



Japan COVID-19 Response Plan



Purpose
<p>As a result of the COVID-19 pandemic, many governments and companies have imposed restrictions limiting the movement of people. This working document describes at a country level how OSRL will approach supporting Members during spill response incidents. It is intended to be referred to as guidance only, based on best-available information at the time of writing. It should be read in conjunction with the latest COVID-19 statement on OSRL's website: https://www.oilspillresponse.com/news--media/news/coronavirus-statement/</p> <p>COVID-19 Response Readiness Dashboard OSRL Members' Information Hub - a single location to cover your needs, keep you up to date and provide you with the latest information on our response readiness. https://www.oilspillresponse.com/external-links/covid-19</p> <p>To discuss the country plan or for further information please contact: the authors (Yamuna@oilspillresponse.com or ThomasHeng@oilspillresponse.com), the duty manager, or your OSRL representative.</p>

Revision history		
Version	Date updated	Description of changes
1	9 Jun 2020	First published version.
2	14 Jul 2020	<ul style="list-style-type: none"> Update to include travel to Japan prohibited till 31 Jul 2020. Update to reflect changes to the global airfreight market. Update to reflect Singapore's gradual easing of COVID-19 restrictions. Update to include mention of the development of newly developed COVID-19 field guides for various types of operations.
3	11 Aug 2020	Update to include travel to Japan prohibited till 31 Aug 2020.
4	28 Oct 2020	Update to include travel in Business Track and Residence Travel.
5	15 Jan 2021	Update travel restrictions.

Service aspect	Normal service	Disruption / Restrictions	Amended approach
OSRL's Emergency Operations Centre	Remote technical advice from OSRL Duty Manager, including support in developing: <ul style="list-style-type: none"> Spill Impact Mitigation Assessment's Response strategy recommendations Tactical Response Plans and Inputs to Incident Action Plans Inputs to response visualisation / common operating picture 	None	As normal
	Provision of 2D and 3D oil spill modelling	None	As normal
	Provision of satellite imagery	None	As normal

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Mobilisation	Mobilisation of OSRL response team to incident location assisted by mobilising party	<p>Restrictions for entering Japan</p> <ul style="list-style-type: none"> In response to a new variant of COVID-19, the authorities in Japan have barred all non-resident foreign nationals' entry into Japan using the previously approved 'Phased Measure for Resuming Cross-Border Travel' scheme until further notice. From 30 December@0001hrs, people coming from any countries (including Japanese nationals and other approved resident foreigners) where the government has announced to have the new variant of COVID-19, will need to obtain the certificate of negative test result of pre-entry testing conducted within 72 hours of the departure time of the flight. They will also need to undergo a second COVID-19 test upon arrival in Japan. Those who cannot submit the negative COVID-19 testing result mentioned above will be requested to stay at specific facilities designated by the Chief of the Quarantine Station (limited to accommodation facilities designated by the Quarantine Station) for 14 days after arrival. Transit in Japan is not affected if travellers do not clear immigration. Transit must be completed within the same day. The "Business Track" scheme with Singapore started by Japan on 18 Sep 2020 continues to allow short term visitors (up to 30 days) to limited business activities during the mandatory 14-day quarantine period. However, due to the imposition of stringent entry restrictions amid a new variant of COVID-19, members should reconfirm the validity of their visa status under residence and business track with the Japanese Embassy of their departing country before commencing travel. Those who wish to travel in the "Business Track" scheme are required to submit the following to the Japan Embassy of Singapore: <ul style="list-style-type: none"> Written Pledge (Japanese Business Track) pledges to take necessary measures to ensure the implementation of additional epidemic prevention measures Schedule of Activities in Japan transcribing day to day activity of what is expected to be done while in Japan Cover Letter from the host company / organization detailing purpose of visit Within 72 hours prior to leaving Singapore, the subject to obtain the certificate of negative test result of pre-entry testing conducted within 72 hours of the departure time of the flight at a medical institution designated by the Singapore government Foreign nationals with residence status are permitted to re-enter Japan. However, due to the imposition of stringent entry restrictions amid a new variant of COVID-19, members should reconfirm the validity of their visa status under residence and business track with the Japanese Embassy of their departing country before commencing travel. This also includes the following: <ul style="list-style-type: none"> Spouse or child of a Japanese national/permanent resident Spouse or child of a foreign national who has a status of residence of "Long Term Resident" whose family is staying in Japan and who has been separated from the family. A foreign national who is going to acquire the status of "Instructor" or "Professor" and needs to enter Japan to fill a vacancy at an educational institution A foreign national who is going to acquire the status of "Medical Services" 	<p>OSRL will deploy resources in the event of an incident provided it can be done safely and legally, with appropriate precautions in place to safeguard the health of staff and contractors.</p> <p>Initial response</p> <ul style="list-style-type: none"> Phase 1: OSRL would deploy responders from the Singapore base. These responders would be able to fill IMT / technical advisory / field-based roles. The exemption process would be utilised with support of the Member to gain permission to travel. These responders would be subject to self-isolation restrictions. Phase 2: OSRL would deploy responders from US and UK bases as most appropriate for the nature of the incident. These responders would be able to fill IMT/technical advisory/field-based roles. <p>Ongoing response</p> <ul style="list-style-type: none"> In the event of a mobilisation, immediate rotation planning commences (as usual processes) to ensure seamless continuity of in-country response. <p>Remote support</p> <ul style="list-style-type: none"> For all the above, remote support will be provided to the in-country team from OSRL's EOCs in Singapore and Southampton. <p>Exemption of restrictions</p> <ul style="list-style-type: none"> Japan government on 25 May lifted a State of Emergency (SoE). With the lifting of the SoE, residents will be gradually allowed to leave their residences freely, and non-essential businesses will slowly resume operations in three phases. Cross-prefecture travel can now occur. There is no exemption available for quarantine in Japan. The holders of status of residence from all countries and regions will be incrementally permitted to enter Japan, under the condition that the person is hosted by a company/ entity that can assure observation of quarantine measures. Necessary procedures and forms differ depending on whether the country/region of departure is subject to denial of permission to entry into Japan. 		
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		<p>and contributes to the enhancement and strengthening of the Japanese medical systems.</p> <ul style="list-style-type: none"> • Entry for foreign travellers who have been to some countries within Africa, Americas, Asia-Pacific, Middle East, Europe & CIS in 14 days prior to arrival in Japan remains prohibited until further notice. Details of the prohibited countries can be found in Appendix. • Previous restrictions and additional requirements applied to travellers from the UK and South Africa will also remain effective until further notice, including installing a COVID-19 tracking app if arriving from the UK and South Africa. • Japanese nationals as well as foreign travellers who are allowed entry into the country are required to take a COVID-19 test and must self-quarantine for 14 days. All travellers entering Japan will be administered the Polymerase Chain Reaction (PCR) test at the airport of arrival, this includes even those who display no symptoms. • Foreigners without a residence in Japan are permitted to self-quarantine in hotels or any other short-term accommodation arranged by themselves or a local host prior to their arrival, this is effective until further notice. 	

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	Mobilisation of dispersant aircraft and aircrew to incident location, assisted by mobilising party	<p>The International Air Transport Association (IATA) guidance states that aircrew are exempted from the 14-day self-isolation upon entry requirements, though are required to self-isolate in their accommodation between work shifts, as well as taking other appropriate precautions to minimise exposure and practice physical distancing measures.</p> <p>IAR, who is the operator of the C-130 dispersant aircraft based in Malaysia, has confirmed their status as airline crew and are exempt from the travel restrictions.</p>	<p>The normal level of support would be required from mobilising party to secure aviation support services at airport dispersant missions (e.g. supply of fuel, airport logistics, permit application for low-lying flight and dispersant spray, etc.)</p> <p>Airline crew would follow the same risk mitigation measures as other OSRL responders, including use of appropriate PPE, enhanced personal hygiene and physical distancing.</p> <p><i>*The flight times detailed below are for guidance purposes only and are subject to obtaining flight clearances, landing permits, ground handling time, local security situation, adverse weather conditions or any other unforeseen circumstance which could delay the flight. As with any response there will be factors outside of our control which could affect the response times and every endeavour will be taken to ensure a timely mobilisation.</i></p> <p>IAR C130 Mobilisation Time (indicative)</p> <table border="1"> <tr> <td>Senai – Manila</td> <td>05:00 hrs</td> </tr> <tr> <td>Tech Stop</td> <td>02:00 hrs</td> </tr> <tr> <td>Manila - Haneda</td> <td>06:10 hrs</td> </tr> <tr> <td>Total Travel Time*</td> <td>11:10 hrs</td> </tr> </table> <p><i>*travel time is excluding 6 hrs mobilisation time</i></p> <p>727 Mobilisation Time (indicative) Flight time 06:00BST Departure</p> <table border="1"> <tr> <td>Doncaster-Bucharest</td> <td>04:40 (10:40)</td> </tr> <tr> <td>Tech Stop</td> <td>01:00 (11:40)</td> </tr> <tr> <td>Bucharest–Almaty</td> <td>04:40 (16:20)</td> </tr> <tr> <td>Night Stop</td> <td>11:00 (03:20)</td> </tr> <tr> <td>Almaty-Beijing Daxing</td> <td>04:00 (07:20)</td> </tr> <tr> <td>Tech Stop</td> <td>01:00 (08:20)</td> </tr> <tr> <td>Beijing Daxing-Haneda</td> <td>02:35 (10:55)</td> </tr> <tr> <td>Boom Fit</td> <td>02:00 (12:55)</td> </tr> <tr> <td>Total Travel Time*</td> <td>30:55</td> </tr> </table> <p>Flight time 14:00 BST Departure</p> <table border="1"> <tr> <td>Doncaster-Bucharest</td> <td>04:40 (18:40)</td> </tr> <tr> <td>Tech Stop</td> <td>01:00 (19:40)</td> </tr> <tr> <td>Bucharest–Almaty</td> <td>04:40 (00:20)</td> </tr> <tr> <td>Night Stop</td> <td>11:00 (11:20)</td> </tr> <tr> <td>Almaty-Beijing Daxing</td> <td>04:00 (15:20)</td> </tr> <tr> <td>Tech Stop</td> <td>01:00 (16:20)</td> </tr> <tr> <td>Beijing Daxing-Haneda</td> <td>02:35 (18:55)</td> </tr> <tr> <td>Boom Fit</td> <td>02:00 (20:55)</td> </tr> <tr> <td>Total Travel Time*</td> <td>30:55</td> </tr> </table> <p><i>*travel time is excluding 4 hrs mobilisation time</i></p>	Senai – Manila	05:00 hrs	Tech Stop	02:00 hrs	Manila - Haneda	06:10 hrs	Total Travel Time*	11:10 hrs	Doncaster-Bucharest	04:40 (10:40)	Tech Stop	01:00 (11:40)	Bucharest–Almaty	04:40 (16:20)	Night Stop	11:00 (03:20)	Almaty-Beijing Daxing	04:00 (07:20)	Tech Stop	01:00 (08:20)	Beijing Daxing-Haneda	02:35 (10:55)	Boom Fit	02:00 (12:55)	Total Travel Time*	30:55	Doncaster-Bucharest	04:40 (18:40)	Tech Stop	01:00 (19:40)	Bucharest–Almaty	04:40 (00:20)	Night Stop	11:00 (11:20)	Almaty-Beijing Daxing	04:00 (15:20)	Tech Stop	01:00 (16:20)	Beijing Daxing-Haneda	02:35 (18:55)	Boom Fit	02:00 (20:55)	Total Travel Time*	30:55
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	Mobilisation of surface response equipment and dispersants to incident location, assisted by mobilising party	<p>In light of the COVID-19 control measures imposed by the Singapore government, there are currently no access or haulage restrictions affecting the movement of surface and subsea equipment and dispersants from OSRL bases to air/sea-ports within Singapore.</p> <p>The sea and airfreight markets are disrupted and currently fluid as a result of wider COVID-related disruption.</p>	<p>GENERAL</p> <p>OSRL's Global Logistics Team is working closely with our network of third-party logistics organisations and travel management specialists to proactively monitor the logistics market on a daily basis.</p> <p>Operational updates have been received from all key service providers to ensure they have appropriate procedures to maintain service continuity in the event of a response. This includes base operators co-located with OSRL, customs agents, third-party logistics providers, air charter agents, crane providers and road haulage.</p>																																												
	<p>Mobilisation of Global Dispersant Stockpile to incident location, assisted by mobilising party</p> <p><i>Applicable to members subscribed to GDS supplementary agreement</i></p>	<p>The authorities have implemented stringent health screening measures in all ports of entry, including airports and seaports. Those who are allowed to enter Japan as a transit country are not subject to the quarantine measures, as long as they do not disembark. Anyone disembarked will be requested to stay at a place designated by the Chief of the Quarantine Station, and not to use public transportations, but they may leave Japan before finishing the 14-day period.</p>	<p>As normal, the optimal routing for equipment and dispersant mobilisation will be based on availability of the spot market.</p> <p>Anticipate longer than usual timeline to mobilise equipment and potentially higher costs due to disrupted freight market.</p>																																												
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	<p>Mobilisation of subsea response equipment</p> <p><i>Applicable to members subscribed to SWIS supplementary agreements</i></p>	<p>The sea and airfreight markets are disrupted and currently fluid as a result of wider COVID-related disruption.</p> <p>AIR</p> <p>With the recommencement of scheduled air travel in some parts of the world – notably the European Union, the air charter market has generally improved in terms of availability and lead times compared to the prior situation at the height of the COVID-19 pandemic.</p> <p>Recent work conducted by our charter agent has identified that the availability of cargo aircraft is improving. Notably, both AN-124 and B-747 availability is improving with potential access to B-747 freighters within five days. Charter costs are also returning to typical market value.</p> <p>The availability of aircraft for a response will be determined by market conditions on the day and “spot” market availability to respond to an immediate emergency charter request. OSRL remains in close contact with our logistics providers & charter brokers who are monitoring the situation. OSRL will continue to keep you informed and notify immediately if there are significant changes in availability. Please contact OSRL directly for further information.</p> <p>SEA</p> <p>Bookings on most vessel routes are experiencing delays and additional scrutiny.</p>	<p>The normal level of support would be required from mobilising party to clear customs and provision of in-country logistics.</p> <p>OSRL has developed a Logistics – Mobilisation Tactical Impact Response Plan which consider primary and alternative logistics options for the physical movement (by road, sea and air) and exportation process for emergency response equipment.</p> <p>SURFACE EQUIPMENT / DISPERSANTS FROM SINGAPORE</p> <p>One option that will be considered in a response is for the mobilisation of equipment from Singapore to Japan is by cargo flights which continue to operate. However, with the volatile freight market, there is high demand for these cargo flights.</p> <p>NOTE ON GDS MOBILISATION</p> <p><i>GDS mobilisation is typically a long wavelength operation, focussed on maintaining continuous supply chain of dispersants to enable ongoing subsea, aerial and vessel-based dispersant application to occur.</i></p>
<p>In-country response</p> <p><i>Typical roles performed by OSRL shown here – not exhaustive</i></p>	<p>IMT-based technical advice</p>	<p><u>Personnel</u></p> <p>IMT-based technical advisory may be impacted by entry and self-isolation restrictions.</p> <p>The 5x5 onsite technical advisory service may be impacted by entry and isolation restrictions.</p>	<p><u>Personnel</u></p> <p>Assuming we can enter Japan through special exemption, we will be able to provide this service. Our 5 x 5 free Technical Advisory service will still be applicable.</p> <p>Remote technical advice into an IMT will be provided by technical staff based in any OSRL location via video conferencing platforms such as Skype, Microsoft Teams, Zoom, etc.</p> <p>Once in-country, technical advice will be provided in person, maintaining appropriate physical distancing and other measures to mitigate exposure risk.</p>
	<p>Aerial surveillance operations (inc UAV)</p>	<p><u>Personnel</u></p> <p>Aerial surveillance operations by OSRL personnel as onboard observer may be restricted due to the travel restrictions to Japan.</p> <p><u>Equipment (UAV)</u></p> <p>OSRL has a Call-Off Agreement with several UAV service providers globally to support aerial surveillance operations. The UAV operators have bases around the world and operations may be restricted due to international travel restrictions. Members are encouraged to utilise their existing UAV contacts or explore service arrangements with UAV service providers in Japan. OSRL can provide support this if required.</p>	<p><u>Personnel</u></p> <p>OSRL is able to provide remote support and advice on the aerial surveillance operation, spill identification and spill quantification based on the information gathered during the surveillance flights chartered by the member, e.g. remote analysis of photographs and videography to provide quantification.</p> <p>OSRL can provide remote aerial surveillance training to aircraft and helicopter pilots or designated observers.</p> <p>Once in-country, OSRL responders will be able to conduct overflights as normal.</p> <p><u>UAV</u></p> <p>Support from mobilising party required to apply for exemptions / approvals from relevant government agencies for UAV operator personnel amid the current traveller restrictions.</p> <p>OSRL responders can provide technical advice and analysis of UAV imagery/video remotely if necessary.</p> <p>OSRL has developed an aerial surveillance field guide appendix to cover COVID-19 operational considerations and additional control measures.</p>

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	Shoreline and inland operations	<p><u>Personnel</u> Shoreline response operations and Shoreline Clean-up Assessment Technique (SCAT) operations by OSRL personnel may be impacted due to the travel restrictions to Japan.</p> <p><u>Equipment</u> Movement of equipment via land, sea and air, please see above.</p>	<p><u>Personnel</u> Assuming we can enter Japan through special exemption, we will be able to provide this service. Our 5 x 5 free Technical Advisory service will still be applicable.</p> <p><u>Equipment</u> OSRL is still able to mobilise equipment if needed. The normal level of support would be required from mobilising party to clear customs and provision of in-country logistics.</p> <p><u>SCAT operations</u> SCAT operations can be adapted to be carried remotely through the deployment of UAV with remote support being provided to interpret imagery and input into SCAT programme.</p> <p>Once in-country, OSRL responders will be able to work in support of the shoreline programme as normal.</p> <p>OSRL has developed a shoreline clean-up and assessment technique (SCAT) field guide appendix; and a shoreline operations field guide appendix to cover COVID-19 operational considerations and additional control measures.</p>
	Offshore vessel-based operations	<p><u>Personnel</u> Offshore operations by OSRL personnel may be impacted due to the travel restrictions to Japan</p> <p><u>Equipment</u> Movement of equipment via land, sea and air, please see above.</p>	<p><u>Personnel</u> Assuming we can enter Japan through special exemption, we will be able to provide this service. Our 5 x 5 free Technical Advisory service will still be applicable.</p> <p><u>Equipment</u> OSRL is still able to mobilise equipment if needed. The normal level of support would be required from mobilising party to clear customs and provision of in-country logistics.</p> <p>OSRL has developed a containment and recovery field guide appendix to cover COVID-19 operational considerations and additional control measures.</p>
	Aerial dispersant operations	<p><u>Personnel</u> Currently not restricted due to the exemption for IAR aircrew.</p>	<p><u>Personnel</u> The operation can be conducted by the trained aircrew with remote support from OSRL personnel via video conferencing.</p> <p><u>Equipment</u> The Hercules C-130 fitted with RIDSS dispersant spraying system would be the preferred aerial dispersant aircraft due to its proximity in Malaysia.</p> <p>If that aircraft was unavailable for any reason, the B727 fitted with TERSUS dispersant spraying system would be utilised. This aircraft is based in the UK and so would be subject to extended transit time.</p> <p>The aircraft would fly into country with empty dispersant tanks as this is the fastest option for it to get into country and to commence dispersant spraying operations.</p>

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	Oiled wildlife response	<p><u>Personnel</u> Mobilisation of oiled wildlife equipment held by OSRL and international oiled wildlife experts impacted by travel and logistics restrictions.</p>	<p><u>Personnel</u> OSRL members can engage OSRL's in-house oiled wildlife experts based in our UK and Perth office.</p> <p>If travel restrictions exemption cannot be granted, the technical advice from our in-house expert can be given remotely through video conferencing platform such as Skype, Microsoft teams etc.</p> <p>OSRL members have access to Sea Alarm Foundation's Technical Advisors based in Belgium, for which one advisor can be deployed to site to provide oiled wildlife response advice and supervision.</p> <p><u>Equipment</u> OSRL members has access to OSRL wildlife equipment located in 4 OSRL bases. Refer to mobilisation of surface response equipment for more details on the disruptions and restrictions on mobilising oiled wildlife equipment.</p> <p>As normal, the optimal routing for equipment and dispersant mobilisation will be based on availability of the spot market. Anticipate potential for delay due to disrupted freight market.</p> <p>The normal level of support would be required from mobilising party to clear customs and provision of in-country logistics.</p> <p>Oiled wildlife resources can also be obtained in country based on advices given by the oiled wildlife technical experts.</p>

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