

WALLIS AND FUTUNA

1. PRELIMINARY

1.1 Introduction

Note: The report on Wallis & Futuna is the result of a desktop study only. No field surveys have been conducted.

France administers Wallis & Futuna as an overseas territory. The economy is concentrated upon traditional subsistence agriculture and fishing, with income derived from leasing fishing rights to FFVs, mainly Japanese and South Korean. Exports from the territory are minimal and comprise mainly copra and tropical agricultural produce.

1.2 Geography

Wallis & Futuna comprises three main islands (Wallis [also known as Uvea], Futuna and Alofi) and 20 islets. There are no permanent settlements on Alofi due to a lack of water. The islands are of volcanic origin and have a total area of 255 km², with a maximum elevation of 765 m. Nearest neighbours are Fiji to the south, Samoa to the east, Tokelau to the north east and Tuvalu to the west.

1.3 Legislative Issues

1.3.1 Status of IMO Conventions

France, the territorial administrator, is a signatory to Annexes I, II, III, IV and V of MARPOL 73/78, plus the London Convention. The provisions of these MARPOL annexes have been given effect in French national law. Although France has not formally advised the IMO of an extension of the provisions of MARPOL 73/78 to Wallis & Futuna, it is inferred that this is the case.

1.3.2 Local Legislative Issues

It is not known if any local marine environment protection laws or regulations are in force. It is a reasonable assumption that quarantine regulations are in place.

2. REPORT

2.1 Shipping and Ports in Wallis & Futuna

Ports are situated at Mata-Uta, the territorial capital on Wallis (Uvea) Island and Leava on Futuna Island. Sailing time between these two points is in the order of 10 to 12 hours.

Wallis & Futuna is serviced by small dray cargo ships of up to about 3,000 tons. These ships mainly carry containers but also have a break bulk capability. It is understood that two to three general cargo ships arrive each month. Typical routes into and out of the territory depart from, or leave for, Suva, Funafuti and Noumea, with occasional direct links to Luganville in Vanuatu. Sailing time between Wallis & Futuna and Suva is in the order of two to three days, and the same for Funafuti. The trip between Wallis & Futuna and Noumea takes around five to six days. Longest scheduled stays in both Mata-Uta and Leava are overnight.

No regular cruise ship services visit the territory, although it is possible that occasional charter or special purpose cruises call in. It can also be assumed that deliveries of refined petroleum products are periodically made by light tanker from Vuda Point.

No French Navy ships are based in Wallis & Futuna, although it is assumed that French forces based in the French Pacific territories undertake patrols on an irregular basis. It is also speculated that a small number of itinerant yachts call on the territory.

2.2 Demand for Ship Waste Reception Facilities

It may be speculated that the principal demand for ship waste reception, mainly for garbage and oily wastes, arises from domestic vessels. It is also a reasonable assumption that this maritime activity would generate negligible quantities of waste. The demand for waste reception from international merchant ships would most likely be minimal, and possibly non-existent.

The current status of waste reception and disposal facilities and procedures is not known.

2.3 Terrestrial Waste Management

No information is available on current terrestrial waste management practices in Wallis & Futuna.

2.4 Summary and Conclusions

It can be anticipated that the demand for ship waste reception in Wallis & Futuna is modest and restricted to that arising from a small domestic trading fleet providing passenger links, and possibly limited cargo services, between Wallis Island and Futuna Island. The demand for waste reception by international shipping is assumed to be slight, consistent with that of other states within the region.

The legal foundation for marine pollution prevention in the nation would be adequate, noting that France, the territorial administrator, is a Party to MARPOL 73/78.

3. RECOMMENDED IMPROVEMENTS

It is anticipated that the principal demand for the reception of ship-generated wastes arises from domestic vessels. It is also speculated that Wallis & Futuna experiences limited demand for the acceptance of waste from international shipping.

3.1 Legislative Issues and Status of Relevant Conventions

France should formally advise the IMO of the extension to Wallis & Futuna of French accession to relevant IMO treaties.

3.2 Compliance Monitoring and Enforcement

Nil information is available, thereby precluding any meaningful evaluation or recommendations.

3.3 Regional Waste Management Opportunities

Wallis & Futuna should:

- Evaluate options for the export of recyclable materials (aluminium and other scrap metals), and hazardous wastes to other ports in the Pacific islands region or further, possibly New Zealand.
- Develop a waste oil collection scheme, linked with an export and recovery programme. Noting tanker delivery routes, export to Fiji or New Caledonia are seen as the most likely options.

3.4 Ship-waste Reception and Management Recommendations

Recommended Improvements to Port Waste Reception: Mata-Uta and Leava

Waste Category	Waste Management Recommendations	
	Domestic Shipping	International Shipping
Garbage	Provide bins in wharf areas. Include wharves in municipal collection rounds (if available).	Nil acceptance, except from itinerant yachts.
Recyclables	If recycling of aluminium cans found to be viable for territory as a whole, provide suitable collection bins in wharf areas. Encourage vessel operators to dispose of aluminium separately to general garbage.	If recycling of aluminium cans found to be viable for territory as a whole, provide suitable collection bins in wharf areas. Encourage vessel operators to dispose of aluminium separately to general garbage.
Quarantine wastes	n/a	Nil data available – specific recommendations not possible.
Hazardous/special wastes	Ensure diversion from general garbage stream of hazardous/special wastes.	Nil acceptance.
Oily wastes (waste oil)	Provide waste oil collection drums at facilities used by domestic vessels. Ensure all oily wastes are collected (e.g. diverted from general garbage stream).	Nil acceptance, except from itinerant yachts using same procedures as for domestic vessels.
Oily wastes (oily water)	Provide oily waste collection (such as barge or truck mounted pump and tank systems), and treatment (such as gravity separation system) facilities. These facilities should be available for domestic vessels in at least one port.	Nil acceptance.
Sewage	Nil data available – specific recommendations not possible, although shore ablution facilities should be provided in wharf areas as a prudent management measure.	Nil data available – specific recommendations not possible, although shore ablution facilities should be provided in wharf areas as a prudent management measure.