medical checks for COVID 19 are to be undertaken</p>	<p>Induction routine</p> <p>Personal record book</p> <p>Personal thermometer</p>	
	<p>13. Responders required to report any changes in health or well-being at any time whilst on work site.</p>	<p>13.1 The IMT infectious control manager will be the point of contact for these reports – records to be maintained only using responder serial numbers</p>	<p>Responders to agree</p> <p>IMT NOK notification if infected with COVID 19</p>	
Workforce social distancing and staggered messing practices are	<p>14. 1.5 m distancing maintained wherever possible</p> <p>15. Messing facility to identify and control maximum occupancy to</p>	<p>15.1 Erect signage at facility entrance.</p> <p>15.2 Maximum occupancy of 1 person/4m<sup>2</sup> and adherence to Commonwealth/State guidance on maximum numbers in one space.</p>	<p>Signage</p> <p>Current health guidance (ICM)</p>	

## Novel coronavirus (COVID-19) Disease Management Plan for Oil Spill Response Personnel v2.

implemented and enforced	maintain social distancing protocol.		
Workforce information and education programs are initiated	<p>16. Frequent workplace updates provided on infection controls and any changes to infection control practices provided</p> <p>17. Information and training on personal, living space and work space hygiene provided.</p> <p>18. Members of the workforce encouraged to practise good hand hygiene and good sneeze/cough hygiene.</p> <p>19. Extensive distribution of hand sanitizers backed with workplace education campaign.</p> <p>20. Workforce trained and instructed in the appropriate use of infection control PPE.</p> <p>21. Reporting requirements for flu symptoms or elevated temperature communicated</p>	<p>16.1 Extensive workplace hygiene practices – hand washing, social distancing, ban on non-essential travel and meetings, physical separation of teams and shift change over</p> <p>17.1 Avoid touching the face (mouth, eyes and nose) with unwashed and gloved hands.</p> <p>18.1 Wash hands often with soap and water, or use alcohol-based sanitiser before and after eating as well as after attending the toilet.</p>	<p>IAP – HSE Plan – induction expanded for</p> <p>Provision of personal hand sanitiser</p> <p>Surface decontamination: surfaces need a physical cleaning process of rubbing with a detergent and disinfectant</p> <p>Frequent (hourly) reminders to sanitise hands &amp; work space</p>
Minimise contact with members of the broader local community	<p>22. Enforce social distancing measures when interacting with members of the local community.</p> <p>23. Where possible, implement segregation between response personnel and local communities</p>	<p>22.1 For planned interactions, erect signage and brief community members on social distancing measures.</p> <p>22.2 Where possible, erect barriers and access controls to control movement of community members.</p> <p>23.1 Restrict response personnel access to places of social gathering (e.g. hotels, restaurants). Restriction extends to off shift time.</p>	
Critical suppliers and contractors	24. Application of this protocol to suppliers and contractors.	24.1 Contractors provided with information on requirements and restrictions.	

## Novel coronavirus (COVID-19) Disease Management Plan for Oil Spill Response Personnel v2.

		24.2 Contractors who present symptoms while on site (office or facility) will be provided with immediate care response.	
Accommodation selection to maximize social	<p>25. Where possible, responders should be housed in single occupancy accommodation.</p> <p>26. Where possible, select accommodation that allows interaction with general population to be minimized. This could be achieved using a dedicated accommodation block, hotel or camp.</p>		
	<p>27. Messing facility to identify and control maximum occupancy to maintain social distancing protocol.</p>	<p>27.1 Maximum occupancy signage to be placed at facility entrances.</p> <p>27.2 Remove chairs / tables to enforce social distancing.</p> <p>27.3 Where possible, utilise area separate from general population for meals.</p> <p>27.4 Staggered meal times maybe required</p>	
Identify quarantine location	28. Predefine room / facility that will be used to quarantine personnel if required.		
<b>Site Provisions – Offshore teams</b>			
Ensure Vessel is not infected	<p>29. Conduct pre-use screening by FOB ICM</p> <p>30. conduct vessel crew screening</p> <p>31. not more than 2 responders per cabin</p> <p>32. not more than 6 responders onboard</p>	<p>29.1 Audit checklist to be developed and screened by ICM at the FOB</p> <p>30.1 Vessel master to verify checks completed and crew healthy</p> <p>31.1 Cabins of 9m<sup>2</sup> or greater should house not more than 2 responders</p> <p>32.1 Maximum numbers of responders for boom/skimmer deployments or dispersant equipment operations</p>	<p>Report to IMT on completed checks – FOB</p> <p>Responders agree to NOK notification if infected with COVID 19</p> <p>Audit with Vessel Master</p>

## Novel coronavirus (COVID-19) Disease Management Plan for Oil Spill Response Personnel v2.

Health reporting while at sea	33. Daily reporting to IMT on responder health 34. Responder self check of temperature	33.1 Using responder serial numbers only 34.1 Records to be maintained daily – twice daily temperature checks by responders 34.2 Vessel master to be immediately informed if responder temperature rises about 37° C	Incident report format
COVID 19 detected onboard while at sea – vessel management protocols	35. All operations to cease – vessel to seek Flag Whiskey (I seek medical attention) and anchor in nearest port 36. As per vessel master direction, isolate the infected person – land to transit to quarantine accommodation asap	35.1 Vessel not to proceed alongside wharf 36.1 IMT to be informed of infection – vessel to be stood down from response 36.2 IMT to commence NOK informing process	IMT incident report form IMT to discuss vessel movements with port authority
<b>Site Provisions – Shoreline teams</b>			
Forward Operating Base (FOB) Briefings	38. Minimise FOB personnel – dedicated ICM 39. Observe social distancing 40. Limit verbal briefings to 15min or less 41. Utilise site safety and site tasking forms to reduce verbal briefings 42. Use strong communications plan and use radio as much as possible 43. Buses – sanitise all surfaces before use	38.1 The FOB ICM will monitor the health of the responders offshore and also onshore. This role will also account for the airbase operations  41.1 Use the form process at the IMT/FOB levels to serve as key output documents.  43.1 Bus driver to be responsible for sanitising bus before and after each trip 43.2 Log of where each responder sits is to be kept by driver	IMT/FOB to deploy site safety and site tasking forms  Training on cleaning for bus drivers

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	44. Seating plan for individual (not shared) seating		
Oiled wildlife	45. Ensure response personnel separation during treatment & feeding of fauna		
Shoreline cleanup operations	46. Ensure drinking and eating stations/implements are kept separate – in warm/hot zones only 47. Toilets to be sanitised after use – sited in hot zones 48. Responders to wear gloves and if possible face protective masks 49. Tools to be named for each responder and not swapped around 50. As for IMT personnel	46.1 Individual drinking bottles to be issued – drinking station to be set up in hot zone  47.1 Glen 20 to be available in each portaloos - surfaces to be wiped before and after use – rubbish generated to be burned on beach  48.1/49.1 individual PPE and tools are to be issued and named – to be left at the control point after each day	Issue drink bottles  Incinerators to be deployed into hot zone at each control point – used for toilet rubbish only
Responder accommodation			
<b>Site Provisions – Aerial Operations</b>			
Maintain isolation protocols	51 Pilot to be separated from ground crew 52 Ground crew to clean surfaces of logistics arriving at airbase before use	51.1 All aircrew/airbase responders to be inducted and provided with response serial numbers and own PPE/drinking bottles  51.2 Where possible at airbase and accommodation, the pilot(s) require to be separated out for operational reasons	
Data transfers	53 Any data transfer using memory discs should be cleaned before/after transfer	52.1 Hot/cold zones to be established at airbase for the arrival of all logistics 53.1 Where possible, use electronic data transfers only – avoid passing memory discs or clean discs before/after passing	
Briefings/debriefings	54 Conduct short <15min briefings to reduce contact times	54.1 Briefing format to be developed and used	
Regular health checks	55 The FOB ICM should conduct three weekly checks on the airbase and pilot(s)	55.1 All airbase team members/pilot(s) to take own temperatures and record daily 55.2 Any anomaly to be reported by individual to FOB ICM	

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Reports	56 Daily health reports from the airbase manager are to be forwarded to the IMT		Response health report - daily
<b>Next of Kin notifications</b>			
IMT informed/experience infection case	57 IMT collects NOK information from responder 58 IMT notifies home company 59 IMT notifies responder NOK	58.1 This applies for the IMT personnel, FOB personnel, field responders and airbase personnel 59.1 This applies for the IMT personnel, FOB personnel, field responders and airbase personnel	IMT to hold NOK forms and NOK agreements
<b>Isolation Protocols</b>			
Responder suspected of being infected with COVID-19 confined to quarters with no interaction with other workers	60 Patient provided surgical mask and sent to their room or dedicated quarantine area. 61 Medic assesses patient. 62 Meals provided to patient in room.		
Positive test result for responder to trigger isolation of close contacts	63. Identification of contacts - personnel that had come in contact with a suspected case will be notified. 64. Close contacts should be isolated for 14 days and/or tested per government guidance. 65. Even if test is negative, the person must continue isolation until the 14 days is completed.		

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	66. Known areas patient visited (i.e. workstation, quarantine area, dry mess, accommodation) sanitised.		
<b>Evacuation protocols</b>			
Personnel confirmed of COVID-19 infection removed from at earliest opportunity.	67. Evacuation protocols to be developed to isolate and evacuate infected personnel.		
	68. Infected worker evacuated to isolated accommodation or predesignated quarantine areas if in good health as determined by a medical professional.		
<b>Infection Control Protocols (Clean up)</b>	69. Infected workers in poor and or deteriorating health as determined by a medical professional to be medically evacuated either via RFDS or other specialty medical transport arranged by the operator		
Suspected infected workers workspace and accommodation sanitised and cleaned.	70. Cleaning and disinfection to be carried out in rooms occupied by ill personnel. 71. Clinical (biohazard) waste disposal route to be implemented where clothes (coveralls) and blankets will not be laundered, but will be bagged and disposed of as biohazard waste	70.1 After person departs their room, wait 6 hours before allowing cleaners to enter and complete sanitisation of room  71.1 Clothing and bedding can be laundered: check with local jurisdictional protocols.	Self administered surface cleaning  Professional cleaners enter after 6 hour soak time
Catering and hoteling staff aware of, and practicing, enhanced safety	72. Catering staff are informed and made aware of, and practicing, enhanced safety practices and		

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and hygiene practices.	increased cleaning of common/high use surfaces.		
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# Novel coronavirus (COVID-19)

## Disease Management Plan for Oil Spill Response Personnel v2.

### COVID-19 Self-Assessment Declaration Form

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The National Plan (for Maritime Environmental Emergencies) requires personnel to complete this declaration in relation to the COVID-19 (Coronavirus). This has been initiated in the best interests of everyone's health and safety and in the reduction of risk association with any transmission of the virus.

This declaration is required by all personnel (employees, contractors, sub-contractors & visitors) accessing any AMSA/AMOSC led workplace or airbase.

The declaration remains valid for a maximum of seven (7) days – you must resubmit at the expiry of seven days where applicable.

The declaration must be completed no more than 24 hours prior to arrival at any oil spill response workplace or airbase to undertake nominated rostered duties. A copy must be emailed to AMSA or AMOSC

You must retain a copy and carry this declaration with you at all times whilst undertaking National Plan response duties or whilst travelling for National Plan response related work

I have read and understood the COVID-19 Self-assessment Declaration Requirements, on page two (2) of this document, and commit to adhering to the requirements.

Name: \_\_\_\_\_ NOB Location/worksite: \_\_\_\_\_

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Have you travelled overseas in the last 14 days?	Please Circle Y / N
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If yes, you cannot act as an oil spill response responder until 14 days have elapsed since your return. Please contact AMSA/AMOSC immediately.

Do you have a fever / is your body temperature over 37.5 degrees C	Please Circle Y / N
Are you suffering from respiratory symptoms such as a cough, sore throat or shortness of breath?	Y / N
Are you aware of being in close contact with a confirmed or suspected case of COVID-19 in the past 14 days?	Y / N

If you should answer **YES to any of the above:**

- Travel or access to response workplace/airstrip is not permitted. Notify your Manager, Go home immediately and avoid contact with other people.
- Seek immediate medical advice – refer Dept of Health website for steps & latest information
- If you are deemed as a suspected, or test positive to, COVID-19, notify relevant Duty Officer in your jurisdiction, AMSA/AMOSC.

If you answer **NO to any of the above:**

- You should Continue to monitor yourself for fever and respiratory systems; and
- If these systems do appear, this declaration is void and you are to follow above steps as per “yes” above.

**APPENDIX C – Oil Spill Response and Source Control Service Provider Capability Validation Matrix**

Service / discipline	Contractor	Service Description	Has COVID-19 affected your normal/contracted level of staff/personnel availability for emergency response support? If yes - please explain the limitations/reduction in emergency response staff/personnel availability and any contingencies in place to address gaps/limitations	Has COVID-19 affected your ability to provide your normal/contracted level of emergency response vessels/aircraft/other logistical support? If yes - please explain the limitations/reduction in availability of emergency response assets and any contingencies in place to address gaps/limitations	Has COVID-19 affected your ability to provide your normal/contracted level of emergency response equipment? If yes - please explain the limitations/reduction in emergency response equipment availability and any contingencies in place to address gaps/limitations	Has COVID-19 affected your ability to mobilise your emergency/spill response capability, within your nominated/contracted timeframes (if applicable)? This includes any limitations you are aware of, 48 ports/fields etc which you utilise, or third party logistics which you rely upon, for meeting agreed or normal mobilisation timeframes. If yes - please explain the potential/actual limitations to mobilisation timeframes and any contingencies in place to address gaps/limitations	Please provide a summary of any COVID-19 protocols and processes your organisation has implemented?	Please provide a summary (or link/attachment) of any validation exercises / drills / assurances your organisation has conducted to verify effectiveness of your COVID protocols/processes?	During an oil spill response, petroleum companies would preferentially utilise spill response personnel and equipment from within the relevant State/Territory, reducing COVID-19 risks and respecting existing State and Commonwealth border control/quarantine restrictions. However, under certain situations, there may be the need for additional resources/support from interstate (e.g. additional oil spill response personnel) and these personnel may be sourced from the normal State and Commonwealth-enforced border/quarantine restrictions (e.g. exempt from a 14-day isolation period). Therefore, does your organisation accept that interstate and/or international spill response personnel from multiple organisations may be required to work onboard/within your aircraft/vessel/ workplace – utilising controls from the Disease Mgt Plan, without a 14-day isolation period? If yes, what are the issues? What controls, if any, additional to those in the Disease Mgt Plan would you like to see in place to help reduce the risks?
Small Support Vessels (SSVs)	Australian Marine Services	Operational status minimal impact - no change to personnel/vessel availability.	Operational status minimal impact - no change to personnel/vessel availability.	N/A	No	COVID-19 management plan in place - minimising maintenance, selected crews, minimising interactions as far as practicable.	No additional exercises/drills	Yes - consistent with relevant government restrictions/regulation of Disease Management Plan controls.	
	Gunns Marine	NO, Gun Marine Services are a small company with a team of around 10 permanent casual employees, all based locally in Emuworth. The company vessel crew are all eligible for the JobKeeper scheme in place, meaning that GMS crew are always on standby, whilst completing required maintenance works in the meantime.	NO, as explained above.	NO, as essential specialised personnel required to conduct any required equipment works or 3rd party testing are allowed to travel if they hold an approval from GMS on company letterhead.	NO, GMS preferred suppliers & contractors are all still all operational so normal mobilisation timeframes should not be affected.	YES, GMS Memo_Coronavirus Awareness and Actions, GMS-PL-MP-005 COVID-19 Management Plan & GMS-FR-FM-072 COVID-19 Screening Questionnaire.	GMS completed our last 1 day job on the 14/03/2020 prior to the COVID19 interstate and regional travel restrictions being enforced. To date all prior work scopes were pushed back until further notice. GMS only put COVID19 company procedures and measures in place on the 24/03/2020. Since those company procedures have recently been put in place the vessel have not been required to work. Therefore no drills have yet been conducted to verify the effectiveness of the company processes put in place. Attached is the last oil spill drill completed 1/2/20 on the Browse recovery. The next campaign is commencing on the 16/05/2020, during this campaign all drills including COVID19 processes will be conducted and recorded.	GMS has in place the attached GMS Memo_Coronavirus Awareness and Actions, GMS-PL-MP-005 COVID-19 Management Plan & GMS-FR-FM-072 COVID-19 Screening Questionnaire.	
	Broome Marine	Standard level of vessels and personnel available	Standard level of vessels and personnel available	N/A	No	Isolating crews as best as practicable. Operating under Broome Port rules/requirements	No additional exercises/drills	Would accept interstate/international mobilisations onboard provided State/Federal border control agencies had granted exemptions and with the implementation of the Disease Management Plan	
	Quest Marine	No change to availability of personnel/vessels and mobilisation timeframes.	No change to availability of personnel/vessels and mobilisation timeframes.	N/A	No change to availability of personnel/vessels and mobilisation timeframes.	COVID-19 management plan in place, integrated into Business Mgt System.	Have conducted drills for personnel movement, isolation protocols etc for mid-west activities.	Would accept interstate/international mobilisations onboard provided State/Federal border control agencies had granted exemptions and with the implementation of the Disease Management Plan	
	Intreave Marine	No change to availability of personnel/vessels and mobilisation timeframes.	No change to availability of personnel/vessels and mobilisation timeframes. Lost 2 vessels (due to Cyclone Damian), but not from COVID. Therefore, 3 large vessels still operational.	N/A	No change to availability of personnel/vessels and mobilisation timeframes.	COVID-19 management plan in place, integrated into Business Mgt System. Have action plans in place for COVID infection onboard vessels, onboard quarantine zones etc. Have implemented reductions in numbers of personnel for personnel transfers to platforms in the NW.	Have conducted a COVID infection drill.	Would accept interstate/international mobilisations onboard provided State/Federal border control agencies had granted exemptions and with the implementation of the Disease Management Plan	
	Bhagwan Marine	No change to availability of personnel/vessels and mobilisation timeframes. Crew mobilisations between zones has been a challenge, however crew scheduling/movement planning within states now being managed.	No change to availability of personnel/vessels and mobilisation timeframes. Lost 3 vessels due to Cyclone Damian, however have a very large fleet of ~120 vessels in Australia.	N/A	No change to availability of personnel/vessels and mobilisation timeframes.	COVID-19 management plan in place, integrated into Business Mgt System. Operational for 8 weeks. Up to Revision 3 (moving with changes).	Had to validate the Bhagwan COVID-19 plan, due to two crew members 'exposed' due close proximity onboard a flight from a COVID case on the east coast. Other drills also occurred. NOPSI/MA GMS COVID inspection also undertaken.	Would accept interstate/international mobilisations onboard provided State/Federal border control agencies had granted exemptions and with the implementation of the Disease Management Plan	
	Toll Energy and Marine Services	Yes - though some personnel are available. A number of personnel fly from interstate and must follow 14 day isolation - to ensure continuity of current contract, extended shifts and overcycle of crew has been implemented. Third party hire agency is used to fill additional gaps. Split shifts and rearrangements occurred. No change to service provision.	No - No change to vessel availability. Additional controls in Dampier Port in place but do not stop availability of the vessel.	No - Same capability exists - Controls in place to ensure same level of contractual service	No - capability and timeframes are unchanged. Availability of crew managed via changed drills/routines to ensure continuity	Reference TEM-MAAR-EOC-028 Maring Business Continuity Plan Covid 19 (Copy held by BHP) - Travel and self quarantine - 14 day isolation following interstate travel - Self Screening, Temperature testing prior to joining vessel, daily temp testing on the vessel. - Cleaning routines, Social Distancing - No non-essential personnel aboard.	Vessel Dispersant Application Drill conducted 8/5/20 - Deployment of BHP Dispersant spray equipment from Pyrenee FPSO and Toll Provider Dispersant delivery capability - both systems successfully implemented.	Yes Potential issues - item to be taken into further discussions and potential risk assessment. There is no requirement for additional personnel for Dispersant operations, issues with Contain and Recover (Booming) operations if additional person required aboard.	
TAMS	No, During the COVID 19 Pandemic so far, we have been able to utilize local residents to fulfil our obligations with regards to First Strike Oil Spill response for Chevron in the Ashburton Region, the only limitation will be flight availability as we have ample staff with in Western Australia	No	No	No	Have developed the TAMS Group COVID-19 Toolkit and travel questionnaire, for management of the risks.	TAMS Group has implemented a COVID travel Questionnaire and has had no reported cases within the organisation. No specific 'drills'.	TAMS Group would be reluctant to accept that interstate and/or international spill response personnel from multiple organisations may be required to work onboard/within your aircraft/vessel/ workplace – utilising controls from the Disease Mgt Plan, without a 14-day isolation period. However TAMS would be willing to accept instructions given by the relevant State and Federal Agencies with regards to any special circumstances. TAMS group is engaged to facilitate First Strike Spill Response, as such we utilise a shallow draft 4m open bow, ideal for accessing Creeks and any shallow water areas that may be at risk, there are no enclosed accommodation spaces on the vessel, so social distancing protocols can be followed to.		
Offshore Unlimited	No	No	No	No	Vessel safety meetings and 2A for COVID-19 risk assessment and controls COVID-19 Self Assessment Checklist for personnel travelling to and from vessels Personnel available from state/territory where vessels are located to minimise the need for travel and the impact of border controls	As above	Yes we accept		

	Has COVID-19 affected your normal/contracted level of staff/personnel availability for emergency response support? If yes, please explain the limitations/reduction in emergency response staff/personnel availability and any contingencies in place to address gaps/limitations	Has COVID-19 affected your ability to provide your normal/contracted level of emergency response assets/aircraft/other logistical support? If yes, please explain the limitations/reduction in availability of emergency response assets and any contingencies in place to address gaps/limitations	Has COVID-19 affected your ability to provide your normal/contracted level of emergency response equipment? If yes, please explain the limitations/reduction in emergency response equipment availability and any contingencies in place to address gaps/limitations	Has COVID-19 affected your ability to mobilise your emergency/spill response capabilities, within your nominated/contracted timeframes (if applicable)? This includes any limitations you are aware of, at ports/airports etc which you utilise, or third party logistics which you rely upon, for moving assets or normal mobilisation timeframes. If yes, please explain the potential/actual limitations to mobilisation timeframes and any contingencies in place to address gaps/limitations	Please provide a summary of any COVID-19 protocols and processes your organisation has implemented?	Please provide a summary for (sub)activities of any validation exercises / drills / assurance your organisation has conducted to verify effectiveness of your COVID protocols/processes?	During an oil spill response, petroleum companies would preferentially utilise spill response personnel and equipment from within the relevant State/Territory, reducing COVID-19 risks and negating existing State and Commonwealth border control/quarantine restrictions. However, under certain situations, there may be a need for additional resources/support from interstate (e.g. additional oil spill response personnel) and these personnel may be exempt from the normal State and Commonwealth-enforced border/quarantine restrictions (i.e. exempt from a 14-day isolation period). Therefore, does your organisation accept that interstate and/or international spill response personnel from multiple organisations may be required to work onboard/within your asset/vessel/ workplace - utilising contracts from the Disease Mgt Plan, without a 14 day isolation period? If not, what are the issues? What controls, if any, additional to those in the Disease Mgt Plan would you like to see in place to help reduce the risks?	
Large Support Vessels (LSPV)	Mermaid Marine No. MMA supports operations for offshore facilities. Numerous contracts have been delayed or cancelled.	No.	No.	No.	The travel screening Weekly bulletins Online training COVID-19 management procedures Fleet wide drills Localised crews used to prevent interstate travel	See attached	No. Whilst we are subject to screening and assessed on a case by case basis, any offshore, no travel in the previous 14 days. Have been self-isolating for 14 or more days. Have not come into contact with any person being confirmed with COVID-19. Includes an additional control measure that all personnel must use the government COVID-19 app.	
	Go No.	No.	No.	GO OFFSHORE does not require the use of ports or third party logistics for the purposes of emergency / spill response based on current contracted workscopes. Vessels are fitted with oil response capabilities which can be managed offshore (in certain situations this involves collection of such from the offshore facility which our asset is supporting).	GO OFFSHORE have implemented a COVID-19 Management Framework which sets out pre-mobilisation (i.e. declaration, isolation, mobilisation (travel tips / guidelines) and operational (testing, attendance restrictions, onboard management - social distancing, isolation, PPE, hygiene) requirements that are to be applied leading up to, during and following the duty period. Attached is the latest revision of GO OFFSHORE's Coronavirus Management Plan (which is a live document).	Example COVID-19 Exercise used to validate application of the company's management plan is attached (i.e. onboard suspected case).	Additional Recommendations: Minimise travel of potential personnel requiring mobilisation in the period prior to mobilising onboard (i.e. interstate / international).	
	Maersk At present we have been able to maintain contract services, there is as expected however a likely delay on upmanning the vessel where additional manning would be required.	No.	No.	No.	We have implemented what would be considered industry standard controls for our assets and personnel along with the necessary addition of Emergency Response planning.	Regional COVID-19 Drills between shorebase and assets.	In Lieu of the isolation period we would require an additional control such as testing before embarking our assets/.	
	Siem No change.	No change.	No change.	No change.	COVID-19 management plan. Personnel are required to complete Health Risk Assessment questionnaire prior to departing their home town to travel to vessel and an additional questionnaire on arrival to the vessel.	Drills have been carried out globally with a number of Clients to ensure the COVID-19 processes are implemented effectively.	Siem Offshore would be prepared to accept onboard our vessels interstate personnel who are exempt from state and commonwealth restrictions as long as the Siem COVID-19 processes and procedures are followed.	
	Soltad At this stage no, we are able to crew the vessels to the appropriate levels to provide support to the industry.	No	No	No	Covid Contingency Management Plan / Additional hygiene protocols on board / health declaration / additional mid swing health declaration and consultation with Occupational physician / management strategies for suspected cases on board / Desk top activity for urgent or non-urgent cases bringing vessels into port	Desk top drill with Clients to determine approach for urgent management of suspected COVID case on board, and Non-Urgent case, how to get to port, who to notify, mode of transport, who would escort patient, where would they stay if not in hospital, company / client interface with patient, effect on vessel operations (dependent on position impacted) isolation periods for interstate crew	No issues at this stage.	
	Fugro Australia Marine Pty Ltd / Fugro 15 Marine Pty Ltd. Large support vessels Spill response roles include booming, dispersant and support of remote operations. Source control activities include survey, subsea infrastructure intervention (ROV/diver/clearance), capping stack installation, and support of relief well rig.	No change to availability of personnel/vessels and mobilisation timeframes. Operated business as usual for offshore capability. Some reduction in onshore/office personnel numbers.	No change to availability of personnel/vessels and mobilisation timeframes.	N/A	No change to availability of personnel/vessels and mobilisation timeframes.	COVID-19 management plans developed for every vessel/site.	COVID outbreak drills conducted on operational vessels (E.g. Fugro Elive).	Would accept interstate/international mobilisations onboard provided State/Federal border control agencies had granted exemptions and with the implementation of the Disease Management Plan
	Suire No	No	No	No	The screening prior to workable entry Regular and frequent temperature checks Enhanced cleaning Strict limitations on visitors to worksite, which require a business case and high level approval PPE and procedures provided for dealing with suspected COVID-19 Education of Staff	The company conducted a drill of our COVID emergency response procedures shortly after they were implemented. The procedures have been tested twice in other parts of the world on vessels with suspected COVID cases.	Agreed, in case of emergency	
	McDermott No - there hasn't been a change because McDermott does not have any Project offshore campaigns in progress in Australia currently. Hence COVID-19 has not impacted our response (review Q1 2021).	Vessels are available, (subject to international government permissions/VISAs for crews etc)	All vessel equipment onboard installation vessel still available.	No change to availability of personnel/vessels and mobilisation timeframes, noting that international mobilisation will be subject to international government requirements.	COVID-19 management plans have been developed for vessels and submitted to NOPSEMA.	COVID-19 risk assessments and drills have been conducted in SE Asian regional sites.	The Disease Mgt Plan would be reviewed by McDermott project (PM) and corporate (HSE, HR & Marine functions) to ensure integration with the McDermott asset risk assessments and management systems at the time of mobilisation, as COVID-19 control measures are currently a dynamic situation. Therefore, McDermott agree with working under the intent of the Disease Management Plan.	
	DOF No, DOF vessels remain minimum manned even if standing by and can be fully manned with personnel from within WA (for Damper WA mob). DOF onshore emergency response team is fully operational	No	No	No	DOF has the following COVID-19 documents in place and being followed in APAC region- DOF COVID-19 Vessel Contingency Plan- DG-HS-1P-025 DOF COVID-19 (Novel Coronavirus) - Guideline DG-HS-GL-040 Each DOF Vessel has a specific Vessel contingency plan	DOF COVID-19 documents exceed the local and Federal Government rules/guidelines. Onshore Management have regular meetings to discuss and revise any changes to Client, local or Federal Government rules/guidelines.	For quarantine exempt personnel we would insist the COVID-19 testing (as described in the Mobilisation section 4.1 of Disease Management plan) be done at mobilisation port and personnel were quarantined locally until results were received. Note: DOF will currently not accept rapid diagnostic COVID-19 testing. If the above was in place, DOF would accept specialist oil spill response 3rd party personnel on the DOF Vessels.	
	Toll Energy and Marine Services See above response from Toll	See above response from Toll	See above response from Toll	See above response from Toll	See above response from Toll	See above response from Toll	See above response from Toll	
	KoFag No	No	No	No	Corporate COVID Response Plan including: Prevention - Basic Hygiene Measures! Travel Restrictions! Office Response Plan! Vessel Response Plan - (suspected) Corona Virus on board! Operations! Vessel Quarantine! Crew travel restrictions!	A table top exercise was conducted on 03/04/2020 using the COVID Response Plan the drill covered: 1. Crew member presents with signs of COVID-19 whilst on location 2. Crew member has an medical emergency requiring immediate medical care (Not COVID-19 related). 3. Crew member needs to be repatriated due compassionate grounds. These scenarios were to test the Client response plans as well in how the patient would be treated for each scenario.	No. Don't want any personnel onboard their vessels without 14 day isolation. Vessel crew also 8 month being, therefore any COVID risk at all to vessel crew is unacceptable, due to very significant impact on crew rostering/managements, for KoFag.	

		Has COVID-19 affected your normal/contracted level of staff/personnel availability for emergency response support? If yes - please explain the limitations/reduction in emergency response staff/personnel availability and any contingencies in place to address gaps/limitations	Has COVID-19 affected your ability to provide your normal/contracted level of emergency response vessels/aircraft/other logistical support? If yes - please explain the limitations/reduction in availability of emergency response assets and any contingencies in place to address gaps/limitations	Has COVID-19 affected your ability to provide your normal/contracted level of emergency response equipment? If yes - please explain the limitations/reduction in emergency response equipment availability and any contingencies in place to address gaps/limitations	Has COVID-19 affected your ability to mobilise your emergency/spill response capabilities, within your nominated/contracted timeframes (if applicable)? This includes any limitations you are aware of, at ports/airfields etc which you utilise, or third-party logistics which you rely upon, for moving assets or normal mobilisation timeframes. If yes - please explain the potential/actual limitations to mobilisation timeframes and any contingencies in place to address gaps/limitations	Have you provided a summary of any COVID-19 protocols and processes your organisation has implemented?	Have you provided a summary (or sub-statement) of any validation exercises / drills / assurance your organisation has conducted to verify effectiveness of your COVID protocols/processes?	During an oil spill response, petroleum companies would preferentially utilise spill response personnel and equipment from within the relevant State/Territory, reducing COVID-19 risks and negating existing State and Commonwealth border control/quarantine restrictions. However, under certain situations, there may be a need for additional resources/support from interstate (e.g. additional oil spill response personnel) and these personnel may be exempt from the normal State and Commonwealth-enforced border/quarantine restrictions (e.g. exempt from a 14-day isolation period). Therefore, does your organisation accept that interstate and/or international spill response personnel from multiple organisations may be required to work onboard/within your aircraft/vessel/ workplace - utilising controls from the Disease Mgt Plan, without a 14 day isolation period? If not, what are the issues? What controls, if any additional to those in the Disease Mgt Plan would you like to see in place to help reduce the risks?
Aviation	CHC	No, CHC continue to have pilots and aircraft available for daily use. This includes aircraft for Medivac operations also. As a result, no reduction in capability. Recent L2 exercise run by WEL indicates availability of aircraft and pilots	No change in medivac coverage or availability of those aircraft. Additionally, 3x which capable aircraft currently serviceable	No	No change in availability of service provision. CHC continues to operate flights as and when requested. No restrictions regarding the use of airports in Darwin/Kamohu. No effect on overall ops from 3rd parties	Revised processes involve: Additional screening questionnaires for passengers at departure terminals Temperature testing of all passengers boarding aircraft Ensuring that all passengers have undertaken the required amount of pre-isolation required by WEL before heading offshore Ensuring that if there was a requirement to medivac a suspected vwe COVID-19 case from offshore that full and thorough aircraft cleaning processes were undertaken.	L2 aviation exercise undertaken with WEL on 28/04/20 Daily implementation of COVID-19 protocols for all offshore movements. No issues found to date	CHC would make a risk based decision at the time through relevant contractor Company protocols around COVID19 must be adhered to, same as all that board the aircraft.
	Pil	Offshore crew transfer/medivac/SAR. Aerial surveillance and air attack aircraft for dispersant application. No impact to pilots/aircraft for spill response.	No impact to pilots/aircraft for spill response.	No impact to pilots/aircraft for spill response.	No impact to pilots/aircraft for spill response.	COVID-19 Management Plan - approved by biosecurity officer in Kimberley - for the ongoing operations/movement of interstate travel personnel/airline. Protocols in place for picking up suspect COVID-19 positive personnel from offshore to onshore. Therefore, could treat the back of the aircraft the same as a COVID-19 positive medivac situation, therefore could protect the pilots.	Already had to do the downman of the Maersk Deliverer. Conducting these isolations as part of daily activities.	Yes - happy to work under the Disease Management Plan. Physical barrier between cockpit and back of aircraft. Easy to manage the physical separation of teams onboard aircraft.
	Babcock	No capability remains the same	No capability remains the same	No - All equipment as per contract can be provided	Aircraft flying time may be limited as aircraft operating from Darwin. Wednesday and Thursday are limited because of flights from Darwin and Dili due to duty time for ConocoPhillips. No impact to other operators This, however observations can still be made on these days as crew transfers would be cancelled in a major incident and redirect the assets to undertake response work	Babcock- Covid-19 Management plan provides guidelines for Pilots and all passengers regarding Covid-19 issues. Compliant with Territory and State Govt guidelines and dispensations	None undertaken at time of questioning however Darwin Base Management planning desk top review in the next few weeks	Yes
	AviAir	Personnel and aircraft capability has remained the same. Slight increase with new aircraft in the fleet and 25% increase in fleet availability due to reduction in tourism in NW WA. Aerial surveillance, air attack aircraft and SAR.	No change to availability of aircraft - 4 x super king air (twin turbine) available, and twin mustang jet. Slight increase with new aircraft in the fleet and 25% increase in fleet availability due to reduction in tourism in NW WA.	No	No (Unless there is a need to mobilise across State borders, in which case time is needed to secure the required exemptions).	Since the onset of COVID-19, AviAir has developed and implemented strict cleaning and hygiene policies and procedures to ensure the health and safety of clients, passengers and staff. The policies cover: The cleaning and disinfection of offices, facilities, and aircraft. Hygiene for personnel, guests and passengers. The use of PPE. Staff training. Social distancing and self-isolation. The carriage of persons with symptoms consistent with COVID-19. Passenger and guest screening. There is also a comprehensive register of forms to manage the COVID-19 response within the business.	Have been flying suspect COVID cases on behalf of RFDs etc - therefore have protocols in place for pilot protection and engineer protection. Own aircraft fogging equipment with aviation approved detergents etc. The previously mentioned policies and procedures were developed in consultation with the RFDs and have been peer reviewed by a number of senior physicians. They have also been approved by the Western Australian Department of Health, as part of AviAir's work with Rio Tinto, and by the South Australian Department of Health on behalf of the South Australian Police for whom AviAir operate the Police Airwing (fixed-wing division).	Would accept interstate/international mobilisations onboard provided State/Federal border control agencies had granted exemptions and with the implementation of the Disease Management Plan. Physical barriers can be placed between cockpit and back of aircraft. Easy to manage the physical separation of teams onboard aircraft. Third party contracts would also need to adhere to AviAir's Management of COVID-19 Policy.
	Sickero - now Remense	UAV Services No, we remain fully capable to provide emergency response.	No, we remain fully capable to provide emergency response.	No, we remain fully capable to provide emergency response.	We are not directly affected and rely on our clients to establish the approvals necessary to mobilise within Western Australia or Australia as required by State Governments border and quarantine regulations in response to COVID-19.	Fully comply with all Federal and WA State Government guidelines for management of COVID-19 in a work environment.	Responded to Woodside and OSRL requests for information and confirmation of availability.	N/A However we accept the requirement to work with other organisations and personnel. We rely on our client establishing the overarching protocols.
	FWADC - Aerotech First Response	No - based on AMOSC Service Level Statements and associated AMOSC checks on their service providers, no limitations regarding people, assets, equipment or mobilisation capabilities are anticipated. Aerial dispersant air tractors.	No - based on AMOSC Service Level Statements and associated AMOSC checks on their service providers, no limitations regarding people, assets, equipment or mobilisation capabilities are anticipated.	No - based on AMOSC Service Level Statements and associated AMOSC checks on their service providers, no limitations regarding people, assets, equipment or mobilisation capabilities are anticipated.	No - based on AMOSC Service Level Statements and associated AMOSC checks on their service providers, no limitations regarding people, assets, equipment or mobilisation capabilities are anticipated.	AMOSC have developed the National Plan endorsed Disease Management Plan for Oil Spill Response, and various other internal COVID management protocols - as detailed in the AMOSC Service Level Statements.	AMOSC have been conducting weekly drills during COVID. In addition, a specific desktop exercise regarding an Emuwell well blowout has been conducted with Aerotech First Response, as a result of the COVID-19 Mitigation Workshops run by the APPEA OSWG/DOSC group.	As a subcontractor of AMOSC, the Disease Management Plan will be accepted.



	Has COVID-19 affected your normal/contracted level of staff/personnel availability for emergency response support? If yes, please explain the limitations/reduction in emergency response staff/personnel availability and any contingencies in place to address gaps/limitations	Has COVID-19 affected your ability to provide your normal/contracted level of emergency response vessels/aircraft/other logistical support? If yes, please explain the limitations/reduction in availability of emergency response assets and any contingencies in place to address gaps/limitations	Has COVID-19 affected your ability to provide your normal/contracted level of emergency response equipment? If yes, please explain the limitations/reduction in emergency response equipment availability and any contingencies in place to address gaps/limitations	Has COVID-19 affected your ability to mobilise your emergency/spill response capability, within your nominated/contracted timeframes (if applicable)? This includes any limitations you are aware of, at ports/airfields etc which you utilise, or third party logistics which you rely upon for moving assets or normal mobilisation timeframes. If yes, please explain the potential/actual limitations to mobilisation timeframes and any contingencies in place to address gaps/limitations	Please provide a summary of any COVID-19 protocols and processes your organisation has implemented?	Please provide a summary (or link/statement) of any validation exercises / drills / assurance your organisation has conducted to verify effectiveness of your COVID protocols/processes?	During an oil spill response, petroleum companies would preferentially utilise spill response personnel and equipment from within the relevant 'State/Territory', reducing COVID-19 risks and negating existing State and Commonwealth border control/quarantine restrictions. However, under certain situations, there may be a need for additional resources/support from interstate (e.g. additional oil spill response personnel) and these personnel may be exempt from the normal State and Commonwealth-enforced border/quarantine restrictions (i.e. exempt from a 14-day isolation period). Therefore, does your organisation accept that interstate and/or international spill response personnel from multiple organisations may be required to work onboard/within your aircraft/vessel/ workplace - utilising contracts from the Disease Mgt Plan, without a 14 day isolation period? If not, what are the issues? What controls, if any, additional to those in the Disease Mgt Plan would you like to see in place to help reduce the risks?
C.H. Robinson Workload (Au) Pty Ltd	No change to personnel availability. International and domestic travel bans currently apply. But all C.H. Robinson staff, along with their respective agents are available as per usual. C.H. Robinson staff attendance at the Santos office will be permissible with current COVID-19 restriction levels, subject to management approval.	In short, yes. If a spill was to take place in this current COVID-19 environment, it would be difficult to move large volumes of IBC's and support equipment, but that is not to say that we couldn't facilitate the requirements. The main deck freighters are by and large booked until June but fleet plans can be reshuffled, and changes can always be made so there is still some flexibility to respond, just not as much as prior to the COVID-19 pandemic.	Yes, as per the above point. The supply of dispersant would be affected based on our ability to organise the required number of chartered flights, and the preferred aircraft based on the number of IBC's needing to be mobilised at the time. This is due to the current market constraints for activating air charters.	Yes, as per point two listed above. Contingencies would be to source the global market and identify available aircrafts to ensure the required chartered flight but this may limit the number of IBC's able to be loaded on board the aircraft, depending on what type of aircraft is available at the time. The Antonov's will be better for the carriage of IBC's as liquids have limitations on the Boeing and Airbus aircraft types.	Please refer to the C.H. Robinson Oil Spill Response logistics execution plan specifically written on behalf of Santos (CHR Logistics Plan Document - CSPP Review).	C.H. Robinson has recently fixed an Airbus A-78 on behalf of Woodside Energy. This was fixed on Friday 08 May 2020. Typically, these are readily available however on this occasion, the aircraft was the only one available within the region to be fixed and ready to perform a job departing Dubai for Perth on 22 May 2020. Therefore, we have seen first hand how such aircrafts are in high demand at the moment and not readily available, as was the case pre-COVID-19.	Not applicable to international supply that C.H. Robinson are providing. No restrictions apply to aircraft personnel travelling on board aircraft and will not affect the supply of globally sourced IBC's. These would be discharged from the aircraft without any delays surrounding any COVID-19 restrictions.
Mondelapous Engineering Associates Pty Ltd	Labour hire	NA - personnel only	NA - personnel only. All equipment used by labour force will be owned by the contracting company or 3rd parties.	Only potential issue would be around the movement of personnel into state. Many of the workforce are already based around Karatha though. Contracting company would ensure exemptions from intra state travel (based on requirement to respond to an emergency) accordingly and to contracting company protocols already documented.	Monitors work to Company protocols/protocols if ever activated through the surge labour requirements. Company protocols would respond according to the Disease Management Plan	Exercise undertaken with the Contracting Company protocols HSP team 11/05/20	Self assessment declaration form and travel justification measures to be completed prior to mobilisation. Mondelapous aware that the Contracting Company will be conducting the response as per the Disease Management Plan - no further comment
Centurian Transport Co Pty Ltd	Line haulage and staging area logistical management	Yes - however arrangements to maintain freight forwarding have included additional measures and adjustments to shifts, numbers of drivers and rostering to ensure continuity of service provision.	No - No change to vehicle and warehousing availability. Additional controls in place for warehousing for social distancing, cleaning and checks, but do not stop core capability.	No - Same capability exists - Controls in place to ensure same level of contractual service	No - capability and timeframes are unchanged. Cross regional controls easing.	EN RMS-PLN-002- COVID19 Business Risk and Continuity Planning v9 (Copy of Continuity Plan held by BHP) Self screening, Social Distancing protocols. Cleaning of vehicles and equipment between shifts, assigning to single Prime Movers. Assigned to dedicated trips restrictions on touchscreens PPE, Sanitiser use	Not applicable for Freight handling
ChemCentre	Lab testing	No - if anything people have cancelled their leave arrangements (because they can't go on holidays anywhere), so more people are in the office than usual.	Probably not. An extended spill with a high sampling requirement may deplete local stocks of sample bottles and jars - we may need a better way to import replacement stocks from eastern states.	No	No	Generally following WA state government advice - work from home where possible, ban on interstate travel and non-essential meetings, etc.	Not relevant to ChemCentre - we aren't a field work organisation, samples would come to us rather than us going to them.
Response Resources Management	MTF support	No issues with personnel/equipment/asset mobilisation. Additional personnel now available, due other job lay-offs. Mobilisation timeframes not affected (unless restricted by border control agencies).	No issues with personnel/equipment/asset mobilisation. Additional personnel now available, due other job lay-offs. Mobilisation timeframes not affected (unless restricted by border control agencies).	No issues with personnel/equipment/asset mobilisation. Additional personnel now available, due other job lay-offs. Mobilisation timeframes not affected (unless restricted by border control agencies).	No issues with personnel/equipment/asset mobilisation. Additional personnel now available, due other job lay-offs. Mobilisation timeframes not affected (unless restricted by border control agencies).	Developed a COVID-19 Health Management Plan and COVID-19 Business Continuity Plan - to ensure services can continue to be provided.	Yes - happy to work under the Disease Management Plan.
ESAT	Satellite imagery	No - based on AMOSC Service Level Statements and associated AMOSC checks on their service providers, no limitations regarding people, assets, equipment or mobilisation capabilities are anticipated.	No - based on AMOSC Service Level Statements and associated AMOSC checks on their service providers, no limitations regarding people, assets, equipment or mobilisation capabilities are anticipated.	No - based on AMOSC Service Level Statements and associated AMOSC checks on their service providers, no limitations regarding people, assets, equipment or mobilisation capabilities are anticipated.	N/A - remote activation only - no field deployment requirements.	N/A for satellite surveillance service provider	N/A for satellite surveillance service provider
ERS (Executive Risk Solutions)	Ad hoc security services e.g. tagging areas, TRP locations	Increased demand for ERS services has meant that arrangements to access additional staff have been put on place if required. No requirement to action at the moment, current staff levels suffice to meet commitments.	Potential restrictions around personnel travel but if required contracting Company will charter an aircraft to move all relevant response personnel to location (subject to approvals from the ASB)	No - All security hardware response ready	Contract timeframes remain achievable, even with restrictions around travel	Sourced additional staff to ensure coverage of contract commitments if required. BC procedures established, remote/spit shift working patterns established.	Will operate according to Disease Management plan
Source Control	OSRL	See above response from OSRL	See above response from OSRL	See above response from OSRL	See above response from OSRL	See above response from OSRL	See above response from OSRL
WellWell	Well control services inc capping stack	No, COVID-19 has not affected our normal / contracted level of personnel availability for well control emergency response operations. Well Well personnel are based outside of Australia as such we would require assistance from operators and the relevant Australian Government authorities for granting travel and quarantine exemptions.	No, COVID-19 has not affected our ability to provide normal / contracted levels of well control emergency response vessels / aircraft / other logistical support.	No, COVID-19 has not affected our ability to provide our normal / contracted level of well control emergency response equipment.	No, timeframes for well control response are typically proposed by each operator in consultation with Well Well based on their specific operations however we confirm that COVID-19 has not affected our ability to mobilise our emergency / well control capability with as previously discussed timeframes. Singapore introduced 'circuit breaker' measures resulting in certain offices / businesses being closed. All of our WellWell equipment is stored in our dedicated space at Crane Worldwide Logistics' warehouse and they fall under 'essential services'. This includes their offices, warehouse and key subcontractors necessary to carry out services. As such, in the event that we need to mobilise equipment there are currently no restrictions in terms of movement in and out of Singapore. All of our WellWell subsea capping stack, debris removal shears and subsea dispersant systems, special services (tube drilling, hot tap and freeze equipment) and supporting well control equipment located in Singapore is stored in a state of readiness to allow for mobilisation via air, sea and road. Logistics Plans for the mobilisation of the WellWell subsea capping stacks (and supporting equipment) identified multiple modes for mobilisation including (but not limited to) stacking up the equipment in Singapore and then sailing to the well location and flying the equipment directly from Singapore to Australia and stacking up in Australia. Since response personnel are located outside of Singapore in the event that the subsea capping stack needs to be mobilized and travel exemptions to Singapore were not able to be obtained then the equipment can be mobilized via air freight as per standard protocol and planning or loaded onto a vessel and stacked up at the shore base in Australia.	Please see the attached supporting COVID-19 Coronavirus Pandemic Plan. We have also enforced various proactive measures for all of our staff to assist with gaining waivers to the travel bans. From Sunday, 15th of March all of our response and support personnel have been maintaining medical / travel diaries and recording temperatures twice a day regardless of travel. All documentation is created and logged by our Office of the Medical Director of Health and Medical Affairs and our company doctor is providing signed affidavits, as required.	Please see the attached letters dated 18 March 2020 and 23 March 2020. As mentioned in the referenced letters our personnel and equipment remains intact and we continue to have daily contact with our logistics partners to monitor the overall conditions for shipment of goods and personnel by air, sea and ground transportation. We will also continue to publish any updates or changes to our status on our website: <a href="https://wellwell.com/prepared-and-ready-to-respond/">https://wellwell.com/prepared-and-ready-to-respond/</a> . We accept that interstate and/or international spill response personnel from multiple organisations may be required to work onboard/within our aircraft/vessel/ workplace utilising contracts from the Disease Management Plan, without a 14 day isolation period.
Oceanering Australia Pty Ltd	Subsea First Response Toolkit Services	No - based on AMOSC Service Level Statements and associated AMOSC checks on their service providers, no limitations regarding people, assets, equipment or mobilisation capabilities are anticipated.	No - based on AMOSC Service Level Statements and associated AMOSC checks on their service providers, no limitations regarding people, assets, equipment or mobilisation capabilities are anticipated.	No - based on AMOSC Service Level Statements and associated AMOSC checks on their service providers, no limitations regarding people, assets, equipment or mobilisation capabilities are anticipated.	AMOSC have developed the National Plan endorsed Disease Management Plan for Oil Spill Response, and various other internal COVID management protocols - as detailed in the AMOSC Service Level Statements.	AMOSC have been conducting weekly drills during COVID.	As a subcontractor of AMOSC, the Disease Management Plan will be accepted.
AMOSC (SRT)	SRT mobilisation	No - based on AMOSC Service Level Statements and associated AMOSC checks on their service providers, no limitations regarding people, assets, equipment or mobilisation capabilities are anticipated.	No - based on AMOSC Service Level Statements and associated AMOSC checks on their service providers, no limitations regarding people, assets, equipment or mobilisation capabilities are anticipated.	No - based on AMOSC Service Level Statements and associated AMOSC checks on their service providers, no limitations regarding people, assets, equipment or mobilisation capabilities are anticipated.	AMOSC have developed the National Plan endorsed Disease Management Plan for Oil Spill Response, and various other internal COVID management protocols - as detailed in the AMOSC Service Level Statements.	AMOSC have been conducting weekly drills during COVID.	Yes - AMOSC was instrumental in the development of the Disease Management Plan.
Audent Global (Salvage and emergency response)	Fully operational	N/A - we are contracted to supply technical experts and field personnel, and coordinate supply of certain specialist equipment	N/A - we are contracted to supply technical experts and field personnel, and coordinate supply of certain specialist equipment mainly from Singapore	Yes - No WA personnel. Eastern states and Singapore. Response capabilities have not been diminished, but may be limited based upon requirements for quarantine when personnel arrive from Singapore and Eastern States.	Currently adhering to self isolation and staff health monitoring	N/A	Yes
SEA (subsea engineering)	Fully operational	N/A - Perth based - contracted to supply technical experts - could be used remotely for specialist advice	N/A	No - WA personnel	Currently adhering to self isolation and staff health monitoring	N/A	Yes
NPE (Pump)	Fully operational	N/A	No change	No - WA personnel and equipment	Non-essential personnel working remotely from home	N/A	Yes
Offset Installation Equipment (Sapem subcontractor of OSRL)	Capping Stack Offset Installation Equipment	DIE personnel & equipment is covered by the OSRL readiness dashboard, therefore response is as per OSRL response.	DIE personnel & equipment is covered by the OSRL readiness dashboard, therefore response is as per OSRL response.	DIE personnel & equipment is covered by the OSRL readiness dashboard, therefore response is as per OSRL response.	DIE personnel & equipment is covered by the OSRL readiness dashboard, therefore response is as per OSRL response.	DIE personnel & equipment is covered by the OSRL readiness dashboard, therefore response is as per OSRL response.	DIE personnel & equipment is covered by the OSRL readiness dashboard, therefore response is as per OSRL response.
Trendletter	NO - 100% of personnel are available for response	YES - Personnel will be dispatched on private charter flights from Houston, TX (and which may have normal commercial air traffic resumes). Prior to boarding, personnel would be administered a COVID-19 test, with results available prior to landing in Australia.	NO	YES - Response capabilities have not been diminished, but may be limited based upon local requirements for quarantine when personnel arrive from US.	Non-essential personnel working remotely from home. Essential personnel organized into small teams practicing social distancing between teams to minimize potential exposure. Essential personnel working shifts to minimize potential for exposure. Visitors limited to essential only and must complete a screening to assess potential for previous exposure and/or symptoms for COVID-19	N/A	YES

	Has COVID-19 affected your normal/contracted level of staff/personnel availability for emergency response support? If yes, please explain the limitations/reduction in emergency response staff/personnel availability and any contingencies in place to address gaps/limitations	Has COVID-19 affected your ability to provide your normal/contracted level of emergency response vessels/aircraft/other logistical support? If yes, please explain the limitations/reduction in availability of emergency response assets and any contingencies in place to address gaps/limitations	Has COVID-19 affected your ability to provide your normal/contracted level of emergency response equipment? If yes, please explain the limitations/reduction in emergency response equipment availability and any contingencies in place to address gaps/limitations	Has COVID-19 affected your ability to mobilise your emergency/spill response capabilities, within your nominated/contracted timeframes (if applicable)? This includes any limitations you are aware of, at ports/terminals etc which you utilise, or third-party logistics which you rely upon, for moving assets or normal mobilisation timeframes. If yes, please explain the potential/actual limitations to mobilisation timeframes and any contingencies in place to address gaps/limitations	Have you provided a summary of any COVID-19 protocols and processes your organisation has implemented?	Have you provided a summary (or instalment) of any validation exercises / drills / assurance your organisation has conducted to verify effectiveness of your COVID-19 protocols/processes?	During an oil spill response, petroleum companies would preferentially utilise spill response personnel and equipment from within the relevant State/Territory, reducing COVID-19 risks and negating existing State and Commonwealth border control/quarantine restrictions. However, under certain situations, there may be a need for additional resources/support from interstate (e.g. additional oil spill response personnel) and these personnel may be exempt from the normal State and Commonwealth-enforced border/quarantine restrictions (i.e. exempt from a 14-day isolation period). Therefore, does your organisation accept that interstate and/or international spill response personnel from multiple organisations may be required to work onboard/within your aircraft/vessel/workplace – including contracts from the Disease Mgt Plan, without a 14 day isolation period? If not, what are the issues? What controls, if any additional to those in the Disease Mgt Plan would you like to see in place to help reduce the risks?	
Waste	Cleanaway / Tuffree	No. There has been no impact to Cleanaway operations and as such no impact to Cleanaway's ability to provide full emergency response support as required. Due to measures taken as a company, there have been no COVID-19 cases recorded across Cleanaway, and continuity of operational services has been maintained at all times.	No. There has been no impact to Cleanaway operations and as such no impact to Cleanaway's ability to provide full levels of emergency response equipment.	No. There has been no impact to Cleanaway operations and as such no impact to Cleanaway's ability to mobilise emergency / spill response capability.	Cleanaway has implemented measures to ensure continuity of service and to safely maintain their essential service on behalf of their clients. Cleanaway has planned for all eventualities, particularly in relation to prioritisation of services should the Cleanaway operational team be adversely affected by the outbreak (this has not occurred anywhere in the country to date). Each site has updated Site Emergency Management Plan (SEMP) to include a Pandemic Management section tailored to their operation. Additionally, supporting Quick Reference Guides, and Procedures have been developed and rolled out across the company to ensure all work is conducted in line with government and expert direction. This includes a 'COVID-19 Social Distancing Quick Reference Guide', supporting 'Daily COVID-19 Vehicle Cleaning Procedure' and most recently, the 'COVID-19 Guidelines for Returning Back to the Office Quick Reference Guide' as Cleanaway prepare to return to standard operations as restrictions start to be eased by Local and Federal Government. Some additional measures also implemented by Cleanaway to mitigate the risk of the COVID-19 outbreak, and a potential negative impact on service delivery are as follows: - Executive team holding a daily COVID-19 Steering Committee to address the situation as it develops following Government guidance and through instituting a highly recognised infectious diseases expert. - A bespoke action on COVID-19 for Cleanaway's Integrated Management System available to access by all employees. This action contains all key information, updates and guidelines from a business and Government perspective and is updated daily following the daily COVID-19 Steering Committee to ensure it remains accurate and current as the pandemic evolves. - Reception letters for all clients to carry with them their trucks to allow for fast and effective intra / inter state travel as an essential service provider. All non-essential / external visitors banned from sites unless business critical. - Contractor / service provider declaration for all personnel normal to Cleanaway who need to attend site daily if a necessity. - All face to face meetings cancelled, and numbers on sites significantly reduced to operationally essential personnel only, and on a staggered shift, with all other employees working from home or on leave. - Ongoing training and upskilling of drivers to ensure appropriate capacity as certain expected services reduced and others ramp up. - Group meals established and implemented for hand sanitiser, disinfectant, surgical masks and disposable gloves, with these shipped to each site across the country weekly. - Of particular note, due to these management strategies being deployed, no Cleanaway personnel have been impacted by the COVID-19 outbreak, and as such, no negative impact to operations has been realised.	As aforementioned, all sites across the Cleanaway business have updated their Site Emergency Management Plans to include a bespoke section on Pandemic Management. Additionally, Cleanaway have implemented a 'Confirmed Case COVID-19 Procedure' which is based on the foundations of the following key steps to ensure any confirmed case is managed appropriately to mitigate the risk of further spread.  1. Notify case at Branch confirmed. 2. Notify Regional or General Manager and Senior HSBP. 3. Isolate. 4. Person affected will already be in isolation. See Isolation Guide for confirmed or suspected cases for more information. 5. Record Close Contacts. 6. Confirm Close Contacts are isolated. 7. Record activity of Person affected in the preceding 24 hours. 8. Communicate to site and exact Business Continuity Plan, including work from home or leave with pay while cleaning underway. 9. Clean site and / or area impacted. 10. Open site or area impacted including return to work for people not isolated.	Yes. The proposed response is acknowledged and accepted.	
	Viola/North West Alliance	Client waste management & collection. We have a majority of local employees so staff levels have not been affected.	Not affected	No all of our service providers for mechanical servicing are all local companies who are still operating at full capacity	Not affected	Our operators have staggered start times so no more than 50 in the yard at one time. Operators are not to sit next to each other when travelling where possible, where not possible they are required to wear a face mask. Office staff have been working from home, as appropriate to the office situation.	See Segregation plan attached	We are in the waste management and we would not be affected by this
Operational and Scientific Monitoring	Jacobs Group (Australia) Pty Ltd	COVID-19 has not affected the number of personnel Jacobs have available to provide SMP (Scientific Monitoring Program) support in the event of a spill. Jacobs core spill response team is based in Perth. Additional personnel are available from Jacobs offices throughout the other States and Territories in Australia. With the response to an oil spill being seen as an "essential service" additional personnel from interstate would be allowed entry into Western Australia.	Jacobs is not responsible for contracting assets or aircraft for the SMP support we provide. These services will be contracted by the individual operator. The operators to date have not indicated to Jacobs that there is currently an issue with the supply of aircraft or vessels for SMP implementation.	Jacobs contact the relevant equipment suppliers each month to collate information on the availability of equipment for the upcoming three months. All equipment to undertake the SMPs has been available to mobilise in recent months and is available throughout May, June and July. There has been one instance where a University in Western Australia providing specialist sampling equipment and personnel to operate it, have indicated that, depending on the COVID-19 situation, they may cease to conduct field work. In this instance, Jacobs have another provider who can supply the necessary people and equipment for this SMP.	The base load personnel requirements for mobilisation to the field have not been impacted and Jacobs believe we would be able to mobilise all personnel for the SMPs within the required timeframes. To mobilise our base load personnel to site, Jacobs would utilise available commercial flights from Perth to Darwin or Broome. If this option was not available, charter flights or as a first option, vehicles would be used.  Equipment would be sent to site via courier companies which to date, are not restricted from operating within Western Australian regions or across Australian State borders. We do not believe that mobilisation timeframes would be impacted as all required equipment is available from within Perth or the other Australian States and can be mobilised in the required timeframes.	Jacobs has enacted its global and local business continuity plans and as employees continue to receive daily updates and advice which are aimed at protecting the health of our staff and continuing to deliver to our clients. This includes significant upgrades to our IT systems such as bandwidth to accommodate web based meetings etc, closures of offices globally only where closure is mandated by government and strongly encouraging all staff to work remotely where possible.  Resources provided by Jacobs to assist employees include: - COVID-19 Return to work post isolation/quarantine - instructions for any employees returning to work after isolation or quarantine. - COVID-19 working onsite during a pandemic - Directions for Jacobs managed workplaces (field and office sites) that will continue operating during a pandemic event. - COVID-19 stepback card and user guide - A tool to help employees step back from their activities to evaluate risks in their work area and make the right choices to keep safe. - COVID-19 solutions exchange - an online collaboration platform to help connect ideas with resources, advance solution development to our clients' challenges, and ultimately expedite adoption. - Jacobs Mass Communications System (Powered by Everbridge) - A platform so Jacobs are able to reach you through multiple contact pathways to deliver important, urgent or emergency messages and record your acknowledgment as we account for the safety, security and wellbeing of our people prior, during and post events.	Information on the potential availability of personnel, and the sources and potential availability of equipment is collated on a regular monthly basis and stored on a secure project site within Jacobs' document management system. In the event of a SMP being activated, this information will be a critical input during the activation phase. These reports are provided on a monthly basis to the operators.  Due to the COVID-19 situation, our clients have requested that Jacobs do these checks and provide this information more frequently. Since the 26th March 2020, Jacobs have been providing these reports on a weekly basis and we have not identified any new gaps.	Yes, Jacobs accepts that their personnel may be required to work alongside interstate or international personnel from multiple organisations utilising the controls from the disease management plan. Jacobs personnel in this situation would also implement the Jacobs COVID-19 stepback card and the Jacobs COVID-19 working onsite during a pandemic guidance.
ERM	Scientific monitoring field analysis standby	See above response from ERM	See above response from ERM	See above response from ERM	See above response from ERM	See above response from ERM	See above response from ERM	See above response from ERM
RPS	Scientific monitoring field analysis standby	Yes, RPS is contracted by Beach Energy for Oilway Basin OSMF support. Interstate travel restrictions and the reduction in available inter-state and intra-state flights may affect the ability of staff to mobilise to the field in the timeframes required under regulator-approved environmental documentation. Mitigation measures are expected to offset this.  Mandatory 14 day self-isolation (quarantine) periods for personnel returning to some states when not on roster poses challenges in managing the health and wellbeing of personnel over the duration of extended response operations.  Social distancing measures would affect the ability of personnel to conduct certain monitoring tasks onsite, e.g. those involving travelling in vehicles, aircraft and onboard vessels.  Contingency measures to mitigate the risks associated with these issues have been identified and are in place.  The availability of office-based emergency response personnel has not been affected.	No limitations on availability of charter vessels, vehicles or aircraft identified. We have successfully mobilised aerial surveys in previous weeks (April 2020).	No. Emergency response equipment is available and maintained on an ongoing basis, ready for deployment. In the event that equipment is deployed, hygiene measures would be implemented to ensure equipment that is used by personnel is kept sanitised.	No insurmountable impediments to mobilising monitoring resources. Interstate travel restrictions and the reduction in available inter-state and intra-state flights add challenges in maintaining the monitoring program over a long duration, given quarantine restrictions between deployments.  RPS is currently sourcing additional locally based response resources to support first-in response operations and meet the required mobilisation timeframes.	RPS has a COVID-19 Business Continuity Management Plan that outlines the precautionary measures RPS is taking to manage the risk to our employees, contractors and the wider community in which we operate. The plan ensures RPS business continuity in line with government and client recommendations.  Other documents that have been developed and are being implemented include: - COVID-19 Risk Management Guideline - a list of considerations throughout the project lifecycle from preparing to submit a proposal to returning from field work. - COVID-19 Risk Register - a risk register that can be either developed independent to a safe work method statement or incorporated into an existing or new SWMS. - RPS Incident and Emergency Management Procedure also applies. - Beach Energy COVID-19 management procedure - RPS COVID-19 management procedure - Santos COVID-19 management procedure	Not applicable.	Yes, it is accepted that interstate response personnel from various organisations would be required to work in close proximity possibly without a 14 day isolation period. States have not confirmed to date whether in the event of an emergency, personnel will be classed as exempt travellers/essential travellers and therefore not be required to self-isolate for 14 days. Pragmatic protocols for working in restricted spaces (i.e. within aircraft, onboard vessels) are required if spacing guidelines cannot be followed. We would like to see this clarified as a priority for the industry to assist with planning an effective and timely response. While there is a tendency to consider the OSMF support resource pool as an industry resource pool, petroleum companies need to establish formal response plans with an additional depth of resources is required to mitigate COVID-19 risks. We cannot guarantee responsiveness if unprepared.
GHD	Scientific monitoring field analysis standby	No change	"All services still available but anticipate increased response times. - Domestic and regional travel is restricted to essential, client requested travel and is subject to approval by the (GHD) Regional General Manager. Some states/territories have implemented 14 day quarantine measures for anyone entering the state/territory. These may change at short notice and must be assessed/reassessed throughout the project. (At the moment Victoria does not have the restriction and even in other states such as WA for essential purposes the restriction can be modified). - Regional travel - we do have additional requirements for regional travel but taking these into account the ability to move about will potentially be impacted (i.e. more vehicles required to meet occupancy requirements) but can still be done."	The labs appear to be operating at reduced capacity due to the reduction in the amount of work coming in but if samples are required to be analysed they will be able to ramp up activity. Again there may be delays but likely not long delays.	Anticipate slightly increased response times due to cross border travel restrictions.	COVID-19 Project/Site Based Activity Management Guide developed. Includes: - Infection disease control - Social distancing guidelines - Limits on gatherings - travel and accommodation - Hygiene controls - Suspected case management	No information available	GHD COVID-19 Project/Site Based Activity Management Guide appears to be aligned with disease management plan.
Cardno	Scientific monitoring field analysis standby	No change. Personnel are continuing to undertake field work. Administrative personnel working remotely from home.	No change for initial support on the east coast. Likely delay in mobilising personnel from WA, however, they are tertiary response resource.	Availability of labs, ironically, this has improved. They have a lower sample load at the moment, so we are seeing really good turn around time.	Overall, we are still well placed to respond, but I would expect slightly longer mobilisation times if we need to get staff from further afield than Melbourne and Sydney	Standard Fed/State government compliant COVID plans.	Standard Fed/State government compliant COVID plans.	Yes
GMT Global	Scientific monitoring field analysis standby	There has been no significant degradation of our resources in terms of personnel or equipment availability as a result of the COVID-19 restrictions. We remain confident we are able to fully supply all personnel required for the first strike (Week 1) as set out through locally based personnel.  The supply of personnel for subsequent weeks sampling will be met through locally based personnel in WA, WA based external subcontractors and by bringing in personnel from our offices in the Eastern States. As an extension of emergency services, oil spill response and source control activities have been determined an 'essential service' by the Australian Federal Government, so we envisage this to be a feasible approach at this time.  Personnel supply would be managed in accordance with the APEPA Novel coronavirus (COVID-19) Disease Management Plan for Oil Spill Response Personnel, and all relevant State/Territory border control agency requirements.	N/A - we are contracted to supply technical experts and field personnel, and coordinate supply of certain specialist equipment	Not initially, however certain lab supplies and specialist equipment are manufactured in the USA and we are experiencing significant delays in supply at this time. First strike would be unaffected, however short to medium term monitoring may be impacted.	We anticipate being able to provide our contracted personnel in the required timeframes, however the logistics around personnel transport to site and on-site accommodation etc may be impacted (this is outside our contracted scope however, and is dealt with by the contractor)	The majority of personnel are working from home at present. All personnel who come into the office for essential tasks (usually 1-2 persons per day) maintain strict social distancing and hand wash is available. Cleaning frequency has been increased. Essential field work is assessed on a case by case basis and specific COVID-19 mitigations are put in place. These have been in line with the approach recommended by APEPA in the Novel coronavirus (COVID-19) Disease Management Plan for Oil Spill Response Personnel.	Informal internal workshops only where the OSMF team ran scenarios and ensured we would be able to supply sufficient personnel.	Strictly all arriving personnel from interstate/overseas would be tested for COVID-19 prior to arrival on site. Otherwise we are happy with the arrangements as set out in the novel coronavirus (COVID-19) Disease Management Plan for Oil Spill Response Personnel.
AECOM	Scientific monitoring field analysis standby	AECOM has implemented controls on non-essential business travel requiring additional internal approval and risk assessment. It presumed that emergency response will fall into "essential travel" and so approval is likely, however, the response time may be slightly increased. AECOM personnel identified as potential emergency responders remain with the organisation and available to carry out duties as would usually be the case. Each person will be given the opportunity to refuse travel if they feel the risks of a specific mobilisation are too high.	No.	No. AECOM owns much of the required equipment proposed for use, and hires from local suppliers.	No. No contracted timeframes are included in AECOM contracts with operators. We remain available to respond in line with our clients needs subject to the same personnel availability constraints outside of COVID restricted times.	AECOM has implemented a range of responses such as: Business Continuity Plan, Internal Coronavirus Information Centre, Restrictions on all non-essential business travel, extended staff wellness programs and Global Pandemic Procedure.	AECOM monitors global advice and provides regular updates to internal advice and response to COVID.	AECOM would need to assess the specifics of any situation that arise in this case. This would require the consideration of the origin of people involved, working conditions and a more thorough review of the Disease Management Plan provided against AECOMs internal standards and policy at the time of work.
Pendobly Environmental	Scientific monitoring field analysis standby	No	No	No	NO	We are monitoring advice from the Government of Australia Department of Health regarding the COVID-19 outbreak. While this is a rapidly changing situation, as a small, specialist consultancy, our office poses a relatively low risk for transmission for the following reasons:  - Low reliance on public transport within the team; - No hotdesking or sharing of computer accessories (e.g. keyboard or mouse) occurs; - No shared areas (e.g. lobby/reception) with external companies; - Private offices for the majority of staff and spacious layout of the open plan areas reduces personal contact; and - Internal meetings are infrequent and limited to a maximum of 10 people  Furthermore, we have implemented the following measures in response to the COVID-19 outbreak including:  - External meetings conducted via video conferencing; - Non-essential visitors are prohibited from entering the office; - Surfaces and door handles are cleaned daily; - Social distancing within communal areas (maintaining a gap of 1.5 meters between people); - Hand hygiene; - Provision and use of hand sanitizer at office entry; - Daily cleaning of door entrances and all door handles; - Staying home if unwell, regardless of recent travel history	We review the effectiveness of our COVID-19 protocols/processes as an agenda item within our weekly team meeting. Any issues regarding the process are outlined and raised as an improvement opportunity.	Yes

	<p>Has COVID-19 affected your normal/contracted level of staff/personnel availability for emergency response support? If yes - please explain the limitations/reduction in emergency response staff/personnel availability and any contingencies in place to address gaps/limitations</p>	<p>Has COVID-19 affected your ability to provide your normal/contracted level of emergency response assets/aircraft/other logistical support? If yes - please explain the limitations/reduction in availability of emergency response assets and any contingencies in place to address gaps/limitations</p>	<p>Has COVID-19 affected your ability to provide your normal/contracted level of emergency response equipment? If yes - please explain the limitations/reduction in emergency response equipment availability and any contingencies in place to address gaps/limitations</p>	<p>Has COVID-19 affected your ability to mobilise your emergency spill response capability, within your nominated/contracted timeframes (if applicable)? This includes any limitations you are aware of, at ports/airfields etc which you utilise, or third-party logistics which you rely upon, for moving assets or normal mobilisation timeframes. If yes - please explain the potential/actual limitations to mobilisation timeframes and any contingencies in place to address gaps/limitations</p>	<p>Please provide a summary of any COVID-19 protocols and processes your organisation has implemented?</p>	<p>Please provide a summary (or link/attachment) of any validation exercises / drills / assurances your organisation has conducted to verify effectiveness of your COVID protocols/processes?</p>	<p>During an oil spill response, petroleum companies would preferentially utilise spill response personnel and equipment from within the relevant 'State/Territory', reducing COVID-19 risks and negating existing State and Commonwealth border control/quarantine restrictions. However, under certain situations, there may be the need for additional resources/support from interstate (e.g. additional oil spill response personnel) and these personnel may be exempt from the normal State and Commonwealth-enforced border/quarantine restrictions (e.g. exempt from a 14-day isolation period). Therefore, does your organisation accept that interstate and/or international spill response personnel may be exempt from the normal State and Commonwealth-enforced border/quarantine restrictions (e.g. exempt from a 14-day isolation period)? If not, what are the issues? What controls, if any additional to those in the Business Mgt Plan would you like to see in place to help reduce the risks?</p>	
<p>Astron Environmental</p>	<p>No, we are still at full capacity for personnel resourcing.</p>	<p>N/A</p>	<p>No, equipment is still available from suppliers, laboratory analysis still available</p>	<p>Logistical arrangements for mobilisation in a response (flights, vessels) is the responsibility of our clients. We are reliant on commercial flights for rapid response mobilisation. The frequency and capacity of commercial flights from Perth to northwest WA ports has decreased as a result of COVID, e.g. Karatha and non isolated have flights only 1-2 times a week, compared to multiple daily flights in normal times.  As an alternative our personnel are potentially able to drive from Perth to mid coast locations, which may be quicker than waiting for a commercial flight on a restricted schedule. However this is not preferable for north locations due to the distance and subsequent HSE considerations.  We consider that it may be necessary for a lease holder to charter a flight for urgent first aid response.</p>	<p>During this time we are continuing to operate in line with client requirements at all times. We have also taken extensive measures to ensure that our employees are healthy and safe, such as implementing a max. 8 people rule for office workers, enabling all employees to work from the safety of their home, and implementing a mandatory health self-assessment declaration form prior to all field trips. We also have a current COVID-19 Emergency Response plan in place which all of our employees are currently following. We have also implemented a new COVID-19 Fieldwork Safety Book instruction which all field employees must sign off prior to any trips.</p>	<p>We have not undertaken any exercises / drills / assurances to verify effectiveness of our COVID procedures. They have been developed in line with government requirements and to reflect client procedures.</p>	<p>We accept that interstate/international personnel may be utilised, on the condition that the Disease Mgmt Plan requirements are followed.</p>	
<p>CDM Smith</p>	<p>Scientific monitoring field analysis standby</p>	<p>No - COVID-19 has not impacted contracted hours or availability of CDM Smith staff. CDM Smith's implemented work from home on 18 March 2020 for the entire Australian Business (WA, NT, SA, VIC and QLD) for all staff. All staff have remained on their contracted hours and personnel availability has remained unchanged.</p>	<p>No - CDM Smith still has the capability to provide the same level of emergency response logistical support to implement OSMs during COVID-19.</p>	<p>CDM Smith provides operational and scientific monitoring services, specifically marine and environmental scientific services. We maintain some equipment for sampling, whilst other equipment is hired from suppliers. We maintain relationships with several equipment suppliers. CDM Smith does not expect that the COVID-19 pandemic will affect our ability to access equipment from these suppliers.</p>	<p>CDM Smith does not have any nominated or contracted timeframes, beyond using our best endeavours. Mobilisation of resources and personnel will be subject to commercial aviation and logistics service providers. Sampling is expected to be subject to availability of suitable vessels and crew. CDM Smith expects that sufficient resources from 3rd parties can be secured to successfully implement operational and scientific monitoring.</p>	<p>CDM Smith has prepared a Coronavirus (COVID-19) Management Plan (herein referred to as to as our plan) to ensure CDM Smith Australia Pty Ltd (CDM Smith) has procedures and control measures in place to protect the health and wellbeing of our people, our clients and the broader community in response to the COVID-19 pandemic. CDM Smith has a primary duty of care to provide a safe, secure and healthy work environment to its employees - including the provision of suitable workplace environments for the welfare of its staff, as well as provision of information, instruction, training and monitoring of health within all workplaces. CDM Smith acknowledges that the primary duty of care can be largely complied with when its clients and business partners fully cooperate.  It should be noted that our plan is considered to be a 'live' document, which is currently being updated with further protocols in relation to returning to office-based works.</p>	<p>No specific drills or validation exercises in relation to COVID management have been undertaken. Both our staff and our clients have been consulted as part of the process of creating and refining our current COVID-19 Management Plan. In addition, we believe that our current plan and company protocols meet or exceed current State and Federal requirements in relation to COVID-19 Management. Once we have completed our revised plan over the next 2 weeks, we will be happy to share.</p>	<p>CDM Smith has prepared the business COVID-19 Management Plan which details the specific health and safety controls identified to protect staff and personnel from COVID-19. In addition to the Disease Management Plan provided by APEPA CDM Smith staff and personnel would follow controls identified within the COVID-19 Management Plan. Additional controls would be to follow travel protocols while undertaking monitoring operations which would include the use of face masks (P2/N95) while travelling to destinations within vehicles or aircrafts.</p>