

SPILL NOTIFICATION POINT

Aruba Port Authority L G Smith Boulevard 23 Oranjestad	Tel: +297 582 6633 Fax: +297 583 2896 Tlx: 5120 HAFAR NA
--	--

COMPETENT NATIONAL AUTHORITY

Ministry of General Affairs L G Smith Boulevard 76 Oranjestad	Tel: +297 582 4900 Fax: +297 583 8958 Tlx: 297-85060 BSKAR
Crisis Management Office L G Smith Boulevard 158 Oranjestad	Tel: +297 588 0100 Fax: +297 588 7848 E-Mail: Crisis.mgmt.off@setarnet.aw

RESPONSE ARRANGEMENTS

The National Oil Pollution Contingency Plan of Aruba, drafted in accordance with OPRC '90 and approved by the government in 1994, contains the organisational structure for combating oil pollution at sea, in ports and along the coast in Aruba. The objective of the Plan is to limit and prevent damage occurring as a result of oil pollution and to promote cooperation with the oil industry. The Plan is scheduled to be replaced (information received June 2005).

The Ministry of General Affairs is the lead agency for spill response, and the government-appointed Crisis Management Director would assume control during an incident. Two National Oil Pollution Response Teams have been set up (one deals with policy and international liaison and the other with the operational aspects of the spill). Both teams have a fixed staff of designated governmental representatives and a core of experts, and can be expanded depending on the nature of the incident. A National Response Centre has been established at the Fire Brigade command centre.

The oil industry, Coastal Aruba Refining, has agreed to provide the first tier of response for the government, after which assistance would be sought from MOU partners and adjacent Caribbean Island States.

RESPONSE POLICY

Aruba adopts the combined approach of containment and recovery, natural dispersion, the restricted use of dispersant and shoreline clean-up.

Any collected waste oil may be processed through local refineries.

EQUIPMENT

Government

The port authorities of Aruba own a limited quantity of response equipment and have tugs to assist in clean-up and salvage operations. The Royal Netherlands Navy operates a supply vessel that carries recovery equipment onboard. Aruba's desalination plant has not yet installed its own booms at its seawater intakes. Aerial surveillance would be undertaken using privately contracted aircraft and aircraft from the Royal Netherlands Air Force and Navy. The Coast Guard for the Netherlands Antilles and Aruba auxiliaries also has access to aircraft and vessels.

Private

Wickland Oil and Coastal Aruba Refining have limited stocks of equipment and dispersant. Smit International Antilles, based in Curaçao, operates tugs and some equipment.

Vacuum trucks are available from several private operators.

PREVIOUS SPILL EXPERIENCE

Some 500 tonnes of oil impacted Aruba from the grounding of the ALMAK (1984) in the Schottegat. A limited but effective clean-up operation was conducted by contractors using vacuum trucks under the supervision of personnel from the former Esso refinery.

CONVENTIONS

Prevention & Safety					Spill Response		Compensation						
MARPOL 73/78		Annexes III, IV, V, VI			OPRC '90	OPRC -HNS	CLC '69	CLC '76	CLC '92	Fund '92	Supp Fund	HNS*	Bunker*
✓	✓		✓						✓	✓			

- not yet in force

The Netherlands extended the provisions of the CLC and Fund Convention to Aruba with effect from 12 April 2006.



REGIONAL AND BILATERAL AGREEMENTS

Cartagena Convention (with states of the Wider Caribbean Region).

Aruba is party to the bilateral MOU –“Oil Pollution Contingency Agreement” - between the Kingdom of the Netherlands (the Netherlands-Aruba and the Netherlands Antilles) and Venezuela under which direct assistance would be available from Venezuela for a spill up to 7,000 tonnes.

Date of issue: April 2008

Terms & Conditions

These Country Profiles are provided in good faith as a guide only and are based on information obtained from a variety of sources over a period of time. This information is subject to change and should, in each case, be independently verified before reliance is placed on it. Country Profiles may have been re-issued solely to incorporate additional or revised information under one heading only. Each Profile has therefore not necessarily been completely verified or updated as at the stated Date of Issue.

The International Tanker Owners Pollution Federation Limited (“ITOPF”) hereby excludes, to the fullest extent permitted by applicable law, any and all liability to any person, corporation or other entity for any loss, damage or expense resulting from reliance on or use of these Country Profiles.

©The International Tanker Owners Pollution Federation Limited (ITOPF) 2005.

These Country Profiles may be reproduced by any means for non-commercial distribution without addition, deletion or amendment, provided an acknowledgement of the source is given and these Terms & Conditions are reproduced in full.

These Country Profiles may not be reproduced without the prior written permission of ITOPF either for commercial distribution or with addition, deletion or amendment.