



SPILL NOTIFICATION POINT

Prefectura Nacional Naval (National Navy Prefecture)
Coodinador Ejecutivo Plan Nacional de Contingencia
(Executive Coordinator National Contingency Plan)
Edificio Comando General de la Armada Piso 11
Rbla. 25 de Agosto de 1825 S/N
Montevideo

Tel: 005982 9157913/
9164914
Fax: 005982 9170433
E-Mail: dinco@armada.gub.uy

COMPETENT NATIONAL AUTHORITY

Details are as for spill notification point.

RESPONSE ARRANGEMENTS

Spill response is regulated by the 16.688 law of 22 December 1994, which confers responsibility for commanding operations to the Armada Nacional (National Navy) through the Prefectura Nacional Naval. This latter organisation has an executive function, and is responsible for developing preventative measures and contingency planning. The operational role is carried out by the Sistema de Control de Derrames de Contaminantes (DINCO), which works with other national and international authorities. It has at its disposal an Advisory Council consisting of delegates from national public organisations whose function is to assist the Director of the System. The Navy's jurisdiction extends from the high water mark to the 200-mile territorial waters zone. INAPE (Instituto Nacional de la Pesca - a department of the Ministry of Agriculture and Fisheries) has responsibility for response on the Los Lobos island seal reserve. The main ports have both a naval and civilian administration, the latter which is responsible for dealing with spills inside the harbour. In practice, the navy and the ports have little resources, and assistance is usually sought from ANCAP (Administración Nacional de Combustibles, Alcohol y Portland) the national oil company.

A National Contingency Plan has been developed along guidelines recommended by the International Maritime Organization. Once the Uruguayan Navy has been notified, an on-scene Commander would be designated to set up a team to evaluate the incident. The team would normally comprise the Naval Commander plus representatives of the Coast Guard Section of the Navy, ANCAP, INAPE and the Ministry of Tourism. In Montevideo, the civilian port administration (ANP) would also be included.

In larger incidents, assistance may be sought from Argentina under a joint agreement. An international contingency plan is currently being developed for the Rio de la Plata, the joint plan being based upon Argentina's existing national plan.

RESPONSE POLICY

The Uruguayan authorities have developed the following response policy: firstly, identify and control the source of the spill, then contain and recover the oil using mechanical means. Dispersant would only be used at depths greater than 20 metres and not at all in freshwater. Refining, landfarming, natural degradation and incineration are the preferred disposal options.

EQUIPMENT

Government

The Uruguayan Navy has limited equipment kept in containers in ports and coastal areas, obtained through cooperation agreements with the Army and private oil companies. It may also provide aircraft and vessels for oil spill surveillance. Aircraft are also commercially available.

Crop spraying aircraft are operated through the Ministerio de Ganaderia Agrícola y Pesca and may be available for dispersant application.

Private

ANCAP operates skimmers, portable storage tanks and hand-held and shipboard dispersant spraying equipment in Montevideo and at their terminal east of Punta del Este. Limited cargo lightening facilities are available through ANCAP, who have two fuelling barges which can operate under light to moderate sea conditions.

There are no known specialist clean-up contractors in Uruguay but labour for manual shoreline cleaning is available from ANCAP and industrial contractors. Mechanical equipment (front-end loaders, graders etc.) are available commercially.

ANCAP is a member of ARPEL, a reciprocal agreement between Latin American oil companies, based in Montevideo, and can call upon this organisation and its member companies for advice and resources.

PREVIOUS SPILL EXPERIENCE

Bunkers from the ANGELINA (1981), which sunk off Punta del Este, threatened local fishing and seal grounds. Natural dissipation precluded any at sea response or shoreline impact. The SAN JORGE (1997) spilt between 2-5,000 tonnes of crude after grounding off Punta Del Este. The slick was treated with aerial and vessel applied dispersant. Affected coastlines were manually cleaned utilising hot water washing where appropriate. Oil also affected a nearby seal reserve.

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

The Uruguayan Navy is signatory to the Viña del Mar agreement in the framework of the Operative Network for Regional Cooperation among Maritime Authorities of South America, Mexico, Panama & Cuba (ROCRAM).

In the framework of OPRC 90 and the Treaties of Rio de la Plata and Rio Uruguay, Uruguay and Argentina have ratified a regional cooperation convention to provide each other with equipment and technical assistance in the event of a spill.

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