

# COLOMBIA

## SPILL NOTIFICATION POINT

Dirección Nacional Marítima (DIMAR)	Tel:	01 8000 115966
	Email:	dimar@dimar.mil.co
Unidad Nacional de Gestión del Riesgo de Desastres (UNGRD)	Tel:	+571 5529696 – 01 8000 113200
Avenida Calle 26 No. 92-32 Edificio Gold - piso 2 Bogotá, Colombia	Email:	contactenos@gestiondelriesgo.gov.co
Spills may also be reported to the nearest port captions		
Capitanía de Puerto de Rioacha	Tel:	+57 311 5311234, +57(5) 7272488, +57(5) 7270492
Capitanía de Puerto de Barranquilla	Tel:	+57 3115310024, +57(5) 3885131
Capitanía de Puerto de Cartegena	Tel:	+57 (5) 6643237, +57 (5) 6646125, +57 (5) 6649282 ext. 3533, +57 3115310028
Capitanía de Puerto de Coveñas	Tel:	+57(5) 2880199, +57(5) 2880221, +57(5) 2880303, +57 3115311246
Capitanía de Puerto de Buenaventura	Tel:	+57 3115310034, +57 (2) 2423702, +57 (2) 2434447
Capitanía de Puerto de Tumaco	Tel:	+57(2) 7275796, +57 (2) 7272788
Capitanía del Puerto de San Andrés	Tel:	+57 3115310017, +57(8) 5125613, +57 (8) 5122380 Ext 116
Capitanía de Puerto de Turbo	Tel:	+57 3115311257, +57 (4) 8279372 Ext 101-106, +57 (4) 8279371
Capitanía de Puerto de Puerto Bolívar	Tel:	+57(5) 3506511, +57 3115311239
Capitanía de Puerto de Santa Marta	Tel:	+57 3115310032, +57 (5) 4210739, +57 (5) 4210711, +57 (5) 4311876

## COMPETENT NATIONAL AUTHORITY

Unidad Nacional de Gestión del Riesgo de Desastres (UNGRD)	Tel:	+571 5529696
Avenida Calle 26 No. 92-32 Edificio Gold - piso 2 Bogotá, Colombia	Email:	contactenos@gestiondelriesgo.gov.co
Dirección General Marítima-DIMAR	Tel:	+57 (1) 2200490 EXT. 2441
Carrera 54 No. 26-50 CAN	E-mail:	dimar@dimar.mil.co, grasi@dimar.mil.co

## RESPONSE ARRANGEMENTS

The Colombian National Contingency Plan for responding to spills of oil and other hazardous substances was developed by governmental and private bodies and adopted in 1999. An updated [version](#), adopted in 2016, is available on the website of [Unidad Nacional de Gestión del Riesgo de Desastres \(UNGRD\)](#).

DIMAR (the Colombian maritime authority) has overall responsibility for response to marine spills. Spills in port would normally be controlled by the *Capitanías de Puerto* (Harbour Masters) who are under the authority of DIMAR, but elsewhere the Navy and Coastguard would coordinate the response, in collaboration with DIMAR.

# COLOMBIA

All public and private organisations that handle hydrocarbons, products or harmful substances are obliged to have contingency plans in place that fit in with the schemes developed under the NCP. These plans must be known and approved by UNGRD and other maritime and environmental authorities.

## RESPONSE POLICY

Dispersant application is an accepted spill response option if conditions make mechanical recovery impossible and provided that the spilled oil is dispersible. In most ports a rapid approval procedure between operators and environmental and maritime authorities facilitates early dispersant usage in oil spills.

*In situ* burning is also considered an accepted spill response option.

## EQUIPMENT

### Government

The national oil company Ecopetrol holds equipment which is stockpiled at various locations, including Cartagena, Coveñas, Buenaventura and Tumaco. Ecopetrol is also a member of ARPEL and Clean Caribbean & Americas (CCA) and has agreements of mutual cooperation with the state oil companies of Venezuela (PDVSA) and Ecuador (PETROECUADOR).

The Navy has vessels which could be used in an emergency. The national army, air force, and navy would provide transport, communication links, surveillance, and other expertise.

### Private

Other operating oil companies have stockpiles of equipment which could be made available in the event of an emergency.

## PREVIOUS SPILL EXPERIENCE

There have been a number of marine oil spills in Colombia, particularly in Tumaco, Cartagena and Coveñas. In 1976 fire broke out on the SAINT PETER, when it was fully loaded with 34,000 tonnes of crude oil. The crew abandoned ship and the vessel sank two days later off Punta Manglares. An oil spill of some 10,000 tonnes spread for over 200 miles off the Ecuador-Colombia border causing the deaths of hundreds of thousands of fish. In 1983 the EPTANISSOS spilt 330 tonnes of Venezuelan crude into the Caribbean Sea. The bulk of the oil either drifted out to sea or was dispersed using chemicals. The DAEDALUS (1996) spilt 430 tonnes of Ecuadorian crude in the Tumaco inlet. LPG carrier TOURAINÉ (2001) suffered a collision in Cartagena Bay spilling approximately 90 tonnes of IFO 380. Clean-up was supported by resources and expertise from Ecopetrol, and included booming and skimming in near-shore areas, as well as manual collection of oil in fringing mangroves and on man-made foreshores. In 2003 coal carrier ALMA ATA was struck by a lightering barge whilst moored at the coal terminal at Santa Marta, Colombia, spilling an estimated 168 tonnes of HFO 380 which oiled approximately 20 km of coastline. Manual clean-up was undertaken by the coal company with around 200 local men and fishermen. In recent years, there have been a number of smaller ship-source incidents, but the main cause of spills has been terrorist activity against pipelines. These have caused pollution on land and in river systems.

## CONVENTIONS

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

\* not yet in force



# COLOMBIA

---

## REGIONAL AND BILATERAL AGREEMENTS

Cartagena Convention with states of the Caribbean region (1985).

Convention with states bordering the South East Pacific "Agreement on the regional cooperation for the combat against the contamination of the southeastern Pacific by hydrocarbons and other injurious substances in case of emergency" (1981)

Member of Operational Network for Regional Cooperation of Maritime Authorities of South America ([ROCRAM](#)),

Date of issue: June 2021

### Terms & Conditions

These Country & Territory 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 & Territory 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.

ITOPF 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 & Territory Profiles.

©ITOPF Limited 2021

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