



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 Please refer to the OSRL Members' Information Hub for 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 (HonPhuiHang@oilspillresponse.com or NobelAung@oilspillresponse.com), the duty manager, or your OSRL representative.</p>

Revision history		
Version	Date updated	Description of changes
1	15 May 2020	First published version.
2	11 Aug 2020	Updated on international flight restriction and ban on social gatherings
3	05 Nov 2020	Updated on international flight restriction
4	08 Jan 2021	Updated on international flight restriction and additional requirements for domestic flight

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
Mobilisation	Mobilisation of OSRL response team to incident location assisted by mobilising party	<p>Restrictions for entering Myanmar</p> <ul style="list-style-type: none"> With effect from 29th March 2020, the Government of the Republic of the Union of Myanmar has adopted the following entry visa restrictions from all countries 31st January 2021. <ul style="list-style-type: none"> Suspension of all types of visa to all foreign nationals, except diplomats accredited to Myanmar, United Nations officials and crews of ships and aircraft which still operating to and from Myanmar. For all diplomats and United Nations officials who are allowed for entry shall be required to provide certification of the absence of COVID-19 infection issued by a recognized laboratory. This must be less than 72 hours prior to date of travel. Upon arrival to Myanmar, they shall be subjected to quarantine. Diplomats are permitted to serve the full 14 days of quarantine at their residences if they are living in a house with its own compound. Foreign nationals who are required to visit Myanmar on urgent official mission or emergencies, to contact nearest Myanmar 	<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 and safety of staff, contractors and customers.</p> <p>Initial response:</p> <ul style="list-style-type: none"> In terms of resourcing the response, OSRL would primarily call upon personnel from Singapore base due to geographical advantage and supplemented from those from our personnel from the Southampton, UK base. OSRL has one personnel fluent in Burmese language and we would look to deploy to the best fit (Foreign nationals who are in entry visa exemption program) dependant on the response requirements and availability at the time. <p>Second wave response</p> <ul style="list-style-type: none"> Phase 1: OSRL would deploy responders from the Singapore base as most appropriate for the nature of the incident in APAC region. 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



		<p>embassies for possible exemption of visa restriction.</p> <ul style="list-style-type: none"> With effect from 30th March 2020 up to 31st January 2021, the Ministry of Health and Sports (Myanmar) has announced the following measures: <ul style="list-style-type: none"> Landing at any airport in Myanmar will not be allowed for all international commercial passenger flights. All landing permissions previously granted by the Department of Civil Aviation are suspended. The above measures do not apply to relief flights, all cargo flights, medical evacuation flights and special flights specifically approved by the Department of Civil Aviation. However, if any such flight involves overnight stops, the flight crew maybe subjected to quarantine requirements. With effect from 16th December 2020, Myanmar domestic flights has resumed. <ul style="list-style-type: none"> Passengers are required to produce negative COVID-19 test result in the last 36 hours upon entering the terminal. As per latest guidelines from Ministry of Foreign Affairs (Singapore); all foreign nationals travelling to Myanmar will have to provide evidence of home quarantine in the country of departure for 7 days before departure. Upon arrival in Myanmar, they will be subjected to 7 days facility quarantine and a COVID-19 test. Those who test negative for COVID-19 will need to complete another 7 days of home quarantine. If test result is positive, they will be sent to one of the designated hospitals at the traveller's own expense. According to Myanmar's National Health Laboratory, the cost of COVID-19 test is 200,000 kyats (approximately SGD 211). With effect from 31st December 2020 until further notice, Ministry of Health and Sports (Myanmar) have implemented travel ban to residents of United Kingdom of Great Britain and Northern Ireland and travellers who have visited the mentioned in the last 14 days. Effective 18th April 2020 up to 31st January 2021, Yangon regional government has imposed curfew from 12am to 4am. Other regions have imposed similar curfews as well. For additional information, Myanmar COVID-19 surveillance dashboard published by Ministry of Health and Sports (Myanmar) can be accessed via this link. <p><u>Restrictions for exiting Singapore</u></p> <ul style="list-style-type: none"> Effective 24th March 2020, Singapore government advises all Singaporeans to defer all travel abroad. From 15th June 2020, returning Singaporeans, permanent residents and long-term pass holders will be placed under the 14-day Stay Home Notice (SHN) or quarantine in dedicated SHN facilities, depending on where they spend their last 14 days. All inbound travellers will undergo COVID-19 test before the end of their SHN. Short term visitors are not allowed to enter or transit through Singapore except for established Green/Fast Lane arrangements or with special prior approval. Myanmar and Singapore have not established any Green/Fast Lane arrangement yet. From 19th June 2020, Singapore entered phase 2 of the post-circuit breaker period where most businesses and social activities are allowed but telecommuting must remain the default for all businesses where feasible. 	<p>permission to travel. These responders would be subject to self-isolation restrictions.</p> <ul style="list-style-type: none"> 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. This would utilise the same exemption process as above and would bring responders into Myanmar with sufficient time to clear the self-isolation restrictions. <p>Remote support</p> <p>For all the above, remote support will be provided to the in-country team from OSRL's EOCs in Singapore and Southampton.</p> <p>Exemption of restrictions</p> <ul style="list-style-type: none"> OSRL understands that an exemption may be granted for non-Myanmar residents to enter Myanmar in the event of an oil spill incident emergency by seeking assistance from the Myanmar Embassy in Singapore and DMA. OSRL seeks to be exempted from travel and self-isolation restriction through the Member to the government authorities for approvals. All exemptions will be assessed on a case by case basis, depending on the extent of the oil spill emergency. DMA can assist in applying exemptions (E.g. entry visas, custom clearance permit, landing permits and etc.) DMA will assist to contact DCA and relevant authorities' offices as necessary depending on the extent of the oil spill emergency. During an oil spill, local representatives from the mobilising party should visit DMA and relevant authorities' offices physically to ask for assistance in attaining exemptions. For visa application and entry of personnel into Myanmar due to emergency, foreign nationals whose countries participate in entry visa exemption program may have their approvals expedited.
--	--	---	---



		<ul style="list-style-type: none"> From 28th December 2020, Singapore enters phase 3 where restrictions for businesses and social activities are further relaxed and COVID-19 vaccinations will be made free for all Singaporeans and long-term residents currently here. The entire adult population will be offered vaccinations, on a voluntary basis. OSRL is considered an essential service and as such has exemption from restrictions meaning that our ability to mobilize people and equipment to incidents remains unaffected. 	
<p>Mobilisation of dispersant aircraft and aircrew to incident location, assisted by mobilising party</p>		<p>As of 30th March 2020, all international flights to Myanmar are suspended until 31st January 2021.</p> <ul style="list-style-type: none"> This does not apply to relief flights. This does not apply to medical evacuation flights This does not apply to special flights approved by the Department of Civil Aviation. <p>Thus, IAR- the operator of the C-130 dispersant aircraft would be able to enter and operate via ‘special flights approved by the Department of Civil Aviation’.</p> <p>However, the International Air Transport Association (IATA) guidance states that aircrew are not exempted and maybe subjected to quarantine measures.</p>	<p>The normal level of support would be required from mobilising party to secure aviation support services at the local airport for 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>Indicative timings: 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. These times do not account for any quarantine measures applied to the aircrew.</p> <p>Hercules C-130 is OSRL’s primary aerial dispersant aircraft in the Asia Pacific region. Estimated flight times from Senai, Malaysia are:</p> <ul style="list-style-type: none"> - 3.9hours direct flight to Yangon International Airport. - 5.0hours direct flight to Mandalay International Airport. <p>Note: 1.5hours from Yangon/Mandalay Airport to Sittwe Airport.</p> <p>In the event that the Boeing 727, based in UK, were to be mobilised, the estimated flight times are:</p> <p><u>Myanmar (Yangon) 0600BST Departure</u> Timings with Boom Fit at Destination Doncaster- Paphos 04:30 (1030) Tech Stop 01:00 (1130) Paphos- Mumbai 04:30 (1600) Night Stop 11:00 (0300) Mumbai – Yangon 02:45 (0545) Tech Stop & Boom Fit: 02:00 (0745) Elapsed time to ready to Spray- 25:45</p> <p><u>Myanmar (Yangon) 1400BST Departure</u> Timings with Boom Fit at Destination Doncaster- Paphos 04:30 (1830) Night Stop 11:00 (0530) Paphos- Mumbai 04:30 (1000) Tech Stop 01:00 (1100) Mumbai – Yangon 02:45 (1345) Tech Stop & Boom Fit: 02:00 (1545) Elapsed time to ready to Spray- 25:45</p> <p><u>Myanmar (Mandalay) 06:00BST Departure</u> Timings with Boom Fit at Destination Doncaster- Paphos 04:30 (1030) Tech Stop 01:00 (1130)</p>



			<p>Paphos-Oman 03:15 (1445) Night Stop 11:00 (0145) Oman - Myanmar 04:15 (0600) Tech Stop & Boom Fit: 02:00 (0800) Elapsed time to ready to Spray – 26:00</p> <p><u>Myanmar (Mandalay) 14:00BST Departure</u></p> <p>Timings with Boom Fit at Destination Doncaster- Paphos 04:30 (18:30) Tech Stop 01:00 (1930) Paphos- Oman 03:15 (2245) Night Stop 11:00 (0945) Oman- Myanmar 04:15 (1400) Tech Stop & Boom Fit: 02:00 (1600) Elapsed time to ready to Spray – 26:00</p>
	<p>Mobilisation of surface response equipment and dispersants to incident location, assisted by mobilising party</p>	<p>The Singapore Government announced ‘circuit breaker’ restrictions requiring the closure of all businesses that do not provide essential services. OSRL’s key service providers are all considered essential services and therefore able to continue to operate.</p> <p>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 OSRL is currently seeing restrictions on the movement of equipment as a result of the COVID-19 outbreak, but we continue to actively monitor that situation.</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>As normal, the optimal routing for equipment and dispersant mobilisation will be based on availability of the air and sea freight spot market.</p> <p>OSRL has developed tactical logistics plans 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>Anticipate longer than usual timeline to mobilise equipment and potentially higher costs 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>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>AIR Currently, airlines continue to increase passenger aircraft numbers available for cargo. Airlines are also starting to slowly bring routes for passengers back, therefore taking the strain off the freight market. Recent work conducted by our charter agent has identified that the availability of cargo aircraft is improving. Notably, both AN-124 and B747 availability is improving with potential access to B747 freighters within five days. Charter costs are also returning to typical market value.</p> <p>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 Bookings on most vessel routes are experiencing delays and additional scrutiny.</p> <p>Myanmar port restrictions on international vessels:</p> <ul style="list-style-type: none"> • Crew change is not permitted except Myanmar nationals • Shore leave not permitted. <p>Land Movement of equipment or dispersants into Myanmar by land via crossing Singapore-Malaysia-Thailand-Myanmar borders is not possible due to disruption at Singapore-Malaysia causeway.</p> <p>Additionally, with effect from 19th March 2020, Myanmar has temporarily closed all land borders with its neighbouring countries (Thailand, China, Laos,</p>	<p>SURFACE EQUIPMENT / DISPERSANTS FROM SINGAPORE One option that will be considered in a response is for the mobilisation of equipment from Singapore to Myanmar by sea routes, utilising offshore vessels identified for use during a response. One possible route would be from Singapore to Yangon Port and via land transfer to other areas in Myanmar.</p> <p>NOTE ON GDS MOBILISATION 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.</p>



		Bangladesh) to all foreign nationals until 31 st January 2021.	
In-country response <i>Typical roles performed by OSRL shown here – not exhaustive</i>	IMT-based technical advice	<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>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>
	Aerial surveillance operations (inc UAV)	<p><u>Personnel</u> Aerial surveillance operations by OSRL personnel as onboard observer may be restricted due to international travel restrictions.</p> <p><u>UAV</u> OSRL has a Call-Off Agreement with Sky-Futures, Terradrone, Bristow, and Altitude Imaging to provide UAV capabilities globally to support aerial surveillance operations.</p> <p>The UAV operators have bases around the world, operations may be restricted due to international travel restrictions. OSRLs UAV providers have confirmed their ability to respond subject to obtaining key or essential worker status to the relevant country.</p> <p>OSRL’s pool of UAV providers are base outside of Myanmar. If required, the UAV providers may be able to be mobilised from their nearest location to Myanmar:</p> <ul style="list-style-type: none"> - Kuala Lumpur (Sky Futures) - Singapore (Avetics) 	<p><u>Personnel</u> With the assumption of entering Myanmar through special exemption, OSRL responders will be able to conduct overflights as normal upon arrival in-country (<i>Quarantine exemption applies</i>). Our 5 x 5 Technical Advisory service will still be applicable.</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 training to aircraft and helicopter pilots or designated observers.</p> <p><u>UAV</u> Support from Member to apply for exemptions/approvals from relevant government agencies for UAV operator to be exempted from travel and isolation restrictions. Where practicable, OSRL would request a local service provider via the network of UAV operators we work with.</p> <p>UAV operations are also subject to obtaining permissions, licenses, and meeting regulatory requirements in the country of operation.</p> <p>OSRL responders can provide technical advice and analysis of UAV imagery/video remotely if necessary.</p>
	Shoreline operations	<p><u>Personnel</u> Shoreline response operations and Shoreline Cleanup Assessment Technique (SCAT) operations by OSRL</p>	<p>With the assumption of entering Myanmar through special exemption, OSRL responders will be able to work in support of the shoreline programme as normal</p>



OSRL Response Plan – COVID-19



		<p>personnel may be impacted due to international travel restrictions</p> <p><u>Equipment</u> Movement of equipment via land, sea and air, please see above.</p>	<p>upon arrival in-country (<i>Quarantine exemption applies</i>). Our 5 x 5 free Technical Advisory service will still be applicable.</p> <p>OSRL can mobilise equipment if needed, either through air freight or sea shipment. The normal level of support would be required from mobilising party to clear customs and provision of in-country logistics.</p> <p>SCAT operations can be adapted to be carried remotely through the deployment of UAV with remote support being provided to interpret imagery and input into SCAT programme.</p>
Offshore vessel-based operations	<p><u>Personnel</u> Offshore operations by OSRL personnel may be impacted due to the travel restrictions to Myanmar</p> <p><u>Equipment</u> Movement of equipment via land, sea and air, please see above.</p>	<p>With the assumption of entering Myanmar through special exemption, OSRL responders will be able to work in support of the offshore response as normal upon arrival in-country (<i>Quarantine exemption applies</i>). Our 5 x 5 free Technical Advisory service will still be applicable.</p> <p>OSRL can mobilise equipment if needed, either through air freight or sea shipment. The normal level of support would be required from mobilising party to clear customs and provision of in-country logistics.</p>	
Aerial dispersant operations	<p>Once established in-country, ongoing operations are not restricted.</p>	<p>The operation can be conducted by the aircrew with remote support from OSRL personnel via video conferencing.</p> <p>The Hercules C-130 fitted with RIDDS 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. Note: B727 can only land in Yangon and Mandalay International airport due to the runway and ground facilities requirements.</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> <p>Dispersant stocks held locally can be used until additional dispersants arrive and clear customs.</p>	
Oiled wildlife technical advice and coordination	<p>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 have access to Sea Alarm Foundation's Technical Advisors through OSRL's Duty Manager, for which one advisor based in Belgium can be deployed to site to provide oiled wildlife response advice and supervision.</p> <p>OSRL members can also engage OSRL's in-house oiled wildlife experts based in our UK and Perth office.</p> <p>If the travel restrictions exemption cannot be granted for domestic travel, the technical advice from our in-house expert can be given remotely through video conferencing platform such as Skype, Microsoft teams, Zoom etc.</p> <p><u>Equipment</u> OSRL members have access to OSRL wildlife equipment located in 4 OSRL bases. Refer to mobilisation of surface response equipment for more</p>	



			<p>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>
--	--	--	---



REFERENCE		
01	Myanmar country measures by IATA.	https://www.iata.org/contentassets/cc6c73fbc6e84d40ab62ab986e848ac0/myanmar-ncov-measures.pdf
02	Singapore Travel restrictions advisory by Ministry of Health	https://www.gov.sg/article/check-on-travel-restrictions-before-you-fly-overseas-during-this-covid-19-period
03	Information on Circuit Breaker in Singapore	https://www.gov.sg/article/what-you-can-and-cannot-do-during-the-circuit-breaker-period
04	Essential services allowed to operate during Circuit Breaker period in Singapore	https://covid.gobusiness.gov.sg/essentialservices/
05	Covid-19 Myanmar port restrictions	https://wilhelmsen.com/ships-agency/campaigns/coronavirus/coronavirus-map/
06	Domestic flights to resume from 16 th December 2020	https://www.yangonairport.aero/index.php/en/media-ygn-airport/news/322-domestic-travel-advisory
07	Suspension of International Flights Operation extended till 31 December 2020	https://www.yangonairport.aero/index.php/en/media-ygn-airport/news/311-suspension-of-international-flights-operation-extended-till-31-december-2020
08	Extension of Covid-19 measures except specified otherwise to 31 st December 2020	https://www.facebook.com/mofamyanmar/posts/1650898971777058
09	Extension of Covid-19 measures except specified otherwise to 31 st January 2021	https://www.facebook.com/mrtvwebmediaportal/posts/3748473251865140
10	Travel ban to residents of United Kingdom of Great Britain and Northern Ireland and travellers who have visited the mentioned in the last 14 days	https://www.facebook.com/MEDINFOMYANMAR/posts/219655759736888
11	Suspension of International Flights Operation extended till 31 January 2021	https://www.yangonairport.aero/index.php/en/media-ygn-airport/news/324-suspension-of-international-flights-operation-extended-till-31-january-2021
12	Myanmar Covid-19 surveillance dashboard	https://www.mohs.gov.mm/Main/content/publication/2019-ncov
13	Ministry of Foreign Affairs Singapore on quarantine guidelines in Myanmar	https://www.mfa.gov.sg/countries-regions/m/myanmar/travel-page
14	Information on Singapore phase 3	https://www.gov.sg/article/moving-into-phase-3-of-re-opening-on-28-dec-2020

Version: 04	1 – LIVE DOCUMENT	Date updated:	08 January 2021	Doc owner:	Nobel Aung, Phui Hang
Document Number: OSRL-OPER-PLA-00518 Page 8 of 8					