



## SPILL NOTIFICATION POINT

Coast Guard Base St Lucia Coast Guard Vigie Cove - PO Box 109 Castries	Tel: +1 758 456 3870 Fax: +1-758 453 2799 Email: <a href="mailto:coastguard@candw.lc">coastguard@candw.lc</a> / <a href="mailto:pmu@candw.lc">pmu@candw.lc</a>
Marine Police Unit Marine Police Commander Royal St Lucia Police Force PO Box 109 Castries	Tel: +1 758 456 2611 Fax: +1 758 453 2799 E-Mail: <a href="mailto:pmu@candw.lc">pmu@candw.lc</a>

## COMPETENT NATIONAL AUTHORITY

National Emergency Management Organisation (NEMO) PO Box 1517 Castries	Tel: +1 758 452 2611 +1-758 452 3802 Fax: +1-758 453 2152 Telex: (0398) 6272LC E-Mail: <a href="http://www.StLucia.gov.lc">www.StLucia.gov.lc</a> / <a href="mailto:EOC@candw.lc">EOC@candw.lc</a>
Office of the Prime Minister New Government Building, 5th Floor, Greaham Louisy Administrative Building, Waterfront Conway, Castries	Tel: +1 758 468 2111 Fax: +1 758 453 7352 Telex: (0398) 6243 SLUPM E-Mail: <a href="mailto:admin@pm.gov.lc">admin@pm.gov.lc</a>

## RESPONSE ARRANGEMENTS

Overall responsibility for national emergencies rests with the National Emergency Management Organization (NEMO), in the Office of the Prime Minister. There are 13 sub-committees, one of which, the Oil Pollution Action Committee (OPAC), is responsible for spill response arrangements in St. Lucia. This sub-committee is chaired by the St Lucia Air and Seaports Authority with representatives from resident oil companies and various government agencies responsible for planning, health, the police and emergency services.

A National Oil Spill Contingency Plan was drawn up in 1996 and incorporated into the St Lucia National Disaster Management Plan. This was accepted and adopted by the government in 1997. In 2002/3 NEMO reviewed the 1996 Response Plan and commissioned new plans to address other hazards. The new National Emergency Response Plan is awaiting authorisation from the Cabinet of Ministers. The oil companies have their own local contingency plans and resources for combating spills arising at their facilities. For spills at sea, the Coast Guard Commander would act as On-Scene Coordinator; for land spills the Chief Fire Officer would act as On-Scene Coordinator.

Spills resulting from minor incidents (Tier 1 response) would be handled by local resources. For Tier 2 and 3 responses the Emergency Operations Centre (EOC) would be activated as necessary by NEMO and OPAC. The EOC would provide the command and control facility and policy guidance for the entire oil spill operation. Regional and international assistance may be required for extensive clean-up activities and for the disposal of large quantities of oil contaminated waste.

## RESPONSE POLICY

Containment/recovery and manual shoreline cleanup are the preferred options. In general terms OPAC could approve the use of dispersants in Saint Lucian waters in accordance with the criteria agreed in the Caribbean Regional Plan unless there were special over-riding considerations at the time. Only licensed and approved dispersants are permitted.

## EQUIPMENT

### Government

None of the government agencies own any specialised oil pollution equipment and reliance is placed on industry resources. The Coast Guard have one 65 ft patrol boat, one Boston whaler and various other vessels. The St Lucia Air and Sea Ports Authority have two 28 ft pilot boats and one 30ft patrol boat.

### Private

Hess Oil St. Lucia and Shell Antilles and Guianas have stocks of oil spill combating equipment at their facilities in Castries and Vieux Fort respectively. In principle, this equipment is available to the government for spills from other sources. However, its availability cannot be guaranteed and in the case of Hess Oil would be subject to there not being a vessel at their transshipment terminal.

The US Marine Spill Response Corporation (MSRC) has placed a small stock of equipment, including boom, skimmers and storage barges, on the island.

## PREVIOUS SPILL EXPERIENCE

The FLINDERS (1995) spilt 5-15 tonnes of crude oil while loading. Equipment and personnel were brought in from the USA. Nevertheless, the oil contaminated several nearby beaches. These were cleaned manually.

## 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	HNS*	Bunker*
✓	✓	✓	✓		✓				✓	✓		

\* not yet in force



## REGIONAL AND BILATERAL AGREEMENTS

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

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