


Property of Oil Spill Response 	Document Title UKCS Logistics Planning Addendum Service Level Agreement (SLA) Equipment	Document Number OSRL-OPER-GUI-00021	
		Revision	0



UKCS Logistics Planning Addendum

Service Level Agreement (SLA) Equipment

REVISION HISTORY

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The information contained within this document is for guidance only and is correct at time of writing. During an exercise or emergency response, all information should be verified with OSRL to ensure the latest information is used for the mobilisation and onwards transportation of equipment.

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Introduction

This OSRL UKCS Logistics Planning Addendum to the OSRL Logistics Planning Guide (LPG) OSRL Service Level Agreement Equipment outlines key information relating to mobilising and transporting equipment from OSRL’s Southampton base to potential incident sites within the UK, including certain responsibilities of all parties.

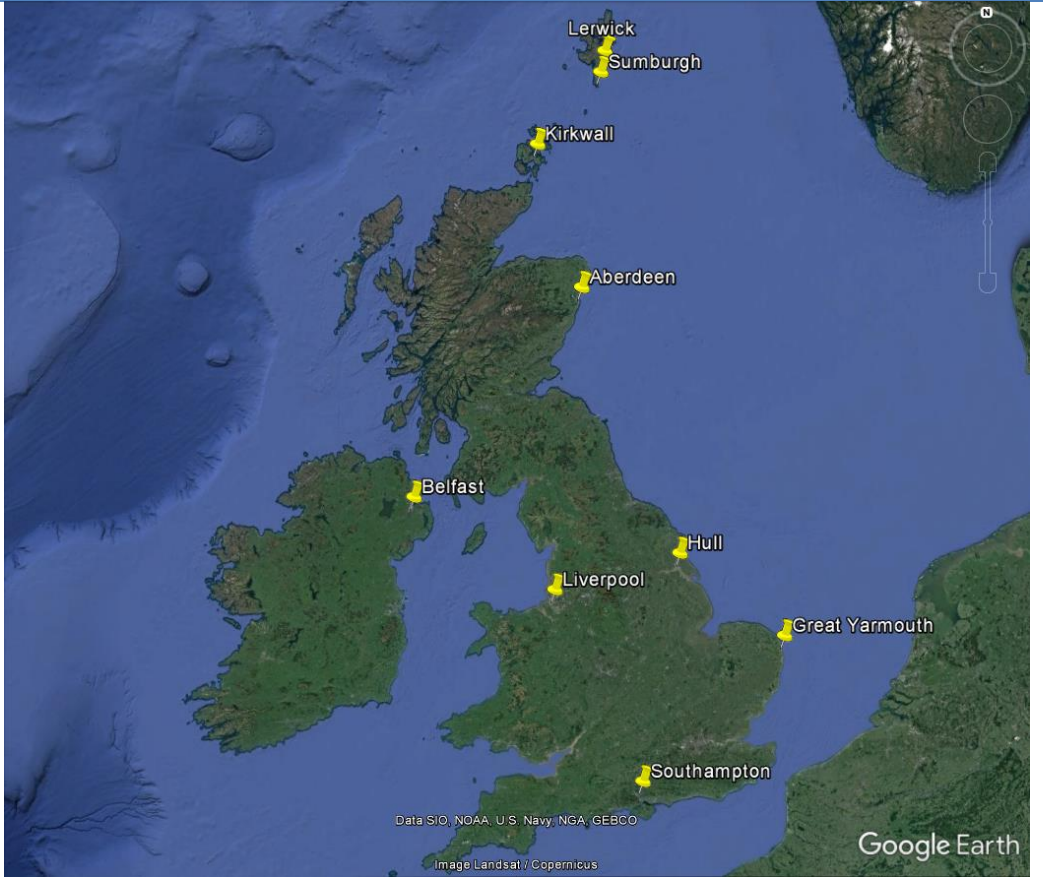
OSRL owns, maintains and stores in a response ready state, the equipment required for oil spill response operations. The suite of equipment includes offshore, inshore, shoreline, inland oil spill response systems, wildlife response equipment, temporary storage, in-situ burn, dispersant application systems and stockpiles of dispersant. The equipment is transportable by road, air and sea for deployment and up to 50% of the global stockpile can be called upon by any OSRL member if required.


This UKCS Logistics Planning Addendum is an aid to the planning and understanding of the processes for the mobilisation and initial deployment phases of SLA equipment for an oil spill response within the UKCS, focusing on the air, sea and road freight of equipment to several locations in the UK (refer to Table 1 for relevant locations included in this UKCS Logistics Plan).

For further logistical information relating to the OSRL Service Level Agreement (SLA) equipment, refer to the OSRL Logistics Planning Guide (LPG) Service Level Agreement (SLA) Equipment: <https://www.oilspillresponse.com/services/member-response-services/service-level-agreement/>

Table 1 UK locations relevant to this UKCS Logistics Planning Addendum

Locations
Lerwick (Shetland Islands)
Sumburgh (Shetland Islands)
Kirkwall (Orkney Islands)
Aberdeen (Scotland)
Belfast (Northern Ireland)
Isle of Man
Hull (England)
Liverpool (England)
Great Yarmouth (England)
Southampton (England)



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In preparing this addendum, consultation with the following contractors were undertaken:

Table 2 Stakeholders involved in mobilisation of equipment

Stakeholder	Name	Involvement
Air charter broker	Chapman Freeborn Airchartering Ltd	Global air freight options.
Freight forwarder	Williams Shipping (Southampton)	Road freight options in Europe.

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Part 1: Equipment Mobilisation

1 OSRL Equipment

1.1 OSRL Locations

There are four OSRL bases strategically located around the world to facilitate a timely global response. These four bases make up the Service Level Agreement (SLA) element of OSRL and hold the response equipment that is available to OSRL's members.

The SLA sets out the equipment that OSRL's members are entitled to and states that members can gain access to large-scale dispersant delivery systems and aircraft as well as 24/7 access to a global network of cargo and passenger charter services through dedicated brokers. Access to equipment is restricted to 50% of the equipment by type available at the time of the request (additional equipment can be considered for release on request but may be subject to recall in the event of another mobilisation).

Any equipment will be mobilised from the most appropriate location to provide the most timely and effective response. For a UKCS response, mobilisation is most likely to be from OSRL's Southampton base in the UK.

1.2 OSRL Equipment Overview and Storage Configuration

The OSRL equipment is designed for a variety of different oil spill scenarios. Situations where equipment can be used are for offshore dispersal, offshore and inshore containment and recovery, in-situ burning, shoreline protection, recovery and clean-up and inland protection, recovery and clean-up.

All SLA equipment is stored and maintained ready for transportation by air, sea or road depending on the member / client's requirements.

Where possible, equipment is stored in aviation secure premises with customs clearances already in place, this status is maintained to ensure minimal delays when equipment is mobilised.

When a member mobilises equipment under the terms of the Participant or Associate agreements, the daily hire fees for standby or in use equipment will be charged onto the member at the rates determined in the OSRL scale of fees in line with the membership agreements.

Should a member mobilise 50% of OSRL's equipment stockpile this would be a large logistical exercise with multiple aircraft, vessel and / or road freight arrivals which would need to be carefully managed at the arrival destination. It is recommended that Member's logistics teams or freight forwarders are aware of what would be required of them in this situation.

In addition to the offshore and shoreline equipment, the member / client may also request the mobilisation of some of the OSRL SLA dispersant stockpile. However, when it comes to the mobilisation process and requirements dispersant can be considered as part of the whole equipment package and therefore, all details in section 1 of this plan also apply to dispersant even if it is not specifically stated.

1.3 OSRL Equipment Mobilisation Process

When SLA equipment is requested by the member / client, OSRL will ensure that the required equipment is mobilised to the most appropriate destination (i.e. airport, seaport) as agreed with the member / client.

Within the UKCS, OSRL (upon agreement with the client) may mobilise equipment to the response location or port of operation. For mobilisation of equipment by air OSRL will arrange for the delivery of the equipment to the departure airport.

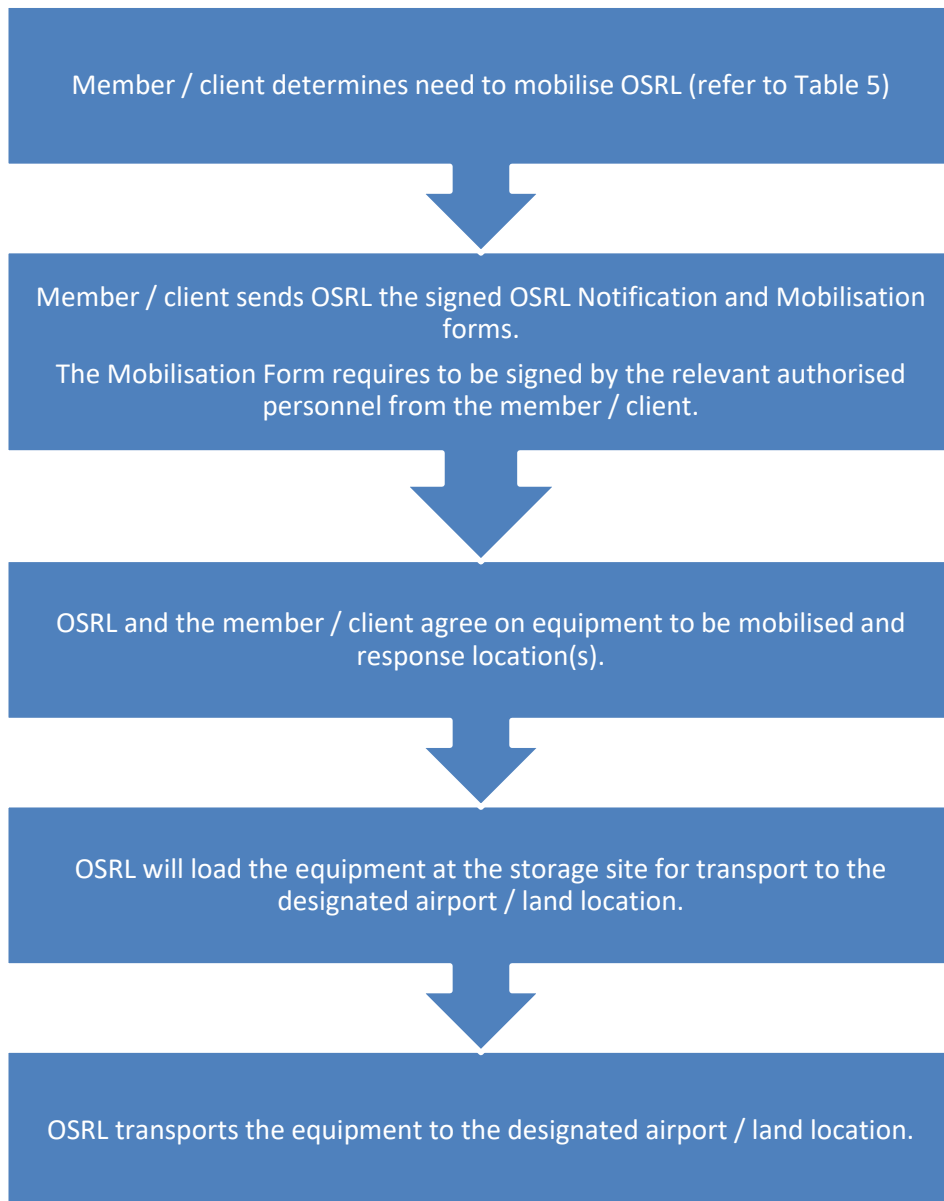
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Upon notification from a member / client, OSRL will start working on mobilising equipment from the most appropriate response base depending on the location of requirement, transport availability and any permit requirements.

OSRL will work with cargo charter brokers to identify suitable methods to mobilise the equipment. Most UK locations could have the equipment mobilised by road (i.e. Aberdeen, Hull, Liverpool, Great Yarmouth), however there are destinations (i.e. Shetland Islands, Orkney Islands, Northern Ireland, Isle of Man) where the option of mobilising the equipment by air (using either chartered cargo aircraft or on scheduled flights) or by sea (using either chartered vessels or scheduled ferries) could also be considered.

Any costs and routings will be confirmed with the member / client in writing prior to the mobilisation of equipment commencing.

The mobilisation of OSRL Equipment is as follows:



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1.3.1 OSRL Equipment mobilisation

The activation and mobilisation of any OSRL equipment will be co-ordinated by the OSRL Duty Manager through the Emergency Operations Centre (EOC).

In an incident, OSRL will load the equipment according to the member / clients specified requirements and mobilise the equipment from the storage location to the nominated departure sea port / airport / facility on behalf of the member / client.

Particular attention must be paid to shipping configurations for road, air and sea. Each method of transport will have its own benefits and restrictions, these are to be fully evaluated and understood by the member / client. A combination of different forms of transport may be used to allow for the rapid deployment of operational equipment and ancillaries.

The OSRL Duty Manager will be able to work with the mobilising member / client to prioritise equipment for dispatch from OSRL to meet the member / client's response scenario. However, any pre-planning that can be carried out could potentially speed up the departure and arrival of response equipment.

Table 3 details select equipment mobilisation locations in the UK (based on accessibility to key areas in the UKCS where there are offshore oil and gas operations), the primary OSRL response base providing the equipment and the method of transportation to be used to mobilise the equipment.

Table 3 Specific UK locations and OSRL equipment mobilisation.

UK Location	OSRL Response Base	Method of Transport
Lerwick (Shetland)	Southampton	By road and sea or air
Sumburgh (Shetland)	Southampton	By road and sea or air
Kirkwall (Orkney)	Southampton	By road and sea or air
Aberdeen (Scotland)	Southampton	By road or air
Belfast (Northern Ireland)	Southampton	By road and sea or air
Isle of Man	Southampton	By road and sea or air
Hull (England)	Southampton	By road
Liverpool (England)	Southampton	By road
Great Yarmouth (England)	Southampton	By road

Most of these UK destinations under the scope of this UKCS Logistics Planning Addendum are located at a reasonable driving distance from OSRL's base in Southampton and therefore the transportation of equipment by road has been considered as the most efficient option.

All destinations with shipments 'by road and sea' will be subject to ferry times and / or vessel availability which will highly determine the final mobilisation times.

All destinations with shipments 'by road and sea or air', consider the option of freighting the equipment by air. The air freight option has been included in this report as reference and times may vary dependent on aircraft availability and other operational factors. Therefore, at the time of the incident all available options would need to be compared.

Section 2.4 on shipment later in this document provides the different mobilisation times for the transport options listed in Table 3.

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1.3.2 Personnel Authorised to Mobilise Equipment

The member / client must ensure that the OSRL Notification and Mobilisation Forms have been completed, signed (by a Nominated Callout Authority as per the relevant Contacts and Callouts List) and sent to the OSRL Duty Manager (any person within the member / client’s organisation can notify OSRL).

1.3.3 OSRL Notification and Mobilisation Forms

Both the OSRL Notification and Mobilisation Forms are available on the OSRL website and will be emailed by the OSRL Duty Manager to the member / client once they have made initial contact by phone and discussed the need to mobilise OSRL and relevant response resources.

Table 4 OSRL Notification and Mobilisation Forms

Task Item	Corresponding Document Reference	OSRL Documentation Reference
Notification	OSRL Notification Form	OSRL-OPER-FOR-00173
Mobilisation Authorisation	OSRL Mobilisation Authorisation Form	OSRL-OPER-FOR-00172

1.3.4 Consignor and Consignee

The consignor is the OSRL entity at the location of departure. This means there might be several OSRL entities shipping equipment to the same consignee depending on the location of the equipment that needs to be mobilised (Southampton, Singapore, Bahrain and / or Fort Lauderdale). The consignee is the spill location (name of site or client).

For the locations under the scope of this UKCS Logistics Planning Addendum the consignor will likely be the OSRL entity located in the United Kingdom (Southampton).

Table 5 Consignor - OSRL Entity

Company Name	Address	Phone Number
Oil Spill Response Limited	Lower William Street, Southampton, SO14 5QE United Kingdom	+44 (0)23 8033 1551

1.3.5 Shipping Address

The following shipping addresses have been given as an indication of potential delivery locations within the UK for response equipment. These details should be confirmed by the member / client prior to shipment.

The UK land locations identified within this plan to receive response equipment are predominantly locations which can be accessed by road. However, there are locations where equipment will be required to be shipped by vessel (i.e. Shetland Islands, Orkney Islands, Northern Ireland, Isle of Man) and / or where equipment is to be transferred directly onto response vessels (i.e. offshore containment and recovery operations).

Additionally, locations have been included for when air freight might be considered as an alternative to either road or shipping options and therefore key UK airports have also been identified as well as initial shipping destinations.


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Table 6 details select shipping details for different UK locations outlined within this addendum.

Table 6 Select UK Shipping Locations

Location	Contact / Operator	Address	Phone Number
Lerwick Port (Shetland)	Lerwick Port Authority	Albert Building, Lerwick, Shetland, ZE1 0LL	01595 692991
Sumburgh Airport (Shetland)	Sumburgh Airport (LSI)	Virkie, Shetland, ZE3 9JP	01950 461000
Kirkwall Harbour (Orkney)	Orkney Islands Council, Marine Services	Harbour Authority Building, Scapa, Orkney, KW15 1SD	01856 873636
Kirkwall Airport (Orkney)	Kirkwall Airport (KOI)	Kirkwall, Orkney, KW15 1TH	01856 872 421
Aberdeen Harbour (Scotland)	Aberdeen Harbour Board	Harbour Office, 16 Regent Quay, Aberdeen AB11 5SS	01224 597000 (main) 01224 584301 (out of hours)
Aberdeen International Airport (Scotland)	Aberdeen International Airport	Dyce, Aberdeen, Scotland AB21 7DU	0344 481 6666 (main) 01224 723714 (Control Tower, National Air Traffic Services Ltd)
Belfast Harbour (Northern Ireland)	Belfast Harbour Commissioners, Harbour Office	Corporation Square, Belfast, Northern Ireland, United Kingdom, BT1 3AL	028 9055 4422
Belfast International Airport (Northern Ireland)	Belfast International Airport	Belfast, Northern Ireland, BT29 4AB	028 9448 4848 (main switchboard)
Isle of Man (Douglas Harbour)	Harbour Keeper or Marine Operations Centre (24hrs)	Sea Terminal Building, Douglas, Isle of Man, IM1 2RF	01624 687543 (Harbour Keeper) 01624 686612 (Marine Operations Centre - 24hrs) +44 1624 686631 or +44 1624 686632 (Port Security)
Isle of Man Airport (or Ronaldsway Airport)	Isle of Man Airport (or Ronaldsway Airport)	Ballasalla, Isle of Man, IM9 2AS	01624 821600 (main)
Port of Hull (England)	Associated British Ports (ABP), Port Office	Northern Gateway, Hull, East Yorkshire, HU9 5PQ	01482 327171 (main switchboard)
Port of Liverpool (England)	Maritime Centre	Port of Liverpool, Liverpool, L21 1LA	0151 949 6000
Port of Great Yarmouth (England)	Great Yarmouth Port Authority (GYPA)	Vanguard House, South Beach Parade, Great Yarmouth, Norfolk, NR30 3GY	01493 335500 (main Switchboard) 01493 335511 (Port Marine Services — 24 hrs)

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1.3.6 OSRL Equipment Preparations for Shipment

Upon notification from the member / client, and after an agreement of what equipment should be mobilised, OSRL will start identifying the equipment selection and prepare it for loading. All equipment to be mobilised have the 'Response Ready' status which means that no additional preparations are needed. The equipment is ready to be shipped to comply with all relevant shipping regulations such as IATA and IMDG.

Once the equipment has been identified the OSRL Logistics and Response teams will start distributing the equipment on different loads and preparing the correct documentation for the loads to be transported by road, sea or air freight.

OSRL's response equipment, based at Southampton could be mobilised (via the OSRL Duty Manager) from Southampton between 2-6 hours (following formal mobilisation for this service by the member / client). Equipment mobilisation timeframes within Southampton are dependent upon what time mobilisation occurs, and the onward form of transportation for the equipment following the initial road journey (i.e. by aircraft or vessel).

1.4 Equipment Mobilisation by Air

Some UK locations maybe identified for a potential mobilisation of equipment by air. Road mobilisation will likely be the main option, but the final mobilisation type will require to be decided on a case by case basis and will depend on such variables as the type of incident, volume, location, time of the incident, mobilisation times and cost effectiveness (which may vary slightly depending on flight and vessel / ferry availability).

1.4.1 Air mobilisation - Responsibilities

When OSRL is notified of a spill or potential spill, OSRL will work with their brokers to find the fastest and most effective methods of mobilising the equipment to the required arrival airport.

It is anticipated that equipment will be delivered to an air cargo facility in advance of aircraft arrival; this will be arranged with OSRL's charter brokers as required.

OSRL have in place a contracted air charter broker to source cargo flight availability. The member / client should consider as part of their responsibilities:


- Internal financial approval and assurance process to charter aircraft
- Airport material handling equipment, including cranes at destination
- Airport cargo handling area availability
- Airport slot availability at destination

If the member / client decides to use their own freight forwarder / broker, then they must have the capacity to identify and charter the necessary aircraft to transport both equipment and dispersant.

1.4.2 Aircraft charter

Equipment is stored in air freight pallets or designed to be loaded into the majority of cargo aircraft, it is suitable for quick loading onto Unit Load Devices at the departure airport if required.

All items of OSRL equipment are loadable into a Boeing 747-400F (the preferred cargo aircraft to be used). However, the Boeing Company issued an Advisory Directive (AD) in 2010 advising that their cargo aircraft should only carry up to a maximum 42% liquid cargoes at any one time. The AD relates to aircraft stability, it is not a Safety Directive. Not all operators are adhering to this AD and OSRL will look to the most appropriate aircraft. If the available aircraft are only capable of a 42% liquid cargo, then only 42 IBCs of dispersant will be able to be loaded into that aircraft. If further dispersant is needed an additional aircraft will require to be chartered.

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1.4.3 Aircraft Type

There are several types of cargo aircrafts that can be used for shipping OSRL equipment. However, for most potential UK cargo destinations there are significant limits on the size of aircraft that can be accepted at the airports.

Chapman Freeborn (OSRL’s contracted air charter broker) have analysed the different options to ship the equipment to the different UK destinations. Based on these findings the most suitable aircraft (subject to availability) for both the Shetland and Orkney Islands is likely to be an Antonov AN26 aircraft, for the Isle of Man and Aberdeen it is likely to be an Antonov 12 aircraft and for Belfast an Ilyushin IL76 aircraft.

Due to the size limitations at some of these destinations, it is likely that first strike response equipment would be sent by air with supplementary equipment sent by road freight to enhance the response.

1.5 Equipment Mobilisation by Road

OSRL will work with their freight forwarder to source suitable vehicles for deployment of the OSRL response equipment.

All SLA equipment is deployable by road if it is the most appropriate and effective method of response. The OSRL response base in the UK (Southampton) is in a location which makes road transport a viable option across most of the UK.

Due to the Global Dispersant Stockpile (GDS) contracts, OSRL are guaranteed heavy goods vehicles to the UK base within a relatively efficient response time. Southampton’s OSRL base has an agreement with a local freight forwarder to have four trucks and drivers available at the Southampton base within four hours.

If the equipment is mobilised by air or sea as the main form of transportation, road transportation will also be required to transport all equipment to the most appropriate airport or seaport for onward transport.

1.5.1 Documentation from OSRL

Under the OSRL membership agreements, the required shipping documentation for transport will be provided in English. If required, this will include load lists, packing lists, commercial invoices and dangerous goods paperwork.

1.6 Equipment Mobilisation by Vessel

If a Vessel of Opportunity (VOO) is required to transport response equipment, then vessel chartering would require to be undertaken directly by the member / client. If a VOO is to be used then consideration must be made for sea fastening, and the time required to transfer the OSRL response equipment into DNV containers. On arrival, the equipment will require to be unloaded, then reloaded and road freighted to the designated site(s) or to the Forward Operating Base (FOB).

If response equipment is to be transported via a local ferry, then key considerations must include ferry timings, availability of space on the ferry and transport potentially being affected by seasonality and weather conditions which can lead to cancellations. On arrival, the response equipment will require to be road freighted to the designated site(s) or to the FOB.

1.7 Export and Import Processes

1.7.1 Union Customs Code


The Union Customs Code was introduced across the EU on 1st May 2016 and changed the way in which equipment mobilised into the UKCS has to be declared to customs authorities.

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The requirement for customs entries to be submitted for the export of equipment to the UKCS will be the responsibility of the local mobilising party, however OSRL will assist with this process where possible.

1.7.2 Equipment Re-import

It is the local mobilising party’s responsibility to prepare import documents for the return of equipment from the UKCS and to make good any temporary exports for equipment that has not returned, however OSRL will also assist with this process where possible.

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Part 2: Equipment Transit

2 OSRL Equipment and Dispersant

2.1 Loading Aircrafts

2.1.1 Airport / Runway capacities and limitations

a) Capacities

Although many destinations in the UK are capable of supporting B747 cargo aircraft, it is important to consider that this type of aircraft cannot be facilitated by some UK airports detailed within this document (i.e. Sumburgh Airport, Kirkwall Airport, Isle of Man Airport) due to the absence of necessary handling equipment (i.e. Main Deck Loader) and / or runway limitations.

In these instances, consideration could be given to using lighter aircraft to transport smaller 'initial' response packages, which can be supplemented by larger response packages transported to these UK locations by vessel.

As with any incident, specific aircraft availability and airport capabilities will be assessed at the time of a mobilisation to ensure that the best mobilisation option is selected based on the incident location.

b) Security requirements / clearance

Equipment from the OSRL Southampton base is pre-security searched and therefore secured for swift air transport.

2.1.2 Loading equipment

OSRL have a contract with an air charter broker to ensure timely aircraft charters, OSRL are also able to work with members own charter brokers as requested.

All aircraft loading will be subject to individual aircraft operator guidelines, loadmaster requirements and aircraft weight and balance rules.


All items of OSRL equipment (with the exception of the Egmpol Barge, Octopus System and Fire Boom Reels) are loadable into most large commercial cargo aircrafts. However, due to the size of some UK airports, consideration will need to be taken at receiving airports due to limitations on available facilities to unload aircrafts.

As mentioned above, large aircraft will not always be suitable for the airports serving the UKCS. If an airport that can only accept smaller aircraft is used, OSRL will work with our brokers ground handling teams to find the most suitable method for mobilisation. In a worst-case situation, this will mean that smaller equipment is airfreighted with larger equipment following by road / sea freight.

Specific aircraft availability and airport capabilities will be assessed at the time of a mobilisation to ensure that the best mobilisation option is selected based on the incident location.

2.2 Loading Trailers for Road Freight

OSRL equipment is all suitable for road transportation. OSRL will manage the loading of trailers with equipment following internal safety procedures and ensuring all loads are fit for transit including equipment configuration, lashing and securing of equipment.

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Most OSRL response equipment is stored in aircraft pallets, self-contained or on skids which can be loaded into trailers using 2 / 3 Ton capacity forklifts. Dispersant requires a forklift with a lifting capacity of at least 1.5 tonnes.

As a reference, approximately between 14 and 16 aircraft pallets or a combination of aircraft pallets and equipment on skids should be able to fit in a 44ft HGV trailer. If dispersant IBCs were to be loaded, a 44ft HGV trailer should be able to transport a total amount of 24 IBCs. Trailer weight limits will not be exceeded, and equipment should be distributed onto the trailer following driver's instructions (especially if any item is particularly heavy). All OSRL equipment have clearly marked weights located externally.

OSRL will usually lead the lashing down of the equipment with the driver's assistance. Lashing gear is usually provided by the haulier, should any additional lashing gear be needed OSRL will provide it.

HGV Trailers can either be curtain sided or rigid flat beds, however curtain sided provides a higher level of security and allow easier maintenance of the equipment's aviation security status (recommended).

Attention to overhead clearance and local transport restrictions must be made by the haulier when leaving OSRL's premises. If OSRL are requested to mobilise equipment to the airport it will also be the haulier's responsibility for risk assessing the journey from the OSRL base to the departure destination.

2.3 Loading for Sea Freight

If the mobilising party requests sea freight as the preferred form of mobilisation, then consideration will need to be given to the method involved. Although OSRLs equipment is packaged for multi-modal transport it is not generally packaged within sea freight containers.

If OSRL equipment is requested to be transported by cargo vessel then consideration will need to be given to the time required to load it into standard ISO containers at the OSRL base, container lift type lorries may also be required.

If equipment is to be mobilised onto the mobilising parties' vessels such as a Platform Supply Vessel (PSV) or Anchor Handling Tug Supply (AHTS) vessel, then consideration may need to be given for the sourcing of DNV containers or sea fastening. The options for this loading method are either to load at OSRLs base, load at the mobilising parties supply base or to load containers at the departure port.

OSRL do not hold a stock of spare DNV containers or baskets so these will likely require to be procured by the mobilising party.

2.4 Shipment

2.4.1 Shipping Destinations

This document is written to support response operations in the UK and focuses on scenarios with identified locations where the equipment might require to be mobilised. Table 7 outlines the final shipping destinations at these different UK locations as well as a brief summary on how the equipment will be transported.

2.4.2 Flying Times

Airfreighting has been considered as an option to mobilise the equipment for five UK locations within this document (Sumburgh, Kirkwall, Isle of Man, Aberdeen and Belfast). It is possible to transport response equipment to most of the locations in this document by road freight, which depending on the incident maybe the most efficient and effective option.

OSRL's air charter broker has provided some indicative times to mobilise this equipment via air freight, including permit times, positioning times to relocate charter aircrafts as well as flying times to the different destinations. Table 7 provides an overview of these timings.

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2.4.3 Driving Times

Once the trucks and trailers leave the OSRL base, they will travel towards the selected location (i.e. airport, ports and / or facility in the UK) if the deployment by road is the most appropriate method of response. OSRL's Southampton base is located in close vicinity to several major sea ports (with access to vessels and / or ferries), and the transit time by road to East Midlands Airport (in Leicestershire, England) from Southampton is approximately 4.5 hours (not including loading time).

OSRL's local freight forwarder has provided estimated times of how long it will take for the equipment to reach the select destinations (refer to Table 7), these timings take into consideration the following:

- One driver per truck.
- A truck driver can undertake 9 hours of driving in one day and requires a 45-minute rest break after a maximum of 4.5 hours. Truck drivers also require an 11 hours nightly rest / sleep.
- Driving times might vary depending on mobilisation times, aircraft availability, ferry / vessel times, driver / truck availability and number of hours left to drive by the time of mobilisation.
- The best ferry option will be chosen at the time of mobilisation. The worst-case scenario timings have been given, but these could be reduced if the optimum combination of ferry times is achieved.




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Table 7 Response Destinations, Transport Options and Timings


Location	Equipment Origin	Final shipping destination	Transportation	Shipping time	Comments
Aberdeen	Southampton	Aberdeen Harbour	<u>Option 1:</u> Road freight	<u>Option 1:</u> 24 hrs (total approximate time)	<u>Option 1:</u> Direct from OSRL Southampton base to Aberdeen Harbour.
			<u>Option 2:</u> Airfreight (road freight to the Airport)	<u>Option 2:</u> Positioning time: 8.5 hrs Loading time: 2 hrs Flight time: 1 hr Total time: 11.5 hrs from confirmation	<u>Option 2:</u> OSRL Southampton base – EMA road freight (4.5 hrs) EMA – ABZ (Aberdeen International Airport) airfreight ABZ – Aberdeen Harbour 1.5 hrs (13 km) road freight
Belfast	Southampton	Belfast Harbour	<u>Option 1:</u> Airfreight (road freight to the Airport)	<u>Option 1:</u> Positioning time: 8.5hrs Loading time: 2hrs Flight time: 1hrs Total time: 11.5hrs from confirmation	<u>Option 1:</u> OSRL Southampton base – EMA road freight (4.5 hrs) EMA – BFS (Belfast International Airport) airfreight BFS – Belfast Harbour 1 hr (30 km) road freight
			<u>Option 2:</u> Freight by sea	<u>Option 2:</u> Loading: 4hrs Approx. transit timing: 24hrs subject to nightly ferry timings	<u>Option 2:</u> OSRL Southampton base – Port of Southampton: 0.5 hrs (6 km) road freight
Great Yarmouth	Southampton	Port of Great Yarmouth	Road freight	10 hours (total approximate time)	Direct from OSRL Southampton base to the Port.
Hull	Southampton	Port of Hull	Road freight	11 hours (total approximate time)	Direct from OSRL Southampton base to the Port.
Isle of Man	Southampton	Douglas Harbour	<u>Option 1:</u> Freight by sea	<u>Option 1:</u> Loading: 4hrs Approx. transit timing: 24hrs subject to ferry timings of 0215 and 1415	<u>Option 1:</u> OSRL Southampton base – Port of Heysham (446 km) road freight

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Location	Equipment Origin	Final shipping destination	Transportation	Shipping time	Comments
			<u>Option 2:</u> Airfreight (road freight to the Airport)	<u>Option 2:</u> Positioning time: 8.5hrs Loading time: 2hrs Flight time: 0.75hrs Total time: 11.15hrs from confirmation	<u>Option 2:</u> OSRL Southampton base – EMA road freight (4.5 hrs) EMA – IOM (Isle of Man Airport) airfreight IOM – Douglas Harbour 0.5 hrs (15.5 km) road freight
Liverpool	Southampton	Port of Liverpool	Road freight	11 hours (total approximate time)	Direct from OSRL Southampton base to the Port.
Orkney Islands (Kirkwall)	Southampton	Kirkwall Harbour	<u>Option 1:</u> Freight by sea	<u>Option 1:</u> Loading: 4hrs Approx. transit timing: 34hrs subject to ferry timings on Thurs, Sat and Sun	<u>Option 1:</u> OSRL Southampton base – Aberdeen Harbour (906 km) road freight
			<u>Option 2:</u> Airfreight (road freight to the Airport)	<u>Option 2:</u> Positioning time: 8.5hrs Loading time: 2hrs Flight time: 2hrs Total time: 12.5hrs from confirmation	<u>Option 2:</u> OSRL Southampton base – EMA road freight (4.5 hrs) EMA – KOI (Kirkwall Airport) airfreight KOI – Kirkwall Harbour 0.5 hrs (6.2 km) road freight
Shetland Islands (Lerwick)	Southampton	Lerwick Port	<u>Option 1:</u> Freight by sea	<u>Option 1:</u> Loading: 4hrs Approx. transit timing: 41-45hrs subject to ferry timings from Aberdeen	<u>Option 1:</u> OSRL Southampton base – Port of Aberdeen (906 km) road freight
Shetland Islands (Sumburgh)	Southampton	Lerwick Port	<u>Option 2:</u> Airfreight (road freight to and from the Airport)	<u>Option 2:</u> Positioning time: 8.5hrs Loading time: 2hrs Flight time: 2hrs Total time: 12.5hrs from confirmation	<u>Option 2:</u> OSRL Southampton base – EMA road freight (4.5 hrs) EMA – LSI (Sumburgh Airport) airfreight LSI – Lerwick Port 1 hr (42 km) road freight

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Location	Equipment Origin	Final shipping destination	Transportation	Shipping time	Comments
To be considered: <ul style="list-style-type: none"> - Response timings and resources within this document are based on equipment and personnel being mobilised from OSRL's base in Southampton. In a response, there is the potential that other OSRL bases may be called upon for resources and to support a response, but these decisions will be dependent upon the time of mobilisation and actual response. - All response times are subject to mobilisation time, suitable weather conditions, vessel and aircraft availability and over flight clearances. - Timings for aircraft and road movements are based on response times and availability on the 3rd December 2019. - For further logistical information relating to the OSRL Service Level Agreement (SLA) equipment, refer to the OSRL Logistics Planning Guide (LPG) Service Level Agreement (SLA) Equipment: https://www.oilspillresponse.com/services/member-response-services/service-level-agreement/ - Airfreight options, transportation to airport of origin and custom clearance are not included in the shipping time as they will be embedded in the timings given to obtain permits / relocate the aircraft. Relevant Loads should be ready for when the aircraft is ready to depart. - Custom clearance timings at destinations have not been included as they may vary from airport to airport. However, considering the emergency circumstance of a spill, OSRL would expect these to be reduced to the minimum. - For airfreight, permit times have not been considered as OSRL would plan to use UK / EU based aircraft for these journeys. 					

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Part 3: Destination Activities

3 OSRL Equipment and Dispersant

3.1 Unloading at Destination Airport

3.1.1 Airport Assessment / Runway Capabilities

Key information regarding the access and facilities at select UK airports are detailed in Table 8.


Table 8 UK Airport access and facilities

Aberdeen International Airport (ABZ)	
Airport access and opening hours	Airport Hours: Main terminal opens at 03:30, or 2 hours before the first departure, and closes after the last arrival.
Facilities and services available	Cargo Handling Equipment: Forklifts / Dollies
Runway Length / surface	6407Ft / 1953m Asphalt
Belfast International Airport (BFS)	
Airport access and opening hours	Airport Hours: Open 24 hours
Facilities and services available	Cargo Handling Equipment: Forklifts / Dollies
Runway Length / surface	9120Ft / 2780m Asphalt
Isle of Man Airport (IOM)	
Airport access and opening hours	Airport Hours: 06:15–20:45 (Mon–Sat), 07:00–20:45 (Sun)
Facilities and services available	Cargo Handling Equipment: Forklifts / Dollies
Runway Length / surface	5751Ft / 1753m Asphalt
Kirkwall Airport (KOI)	
Airport access and opening hours	Airport Hours: 06:15–19:45 (Mon–Fri), 06:15–17:30 (Sat), 09:00–19:45 (Sun)
Facilities and services available	Cargo Handling Equipment: Forklifts / Dollies
Runway Length / surface	4685Ft / 1428m Asphalt
Sumburgh Airport (LSI)	
Airport access and opening hours	Airport Hours: 06:30–20:30 (Mon–Fri), 06:30–16:30 (Sat), 10:00–20:00 (Sun)
Facilities and services available	Cargo Handling Equipment: Forklifts / Dollies
Runway Length / surface	4921Ft / 1500m Asphalt

3.1.2 Unloading requirements at the Airport

Planners are to familiarise themselves with the specific procedures for each airport that has been identified for the loading and unloading of equipment and ancillaries from aircrafts. Cargo handlers should be able to support the operations and provide any relevant information. Potential difficulties are to be highlighted and mitigated where possible beforehand.

When it comes to unloading, an airport's offloading capabilities will condition the aircraft type or airport to be used for air freighting the response equipment.

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Forklifts will require to be available at all offloading areas to further transport and manoeuvre the equipment around. Forklift lifting capacities for key response equipment are as follows:

- Dispersant requires a forklift with a lifting capacity of at least 1.5 tonnes.
- Shoreline responses will require a forklift with a capacity of at least 2 tonnes.
- Offshore response will require cranes and/or forklifts with a capacity of at least 6 tonnes.

3.1.3 Airport Staging Area

In the event of a spill, initially, there shouldn't be any need to store any of the offshore equipment at the airport. Once the response equipment arrives, it will be immediately transported to its final destination or laydown area which will most likely be the local FOB / port at destination.

However, special consideration should be taken for Dispersant. If the Boeing 727 Tersus Spray Dispersant System is mobilised, the best staging area for dispersant will be located at the airport's facilities as it will provide an easier access to complete the Boeing 727 reloading operations.

In circumstances where the dispersant or the response equipment requires to remain for a certain period of time at the airport, the following should be considered:

- Capacity and location for the equipment storage.
- Accessibility to the equipment.
- Security requirements / clearance.
- Bunded, shaded or covered area for dispersant would be preferred.

When it comes to defining the staging area required, the initial dispersant mobilisation may contain 42 IBC's (refer to Section 1.4.2), which will require an area of approximately 42m² for the dispersant plus additional space for forklift movement. Additional space should also be scoped in the event further dispersant is mobilised.

3.2 Delivery

3.2.1 Local Customs Regulations and Clearance

When OSRL equipment is mobilised from the OSRL Southampton base there will be no Customs clearance required at the destination air or seaport.

Should equipment be utilised from other OSRL bases it will be the responsibility of the mobilising party to Customs clear the equipment through HM Revenue and Customs. To facilitate this clearance, OSRL will provide the required Commercial Invoices, packing lists etc.

3.2.2 Required Transport

Most OSRL equipment can be carried by a variety of vehicles. For most of the destinations considered in this plan, the equipment will be transported by road within the UK and therefore equipment transport will have been organised at origin (refer to Sections 1.5 and 2.2).

For transportation to response sites smaller vehicles such as 7.5 tonne lorries and panel vans may be practical if the end destination does not support heavy goods vehicles.

3.2.3 Local transport and Transport Routes to Laydown Areas

The member / client is responsible for the transport from the airport to the area of mobilisation at the local location.

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The member / client must have the capacity to identify and contract the necessary prime movers, trailers and materials handling equipment at the receiving airport to offload aircraft and load transport assets. The member / client or other contractors will oversee the movement of this equipment.

The member / client should consider the following as well as part of their responsibilities:

- Internal financial approval and assurance process to hire trucking.
- Access and availability of material handling equipment.
- Heavy vehicle marshalling areas and laydown area availability.
- Vehicle lashings.
- Journey management.

The majority of equipment that can be shipped by airfreight can be transported over road with no restrictions.

3.3 Laydown Areas

Laydown areas require a good level of access, facilities and infrastructure to manoeuvre, load or unload to or from aircraft or vessels. Forklifts will need to be available at all offloading areas (refer to Section 3.1.2).

Secure premises will be required for the laydown of response equipment and for the breakdown of packages prior to distribution to usage areas.

If dispersant is mobilised and kept at the airport a bunded and shaded (or covered area) would be recommended. The size of laydown area will be dependent on the amount of dispersant mobilised, with additional space scoped in the event that more dispersant is mobilised.