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Air and sea transport in Wallis and Futuna: Report of a 2014 study

Air and sea transport in Wallis and Futuna: Report of a 2014 study

Prepared by the Economic Development Division
Pacific Community (SPC)

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LIST OF ACRONYMS

AFIS	Aerodrome flight information service
AirCalin	Air Calédonie International
AMB	Agence Maritime Brial (shipping agents)
CFD	Computational fluid dynamics
COM	French overseas entity
CPSC	Central Pacific Shipping Commission
CROP	Council of Regional Organisations of the Pacific
DGAC	French National Civil Aviation and Airport Authority
DME	Distance measurement equipment
EDF	European Development Fund
EPIC	industrial and commercial public agency
FAA	Federal Aviation Administration (US)
ICAO	International Civil Aviation Organization (UN)
IEOM	French Overseas Currency Issuing Institute
ISPS (code)	International Ship and Port Facility code
JONC	New Caledonia Official Gazette
JORF	French National Official Gazette
LOA	Length overall
NDB	Non-directional radio beacon
NM	Nautical miles
OCT	Overseas Countries & Territories
PANC	New Caledonia Port Authority
PASO	Pacific Aviation Safety Office
PDL	Pacific Direct Line
SIDS	Small island developing states
SPC	Pacific Community
SPD	Single Programming Document
SPREP	Secretariat of the Pacific Islands Regional Environment Programme
SWL	Safe working load
TEU	Twenty-foot equivalent unit
XPF	Pacific francs
SAMPPB	'Service des affaires maritimes, port, phares et balises' (Maritime Affairs, Port, Lighthouses and Beacons Department)
SSCL	Samoa Shipping Corporation Limited
SWFT	'Société Wallisienne et Futunienne de transport' (shipping company)
EU	European Union
VOR	Very High Frequency OmniRange

EXECUTIVE SUMMARY

This report describes a study carried out in 2014 by the Transport Programme of the Pacific Community (SPC) on air and maritime transport in the Territory of the Islands of Wallis and Futuna. It updates the recommendations made in a feasibility study on the development of shipping services carried out in 2009 by SPC.

It is part of the territory's strategy to provide its people with coordinated, safe and efficient air and sea transport services and continue efforts to modernise its maritime administration. The SPC study forms part of the French Pacific Fund partnered Maritime Transport project[1] that is designed to assist the territory in its efforts to do this. This report of the study focusses on the current transport situation (excluding international airline services and oil shipments), and offers appropriate technical solutions in anticipation of the cessation of inter-island air transport services in 2018.

In November 2014, a team of three air and sea transport specialists and an interpreter from SPC visited both Wallis and Futuna. They held consultations with many people, including the Prefect, Wallis and Futuna's Chief Administrator and Head of the Territory; the customary authorities of Uvea, Alo and Sigave; the President and members of the Territorial Assembly of Wallis and Futuna; the Secretary-General, department heads and members of the Chief Administrator's Office; and representatives of the private sector, including traders, importers and shipping agents. These consultations made it possible for the team to gather information and data and to learn about the expectations and requests of all these stakeholders.

This report covers these consultations, the data and statistics collected (container movements, imported and exported goods, ship movements, number of passengers, the port infrastructure project and taxes). The report also draws on the single programming documents for the European Union's (EU) 9th and 10th European Development Fund, which support Wallis and Futuna's development and isolation-reduction strategy.

The report provides a set of long-term recommendations on introducing coordinated air and sea transport services between the islands of Wallis and Futuna and on enhancing regional cooperation so that the territory can become more fully integrated into the Central Pacific transport environment. A comprehensive transport sector strategy needs to be developed in order to maintain international shipping services and support economically feasible and efficient domestic services.

The table on the next few pages summarises the recommendations and the expected benefits for Wallis and Futuna. They are primarily designed to allow territorial authorities: (i) to delegate the supply of transport services to private-sector companies in order to stimulate activity and generate sustainable jobs and provide the services at the best possible cost for the territory; (ii) to organise maritime administration so that it can assume the responsibility for ensuring compliance with requirements for air and sea safety and for airport and port management operations; and (iii) to put out a call for tenders that will make it possible to evaluate service proposals and implement a subsidy strategy, if needed, for one or both types of transport, so as to offer transport pricing that is affordable to the community.

These technical solutions mainly revolve around areas where efforts should be focussed over the next three years in order, by 2018, to be able to offer transport services that address the community's development issues. In those areas, Wallis and Futuna's regional integration and cooperation are of major importance.

1 Project no. 1393 (9–1–2014) "Maritime Transport" is being carried out by SPC under French Pacific Fund Funding Agreement no. 2014-2101318503 dated 7 May 2014.

Recommendations		Expected benefits
1. PROVIDE AN ADMINISTRATIVE FRAMEWORK FOR TRANSPORT SERVICES	**Recommendation 1.1**: A Explore an agreement enabling Wallis and Futuna to participate in the Central Pacific Shipping Commission.	A framework will: i. promote regional economic integration for Wallis and Futuna; and ii. facilitate competitive transport services to the territory.
	Recommendation 1.2: Set up a transport council for Wallis and Futuna, whose role will be to oversee the transport licence system and to pursue an agreement for the possible participation of Wallis and Futuna in the Central Pacific Shipping Commission.	This will: i. create a forum for discussions for all public and private transport stakeholders in Wallis and Futuna; ii. offer strategic guidance on transport that meets the issues identified by stakeholders; iii. manage the transport system in such a way as to ensure reliable, safe and efficient transport services; and iv. brief Wallis and Futuna's representative on the Central Pacific Shipping Commission.
	Recommendation 1.3: Support the import of goods from the Suva hub **to Futuna by supporting initiatives designed to increase direct imports to Futuna**.	**This will keep Futuna from becoming even more isolated in the event of international transport services ceasing by promoting new trade opportunities between Futuna and Fiji.**

Recommendations		Expected benefits
2. DEVELOP THE PUBLIC TRANSPORT SYSTEM	**Recommendation 2.1:** Develop a territorial action plan to set up public air and sea transport services between Wallis and Futuna.	A plan will: i. ensure that domestic transport services are in place before the 2018 cessation of the current two aircrafts' operations: and ii. make it possible for all the territory's institutions and departments to commit to a coherent action plan.
	Recommendation 2.2: As part of efforts to ensure territorial continuity, set the legislative and regulatory framework for a public service to provide air and sea transport between Wallis and Futuna based on a carrier licence to be issued after a public tender procedure.	**Such a framework will:** **i. improve the coordination and efficiency of transport services between Wallis and Futuna for the benefit of those communities and at the best possible cost for the territory; and** **ii. impose a minimum level of requirements concerning safety, protection of the environment and working conditions.**
	Recommendation 2.3: Issue an international public call for tenders for shipping services between Wallis and Futuna that would allow regional shipping companies operating vessels under foreign flags to submit bids.	A call for tenders will: i. develop competition among those shipping companies capable of providing shipping services as set out in the technical specifications so as to obtain the best value for money; and ii. create new shipping opportunities with neighbouring countries and markets.
	Recommendation 2.4: Issue an international public call for tenders for air transport between Wallis and Futuna that is open to regional transport operators that use foreign-registered aircraft.	**A call for tenders will:** **i. develop competition among airlines capable of providing transport services as set out in the technical specifications so as to obtain the best value for money; and** **ii. create new opportunities for flights with neighbouring countries.**

Recommendations		Expected benefits
3. DETERMINE THE TECHNICAL OPTIONS FOR TRANSPORT SERVICES	**Recommendation 3.1**: Develop a set of technical specifications for coordinated air and sea transport services that are safe, environmentally friendly, reliable and regular.	The specifications will: i. identify the requirements of coordination, reliability and regularity, safety and protection of the environment for transport services between Wallis and Futuna; and ii. set conditions for transport services between Wallis and Futuna for those transport companies competing in the call for tenders.
	Recommedation 3.2: Develop and organise a coordinated air and sea transport system between Wallis and Futuna capable of carrying an average of up to 150 passengers a week, light passenger luggage, and bulk cargo up to 200 tons, including vehicles.	Such a system will: i. expand transport capacities so as to meet the needs for passenger and cargo transport between Wallis and Futuna; and ii. coordinate air and sea transport resources to promote their complementarity and coordination while avoiding competition.
	Recommendation 3.3: Acquire a 50- to 60- metre stern landing vessel (SLV) – similar to conventional landing craft but has a stern ramp and improved performance – with a capacity of at least 30 passengers.	As SLV will: i. improve transport services with a sea vessel that is adapted to Wallis and Futuna's port infrastructure; and ii. meet needs in terms of maritime passenger and cargo transport.
	Recommendation 3.4: Acquire an aircraft with a capacity of up to 20 seats that is capable of landing at and taking off from Pointe Vele Airport on Futuna and has the necessary range to operate between Wallis and Futuna in accordance with the required safety and operational regulations.	This will help the territory to: i. honour all France's obligations as a flag state, coastal state and port state; ii. control the levels of safety, security and environmental protection of the vessels operating in the waters of Wallis and Futuna. iii. create a framework that makes seafaring an attractive profession in Wallis and Futuna.

Recommendations		Expected benefits
4. STRENGTHEN MARITIME ADMINISTRATION AND ITS LEGISLATIVE AND REGULATORY FRAMEWOK	**Recommendation 4.1**: Revise the maritime administration's structure and job descriptions, and introduce procedures for implementing its duties in the areas of ship safety, ship and port security, ship inspections, search and rescue, navigation safety, and registering and tracking seafarers.	This will help the territory to: i. honour all France's obligations as a flag state, coastal state and port state; ii. control the levels of safety, security and environmental protection of the vessels operating in the waters of Wallis and Futuna. iii. create a framework that makes seafaring an attractive profession in Wallis and Futuna.
	Recommendation 4.2: Carry out a study of current maritime labour regulations in Wallis and Futuna and modify the legislative and regulatory framework to allow implementation of the provisions of the 2006 Maritime Labour Convention.	This will help the territory to: i. honour all France's obligations as a flag state, coastal state and port state; ii. control the levels of safety, security and environmental protection of the vessels operating in the waters of Wallis and Futuna. iii. create a framework that makes seafaring an attractive profession in Wallis and Futuna.

Recommendations		Expected benefits
5. STRENGTHEN THE PORT AUTHORITY AND ITS LEGISLATIVE AND REGULATORY FRAMEWOK	**Recommendation 5.1**: Conduct a port facility security assessment and develop a port facility security plan for Mata'Utu and Leava Ports, as well as for SWAFEPP (petroleum storage company), implement the minimum port security measures and carry out a security audit programme.	Such a plan will: i. improve and control the security of port facilities; and ii. bring Mata'Utu and Leava Ports into compliance with international port security regulations.
	Recommendation 5.2: Introduce marine pilotage regulations.	This will strengthen the framework for the marine pilotage service to ensure safe navigation in the areas surrounding Wallis and Futuna's ports.
	Recommendation 5.3: Attach Leava Port to the territorial public industrial and commercial agency of Wallis' commercial harbour by including Leava Port's administrative boundaries.	This will: i. give Leava Port legal status so as to better supervise port activities; ii. establish consistent management of Mata'Utu and Leava Ports; and iii. rationalise investments in human and financial resources for managing activities.
	Recommendation 5.4: Set up a structure for the Wallis Port territorial public agency that includes a director and port master, as well as a deputy port master on Futuna to organise port activities and implement a management system.	Such a structure will: i. ensure that changes in the regulations governing the status of Mata'Utu Port are effective; ii. increase autonomy in terms of management so as to stimulate activities and income; iii. strengthen port management; and iv. organise port activities in an efficient manner that complies with best practice.
	Recommendation 5.5: Set up a management system for Mata'Utu Port that includes port regulations, and administrative, operational and financial management procedures for the territorial public agency and port policing procedures.	Such a system will: i. improve organisation of port activities and the efficiency of port operations; and ii. prevent and punish breaches of minimum safety and security regulations.

Recommendations		Expected benefits
6. STRENGTHEN THE CIVIL AVIATION OFFICE AND ITS LEGISLATIVE AND REGULATORY FRAMEWOK	**Recommendation 6.1**: Carry out a study on the air transport regulations that apply in Wallis and Futuna in order to prepare the legislative and regulatory framework for issuing transport operators' licences for air transport between Wallis and Futuna, including licences for foreign transport operators.	Such a framework will: i. verify the applicability of all international, European and French regulations to services between Wallis and Futuna; and ii. apply very high standards to any transport company that operates between Wallis and Futuna, including any company operating foreign-registered aircraft.
7. DEVELOP TRAINING AND JOBS IN THE TRANSPORT SECTOR	**Recommendation 7.1**: Train a port master.	These recommendations will: i. enhance Wallis and Futuna's capacity to discharge its responsibilities and enforce its maritime safety requirements; and ii. create job opportunities in the private maritime transport sector.
	Recommendation 7.2: Train one Administration staff member as a marine pilot, develop the regulatory and practical framework for issuing pilot's licences and draft a technical document on navigation in the waters of Wallis and Futuna.	
	Recommendation 7.3: Continue a training programme for maritime administration agents on the duties related to ship safety and control, coordinating search and rescue at sea and registering and tracking seafarers.	
	Recommendation 7.4: Continue a training programme for those port staff in charge of port operations in the areas of safety, security, preventing pollution and handling goods, including dangerous goods.	
	Recommendation 7.5: Set up an initial and ongoing transport-sector training programme in Wallis and Futuna designed to provide training in vessel conduct and safety and in maintenance and port operations.	
	Recommendation 7.6: Develop a strategy of private sector involvement in transport sector.	

1

INTRODUCTION

1.1 Purpose of the consultation

This study was carried out by the Transport Programme of the Economic Development Division of the Pacific Community (SPC), as part of the Maritime Transport project that is supported by the French Pacific Fund.[2] The project is designed to assist the territory of Wallis and Futuna in its efforts to improve both maritime and port operation safety, as well as to assess how the territory might enhance its level of regional economic and trade integration.

This report is based on a study SPC carried out in 2009, as well as on the single programming documents for the European Union's (EU) 9th and 10th European Development Fund, which support Wallis and Futuna's development and isolation-reduction strategy. This study does not cover the petroleum product supply sector, which is covered by a specific strategy and structure.

1.2 Terms of reference

The technical proposals contained in this consultation report and the recommendations to develop and improve Wallis and Futuna's transport services are based on the request and development strategy formulated by territorial authorities and on the EU's development support strategy. They take into consideration:

- the current situation regarding international and domestic transport services to and between Wallis and Futuna;
- the regional and sub-regional shipping environment;
- options already researched for setting up inter-island transport services between Wallis and Futuna;
- needs for inter-island passenger and cargo services between Wallis and Futuna;
- the current configuration and future projects for Mata'Utu and Leava Ports;
- transport service legislation and regulations; and
- the way in which maritime administration and the ports in Wallis and Futuna are organised.

1.3 Consultation background

Transport services underpin all aspects of the sustainable socio-economic development of Pacific Island countries and territories. They are a vital factor for their economic growth and for the production sectors that support that growth, especially agriculture, fisheries and tourism. On several occasions, particularly during the 2009 summit that brought PICT transport ministers together in Nuku'alofa, Tonga, they have agreed to make the development of sea transport a priority. However, and despite the fact that more than 90% of the region's trade depends on maritime shipping, there are still many obstacles to taking full advantage of it. Achieving economies of scale in transport services in PICTs is complicated by their small sizes, scattered geographical patterns, remoteness and, often, their internal geography, all of which are unsuitable for shipping operations. This situation leads to significant difficulties in supplying good quality, affordable, regular and efficient maritime transport services.

PICTs can ill-afford the economic, social and political costs associated with continued non-competitive and inefficient shipping, which is why the ***Framework for Action on Transport Services 2011-2020,***[3] was drafted and then unanimously adopted by the ministers for transport of the 22 PICTS gathered in Noumea in March 2011. The project that SPC is carrying out in Wallis and Futuna, which is supported by the French Pacific Fund, is part of this regional framework and is designed to give renewed impetus to work to strengthen and consolidate: i) the maritime safety of small vessels operating in the waters under the jurisdiction of Wallis and Futuna; ii) port operations safety; and iii) the territory's regional economic and trade integration. This consultation report responds to the third objective.

2 Project no. 1393 (9–1–2014) "Maritime Transport" is being carried out by SPC under EU Funding Agreement no. 2014-2101318503 dated 7 May 2014.

3 Pacific Island countries and territories (PICTs), together with regional and international development partners, developed this framework. Coordinated by SPC and underpinned by the Forum Principles on Regional Transport Services and the Pacific Plan, the framework is designed to provide guidance to PICTs to enhance their national efforts to achieve safe, secure and competitive transport services that are regular, reliable and affordable.

For several years now, Wallis and Futuna has been suffering from international air and sea transport services based on a system that limits both competition and opportunities to access new markets. In fact, the island of Wallis has only a single airline, Air Calédonie International (AirCalin), which operates out of Noumea, New Caledonia, with a stop-over in Nadi (Fiji). Shipping is provided by a single vessel chartered by a consortium made up of three shipping companies under a shared space agreement, which, ultimately, allows no competition. Finally, there has been no passenger sea transport since 1997, as passenger transport is provided entirely by two Twin Otter aircraft, which will cease operations in 2018. The problems and gaps in transport services in Wallis and Futuna have resulted in the territory being cut off from its regional environment, with an even greater degree of isolation on the island of Futuna, which causes serious problems for their populations.

In addition, the existing transport situation is to be set against the backdrop of a decreasing population and a very underdeveloped private sector. This causes problems for the territory's development, which depends heavily on transport.

In contrast, at the regional and sub-regional levels, the Wallis and Futuna faces the same issues as other comparable countries and territories – issues and problems that were discussed during the Third International Conference on Small Island Developing States held in Apia, Samoa from 1 to 4 September 2014.

1.4 Method

A team of four visited both Wallis and Futuna from 17 to 24 November 2014. The team consisted of three air and sea transport specialists and an interpreter from SPC. All the consultations took place in French and were translated into English for the English-speaking SPC specialists. These discussions made it possible to gather information and data and to learn about the expectations and requests of the Prefect, Wallis and Futuna's Chief Administrator and Head of the Territory; the customary authorities of Uvea, Alo and Sigave; the President and members of the Territorial Assembly of Wallis and Futuna; the Secretary-General, department heads and members of the Chief Administrator's Office for Wallis and Futuna; and representatives of the private sector on Wallis and on Futuna, including traders, importers and shipping agents. A detailed list of the people consulted is given in Appendix 1.

The consultations and the study carried out, along with the drafting of this report, were based on the earlier SPC 2009 study. Of the eight recommendations made in 2009, Recommendation no. 2 on port infrastructure gave rise to a programme that is currently under way. The Maritime Affairs Department was also created (Recommendation no. 4), but it does not yet provide all the services assigned to it. The goal was, therefore, to update the 2009 recommendations in the light of changes since then: the work done on Mata'Utu Port and the Leava Port wharf project. A study[4] on renovating Leava Port on Futuna was carried out in 2011–2012 in connection with the port's wharf project. The report of the study presented a variety of options for improving air and sea transport services in Wallis and Futuna. That study was carried out as part of the EDF-10 programming document.

The main objective of this report is, therefore, to propose a technical option designed to improve inter-island transport and to make recommendations on improving the management of transport services in the Territory of Wallis and Futuna, which could be useful for EDF-11 programming.

This consultancy report took into account the November 2014 consultations, the data and statistics collected (container movements, imported and exported goods, ship movements, number of passengers, the port infrastructure project, taxes), along with the technical solutions proposed at the regional level to improve transport services.

4 *Étude économique, financière et sectorielle du Port de Leava – Territoire de Wallis & Futuna* – Contrat-cadre bénéficiaires 2009 – EuropeAid/127054/C/SER/multi – Consortium Parsons Brinckerhoff

1.5 Report structure

This report is structured in such a way as to provide tangible information that supports the development and improvement of transport services in Wallis and Futuna and to make recommendations on the technical, organisational and regulatory resources to be implemented.

Section 2 of the report presents the background of Wallis and Futuna in terms of its institutional arrangements, its relations with the EU and France, and its regional air and sea transport environment.

Section 3 provides an overview of Wallis and Futuna's economy and population, as well as its political and administrative organisation.

Section 4 presents factual information about air and sea transport in Wallis and Futuna.

Sections 5 and 6 contain technical recommendations on the types of air and sea transport resources used between Wallis and Futuna, a transport-services implementation strategy and how maritime administration should be structured to respond to it.

Section 7 is designed to present an innovative regional cooperation solution to respond to shipping issues in the Central Pacific.

Section 8 lists medium- and long-term opportunities that can be used to continue to develop sustainable transport services in Wallis and Futuna.

2

BACKGROUND

2.1 Wallis and Futuna, a French overseas territory

Wallis and Futuna has had the status of French overseas territory (COM in French) under Article 74 of the French Constitution since the Constitutional Act of 28 March 2003[5] came into force. As such, the territory is governed by the organic law, giving it a special legal framework.

In addition, since the Noumea Accord of 5 May 1998, enshrined in the French Constitution, relations between the Territory of Wallis and Futuna and New Caledonia have changed significantly. More specifically, each now has its own government services and Wallis and Futuna enjoys autonomy from New Caledonia, as set out in the Special Agreement of 1 December 2003.[6]

Wallis and Futuna's status is defined by the provisions of the Law of 29 July 1961[7] that sets out its institutional arrangements. The Decree of 22 July 1957[8] sets out the powers of the Territorial Assembly, the Territorial Council and the Chief Administrator of the islands of Wallis and Futuna. Given its status as a COM and within the framework of the Law of 29 July 1961 and the Decree of 22 July 1957, the territory benefits from the principle of legislative speciality, which means that national (French) legislation – except for the French Constitution and certain fundamental acts called sovereignty laws – only applies to Wallis and Futuna if the territory is expressly mentioned in it.

Articles 3 to 5 of the Special Agreement of 1 December 2003 specify that the French Government and the Territory of Wallis and Futuna work together to take the measures needed for Wallis and Futuna's economic, social and cultural development and to create favourable conditions for harmonious economic development to allow the population to remain in the territory. A development strategy targeting the sustainable development of Wallis and Futuna, was implemented in 2002 at the territorial level. This strategy is also designed to rationalise and guide support from the French Government through development contracts and from Europe within the European Development Fund (EDF) framework.

Wallis and Futuna's institutional and legislative framework, discussed below in this report, lays out the provisions governing consultations, strategic directions and decisions, along with the regulatory requirements for introducing safe, reliable and efficient transport services.

2.2 Wallis and Futuna, a European overseas territory

The Territory of Wallis and Futuna is among the 20 overseas countries and territories (OCT) associated with the European Union (EU) under Part Four of the ***Treaty on the Functioning of the European Union.*** Article 198 states: "The purpose of association shall be to promote the economic and social development of the countries and territories and to establish close economic relations between them and the Union as a whole."

The EU cooperation strategy for the development of Wallis and Futuna is set out in the single programming documents and complies with the rules of the EDF.

As part of EDF-9 (2004–2007), a single focus sector was selected by the territory in line with the sustainable development strategy. That programme covered infrastructure, including port infrastructure, with the extension and development of Mata'Utu Port and the construction of a fishing port at Halalo.[9]

Infrastructure continued to be the focus in the implementation of EDF-10 (2008–2013). This project was designed to reduce the territory's isolation by strengthening shipping through the rehabilitation of Futuna's port infrastructures (Leava Wharf). That territorial programme also included building local capacity in the area of managing maritime and port affairs.

5 Constitution Act no. 2003-276 of 28 March 2003 pertaining to the decentralised organisational structure of the French Republic (JORF no. 75 dated 29 March 2003, page 5568)
6 Special Agreement between France, New Caledonia and the Territory of Wallis and Futuna dated 1 December 2003
7 Law no. 61-814 dated 29 July 1961 endowing the Islands of Wallis and Futuna with the status of Overseas Territory (JORF dated 30 July 1961, page 7019)
8 Decree no. 57-811 dated 22 July 1957 instituting a government council and extending the remit of the Territorial Assembly in New Caledonia (JORF dated 23 July 1957, page 7252)
9 Draft Single Programming Document for the 9th European Development Fund (EDF), period 2004-2007 – Part A Cooperation Strategy– Synopsis – Page 5

For the Office of the Chief Administrator of the Islands of Wallis and Futuna, cooperation with the EU under the EDF is a major benefit that supports the territory's development strategy, which targets territorial continuity, i.e. assured means of travel within the territory using efficient, coordinated air and sea transport services.

EDF-11 programming is currently under way. EDF-11 funding is directed towards the infrastructure needed to reduce Wallis and Futuna's digital, shipping and airline isolation.

2.3 Regional transport environment

The United Nations Millennium Declaration committed nations to a new global partnership to reduce extreme poverty and set out a series of time-bound targets – the Millennium Development Goals (MDGs) – with a deadline of 2015. While the MDGs do not specifically make reference to transportation issues, transportation projects and programmes have an enormous impact on the poverty alleviation and environmental sustainability goals. Transportation issues are dealt with directly in the UN's action plan, Agenda 21; the Global Plan of Action for Habitat II; the proceedings of the Commission for Sustainable Development #9; and the official policies of development banks.

In paragraph 132 of the outcome document of the United Nations Conference on Sustainable Development, Rio+20[10], entitled ***The Future We Want***, it states: "We note that transportation and mobility are central to sustainable development. Sustainable transportation can enhance economic growth and improve accessibility. Sustainable transport achieves better integration of the economy while respecting the environment. We recognize the importance of the efficient movement of people and goods, and access to environmentally sound, safe and affordable transportation as a means to improve social equity, health, resilience of cities, urban-rural linkages and productivity of rural areas".

The Third International Conference on Small Island Developing States, held in Apia from 1 to 4 September 2014, reaffirmed commitments to the sustainable development of small island developing states (SIDS). This included recognition that transportation and mobility are central to the sustainable development of SIDS. The conference reaffirmed that sustainable transportation can enhance economic growth, promote trade opportunities and improve accessibility, and that sustainable, reliable and safe transportation achieves better integration of the economy while respecting the environment. The conference also recognised the importance of the efficient movement of people and goods in fostering full engagement in local, regional and global markets and the potential for sustainable transportation to improve social equity, health, the resilience of cities, urban-rural linkages and the productivity of rural areas of SIDS.

In July 2014, Pacific Island Forum Leaders endorsed the ***Framework for Pacific Regionalism,*** which supports "focussed political conversations and settlements that address key strategic issues, including shared sovereignty, pooling resources and delegating decision-making". Rather than providing a list of regional priorities, it sets out a robust process through which regional priorities will be identified and implemented.

The principal objectives of the framework are:

- sustainable development that combines economic social and cultural development in ways that improve livelihoods and well-being and use the environment sustainably;
- economic growth that is inclusive and equitable;
- strengthened governance, legal, financial, and administrative systems; and
- security that ensures stable and safe human, environmental and political conditions for all.

Pacific regionalism presents opportunities for Pacific Island countries and territories to overcome problems related to their small size and remoteness. It also creates a bigger cooperative region in which Pacific peoples will have more opportunities for activities that are generally not viable at the national level. It is expected that more regionalism will help increase socio-economic and development prospects, expand market opportunities, improve service delivery, and contribute to security and good governance for Pacific people and for the region as a whole; and that to drive more regionalism, we need good processes and a clear political direction.

The ***Framework for Action on Transport Services***, endorsed by the ministers in April 2011, was formulated in response to calls for improved coordination and delivery of safe, secure and competitive regional transport services. The

10 Document annexed to Resolution 66/288 adopted by the General Assembly on 27 July 2012

Pacific Community (SPC), together with Pacific Island countries and territories (PICTs) and regional and international development partners, developed the framework, which aims at enhancing the social and economic well-being of people in the Pacific by supporting the efforts of PICTs to work towards ensuring that all their people, at all times, have access to safe, secure, reliable and predictable transportation services.

The framework acknowledges that national transport policies and plans are the principal means of achieving improved transport services and promotes a 'whole-of-sector' approach, based on the concept of 'many partners, one – team'. The framework has seven guiding principles:

- national-led solutions supported by regional initiatives compliant with international obligations;
- a coordinated whole-of-sector approach;
- the need for sustainable livelihoods, and recognition of climate change, culture, equity and gender issues;
- the link between modes of transport (aircraft and ships) and their optimal performance;
- evidence-based planning – the importance of transport statistics;
- appropriate investment in human capital ; and
- many partners – one team.

This Framework outlines seven themes for action to improve regional transport services.

- Leadership, governance, coordination and partnerships;
- leadership, governance, coordination and partnerships;
- capacity development, policy, planning and regulatory frameworks;
- transport safety and security;
- improving access;
- transport environment, technology and energy;
- transport data, information and knowledge; and
- sustainability, monitoring and evaluation.

The Second Regional Meeting of Pacific Ministers for Transport in Nadi, Fiji, 2–4 April 2014 also provided SPC and regional partners with a mandate to support the importance of effective partnerships between countries, within countries, and with and amongst development partners and stakeholders in transport to accompany the region's efforts to achieve sustainable development.

From the ***United Nations Millennium Declaration*** to the ***Framework for Action on Transport Services***, the Pacific region benefits from a clear framework to improve transport services in order to sustain economic development. The regional initiatives proposed by the Council of Regional Organisations in the Pacific (CROP) agencies target the vision and objectives embodied by the framework described above.

CROP was established in 1988 with a mandate to improve cooperation, coordination, and collaboration among the various regional intergovernmental organisations so as to work toward achieving the common goal of sustainable development in the Pacific region. CROP comprises the heads of the regional organisations in the Pacific, which include the Pacific Islands Forum Secretariat, the Forum Fisheries Agency, the Pacific Islands Development Programme, the Pacific Community, Secretariat of the Pacific Regional Environment Programme, the South Pacific Tourism Organisation, the University of the South Pacific, the Pacific Power Association, and the Pacific Aviation Safety Office. CROP functions as a coordination mechanism for the heads of the regional organisations and as a high-level advisory body to provide policy advice and possibly assist in facilitating policy formulation at the national, regional and international levels. CROP provides a forum to enable CROP heads to collectively review progress with their respective organisations' contributions to the Pacific Plan.

The Pacific Community (SPC) is the Pacific Island region's principal development organisation. It works with its 22 Pacific Island member countries and territories, providing technical and scientific assistance across a wide range of sectors to enhance economic, environmental, social and human development in this region. Established in 1947 under the Canberra Agreement, SPC's members are American Samoa, Cook Islands, Federated States of Micronesia, Fiji, French Polynesia, Guam, Kiribati, Marshall Islands, Nauru, New Caledonia, Niue, Northern Mariana Islands, Palau, Papua New Guinea, Pitcairn Islands, Samoa, Solomon Islands, Tokelau, Tonga, Tuvalu, Vanuatu, and Wallis and Futuna, as well as the founding countries: Australia, France, New Zealand and the United States of America.

a. Aviation environment

The International Civil Aviation Organization (ICAO) is a UN specialised agency created in 1944 to manage the administration and governance of the Convention on International Civil Aviation (more commonly referred to the Chicago Convention). ICAO works with the convention's 191 member states and global aviation organisations to develop international standards and recommended practices, which member states reference when developing their legally-enforceable national civil aviation regulations. Implementation of these standards and practices enables air transport around the world to operate safely, securely and efficiently.

In the Pacific, the Pacific Aviation Safety Office (PASO) is an intergovernmental civil aviation authority that is responsible for aviation safety and security oversight in ten states: Cook Islands, Kiribati, Nauru, Niue, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu, and Vanuatu. PASO was established by the Pacific Islands Civil Aviation Safety and Security Treaty, which entered into force on 11 June 2005.

The provision of international air services is mostly governed by air service agreements between bilateral partners. These agreements, and associated arrangements, typically include matters governing the number of flights and routes that can be operated, provisions relating to safety and security, and the economic regulation of air services (such as the means by which airfares are approved, whether commercial arrangements such as code-sharing are permitted, etc.)

b. Shipping environment

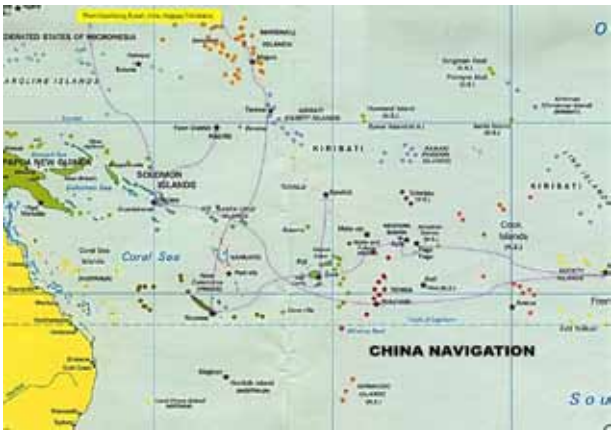
Long-standing concerns about irregular shipping affecting the sustainable development of PICTs encouraged countries to pool their efforts to regulate and improve international transport services. They decided to form shipping commissions, which are inter-governmental agencies for the joint cooperation, coordination and regulation of international shipping services in participating governments or member states. The intention is to control competition to provide sustainable commercial shipping services that best meet the needs of member states.

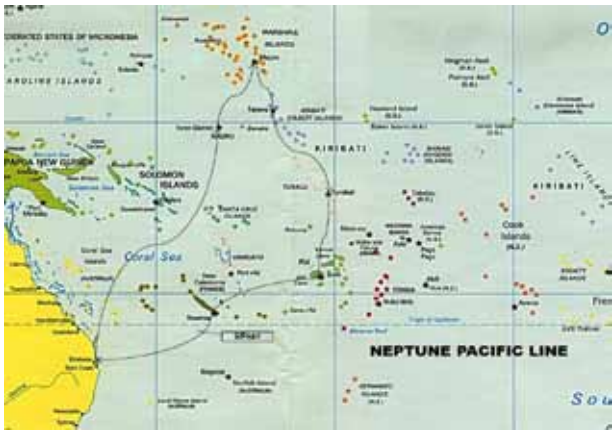
Kiribati, Marshall Islands, Nauru and Tuvalu in the Central Pacific formed the Central Pacific Shipping Commission (CPSC),[11] whose agreement allows for other member states to join, especially those that lie along the same route, such as Wallis and Futuna. The commission also covers the Line and Phoenix Groups as part of Eastern Kiribati. Tokelau also lies along the route and discussions are under way regarding it joining CPSC, as it would be a cost-effective option for all. CPSC states collectively called for tenders from shipping companies that wanted to service their routes. Several shipping companies tendered for the routes and the results are shown in Figure 1, together with the combined routes shown on one map.

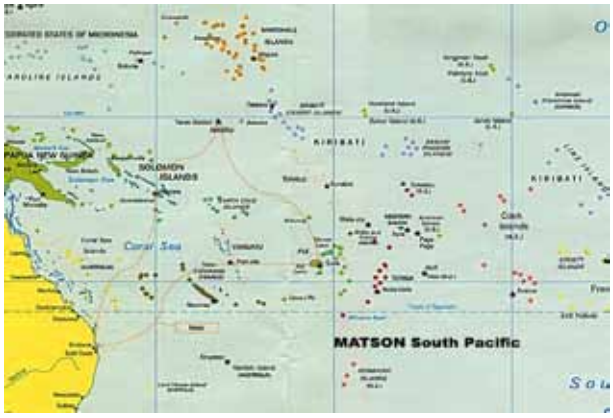
11 Shipping commission operations, particularly for the Central Pacific Shipping Commission (CPSC) are described in detail in Chapter 8 of this report.

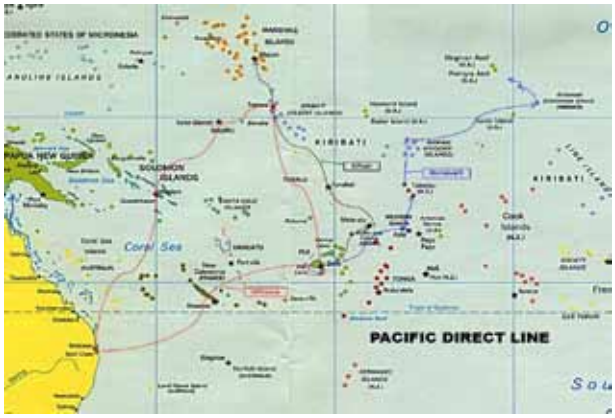
Figure 1 International shipping routes in the Pacific– Source: SPC

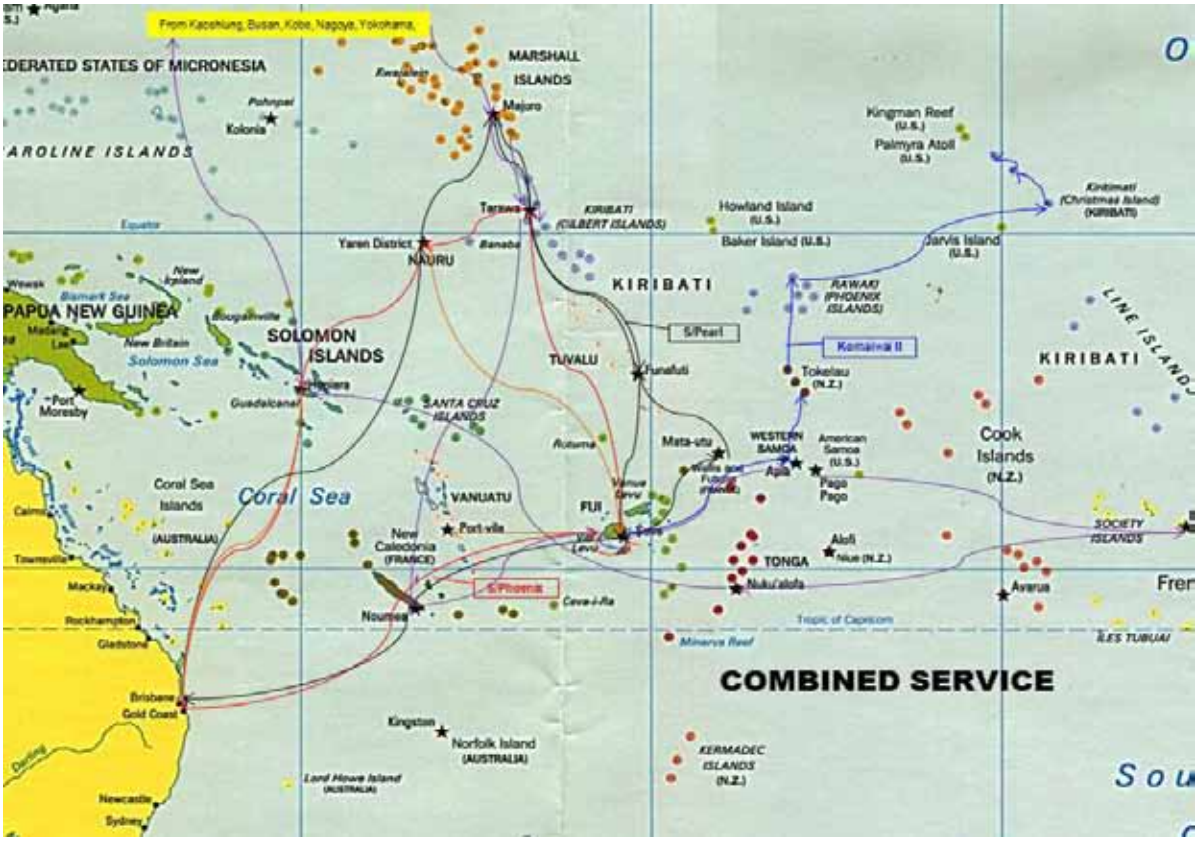
At the current time, Wallis and Futuna is serviced by Pacific Direct Lines (PDL) and Sofrana Shipping as shown in Figure 2.





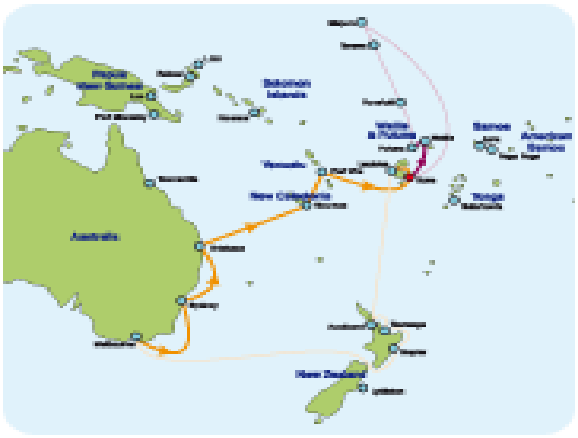






Pacific Direct Lines (PDL) and Sofrana shipping lines to Wallis & Futuna

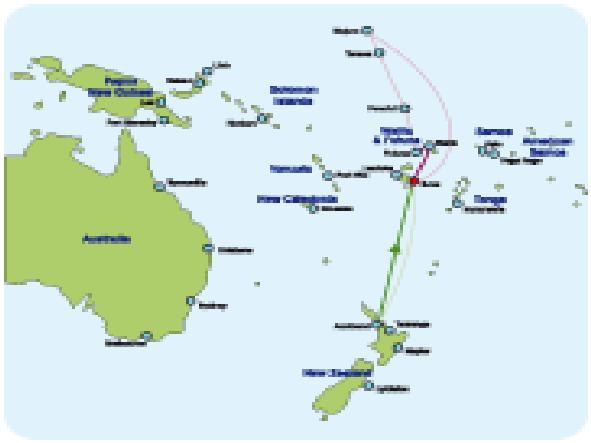
Australia to Wallis and Futuna



Frequency: 18 days
Ports serviced on this line: Melbourne, Sydney, Brisbane, Suva, Wallis*, Futuna*
** Cargo on this service is transhipped to the Southern Pearl in Suva*
Vessels

- *Forum Fiji,*
- *Southern Pearl*
- *Capitaine Tasman*

New Zealand to Wallis and Futuna



Frequency: 18 days
Ports serviced on this line: Littleton*, Napier*, Auckland, Suva, Wallis, Futuna
**Cargo on this service is transhipped to the Southern Pearl in Suva*
Vessels

- *Southern Pearl*
- *Southern Fleur,*
- *Southern Lily II*
- *Capitaine Tasman*

Figure 2 International shipping lines servicing Wallis & Futuna Source: Sofrana/SPC

3

TERRITORY OF WALLIS AND FUTUNA

3.1 General information

The Territory of Wallis and Futuna consists of three islands, i.e. Wallis, Futuna and Alofi. They are located between Fiji to the west, Samoa to the east and Tonga to the south-east and are part of Polynesia. Their total surface area amounts to 142 sq. km, including 77.5 sq. km for Wallis and 64.5 sq. km for Futuna. The island of Alofi, located two km away from Futuna, is uninhabited. Alofi and Futuna are located 234 km, i.e. 126 nautical miles (NM), from the island of Wallis.

Wallis and Futuna are located 2000 km from New Caledonia, the closest French territory, and 3000 km from Papeete in French Polynesia. This is the most remote of all the French territories, since it is located some 16,000 km from mainland France.

Figure 3 – Wallis and Futuna in their regional environment. Source : www. gcmap.co

As shown in Figure 3, the neighbouring regional environment consists of Fiji (capital, Suva), at a distance of 774 km (418 NM); Samoa (capital, Apia), distance: 460 km (248 NM); the Kingdom of Tonga (capital, Nuku'alofa), distance: 900 km (482 NM); and Tuvalu (capital, Funafuti), distance: 700 km (391 NM). These distances are those measured from Wallis. Considering that Fiji is an economic centre in the region, it is interesting to note that the island of Futuna is located just 550 km (300 NM) from Suva on the route that links Suva to the island of Wallis.

Les chiffres clés de Wallis-et-Futuna	2003	2013	France 2013
Population			
Population totale (en milliers)	14,9	11,4[2]	65 821[6]
Part des moins de 20 ans (%)	44,1	37,7[1]	25[6]
Part des 20-59 ans (%)	47,0	48,2[1]	51[6]
Part des 60 ans et plus (%)	8,9	14,1[1]	24[6]
Densité de population (hab/km²)	105	86[1]	117[5]
Taux de croissance annuel moy. de la population entre 2003 et 2013 (%)	-	-2,0	0,6[6]
Taux de natalité (taux pour 1 000 habitants)	19,4	14,2[1]	12,3[6]
Taux de mortalité (taux pour 1 000 habitants)	4,3	5,7[1]	8,7[6]
Indicateur conjoncturel de fécondité	2,7	2,1[1]	1,99[6]
Développement humain			
Espérance de vie des femmes à la naissance (années)	73,3	78,7[1]	85[6]
Espérance de vie des hommes à la naissance (années)	76,5	72,8[1]	78,7[6]
Taux de réussite au Bac (%)	-	73,6	86,2
Environnement			
Superficie totale (km²)	142	142	552 000
Économie			
PIB (milliards d'euros courants)	-	0,15[3]	2 032,3[7]
Taux de croissance du PIB (% annuel, euros constants)	-	-	0,0[7]
PIB/habitant (euros courants)	-	10 100[3]	31 076[7]
Taux d'inflation annuel moyen (%)	1,9	2,1	0,9
Indicateurs sectoriels			
Importations en valeur (millions de F CFP)	5 756	5 923	-
Consommation d'hydrocarbures (milliers de litres)	10 331	10 535	-
Nombre de lignes téléphoniques	1 683	3 192	-
Indicateurs monétaires et financiers			
Nombre d'habitants par guichet bancaire	4 774	3 638	16 538[6]
Nombre d'habitants par guichet automatique	14 944	11 387	1 085[6]
Nombre de comptes bancaires par habitant	0,47	0,66	3,8[6]
Actifs financiers des agents économiques auprès des EC locaux (en millions de F CFP)	5 386	5 189	-
Encours sains des agents économiques auprès des EC locaux (en millions de F CFP)	1 450	1 847	-
Taux de créances douteuses (%)	6,6	4,8	-

[1] Recensement juillet 2013
[2] Estimation IEOM à fin 2013
[3] Données de 2005
[4] Entre 2004 et 2014
[5] Métropole en 2013
[6] Bilan démographique de l'INSEE 2013
[7] Données de 2012
[8] Données de 2011

Figure 4 provides an overview of Wallis and Futuna's key figures.

Figure 4 – Key figures for Wallis and Futuna. Source: 2013 Wallis and Futuna report by the Institut d'Émission d'Outre-Mer

3.2 Institutional arrangements

Wallis and Futuna is a French overseas territory (COM), whose status is governed by the provisions of the Law of 29 July 1961, which sets out the Territory's organisation and legal framework, the French Government's representatives and the territorial institutions. These arrangements specify the decision-making processes relevant to this study as regards the transport sector.

The Territory of Wallis and Futuna is represented within the French Republic by a Member of Parliament and a Senator as well as by a member of the Economic, Social and Environmental Council. The French Government is represented by the Chief Administrator (***Administrateur supérieur***) for the Islands of Wallis and Futuna, who is in charge of French Government departments and who is also the Head of the Territory. As such, he/she has executive powers and "***issues, after the Territorial Council has given its opinion, all the legislative measures needed to ensure the execution of the Territorial Assembly resolutions as well as those that come under his/her jurisdiction as Head of the Territory in terms of laws, decrees and regulations"***[12].

The Territorial Council is composed of the Chief Administrator as chair, the three traditional leaders as vice-chairs, and three members appointed by the Chief Administrator, who is the Head of the Territory, after approval by the Territorial Assembly.

The Territorial Assembly, whose seat is in Mata'Utu on the island of Wallis, is made up of 20 elected members from Wallis and Futuna's five electoral districts. The Territorial Assembly deliberates on matters that come under its jurisdiction and designates a Standing Committee and internal committees responsible for dealing with the matters brought before them and deliberating on topics within the jurisdiction of the Territorial Assembly. The Territory's public agencies are created by a resolution of the Territorial Assembly, subject to the Chief Administrator's approval.

The traditional kings serve as chairs of the three administrative districts, each with its own district council, which correspond to the Kingdoms of Uvea on Wallis, and Alo and Sigave on Futuna.

The Territorial Assembly may deliberate on matters under its jurisdiction as set out by the Decree of 22 July 1957. In the area of transport, the Territorial Assembly has jurisdiction over domestic air and sea transportation within the framework of the general rules governing safety and standards.[13] All the Territory's institutions are committed to Wallis and Futuna's development strategy, in which transportation plays a vital role. So the consultations conducted as part of this study made it possible to meet with most of the representatives of the Territory's institutions and departments, except for the Member of Parliament and the Senator.

3.3. Population

Wallis and Futuna has experienced a 9.5% decrease in population over five years, leaving a population of 12,197 as at the 2013 census. This decrease - due to a high level of emigration to locations outside the Territory by young people aged 20 to 35 - is resulting in an ageing population. In fact, Wallis and Futuna's job market cannot absorb the demands of the large number of young people entering the world of employment, who then emigrate to New Caledonia in pursuit of other opportunities. The Wallisian and Futunan population in New Caledonia is currently estimated at 25,000. The five-year decrease in population is unequally distributed, since it has reached 15 % on the island of Futuna, furthering deepening its isolation.

12 Law no. 61-814 dated 29 July 1961 endowing the Islands of Wallis and Futuna with the status of Overseas Territory , Article 9
13 Decree no. 57-811 dated 22 July 1957 instituting a government council and extending the remit of the Territorial Assembly in New Caledonia, Article 40 paragraph 16

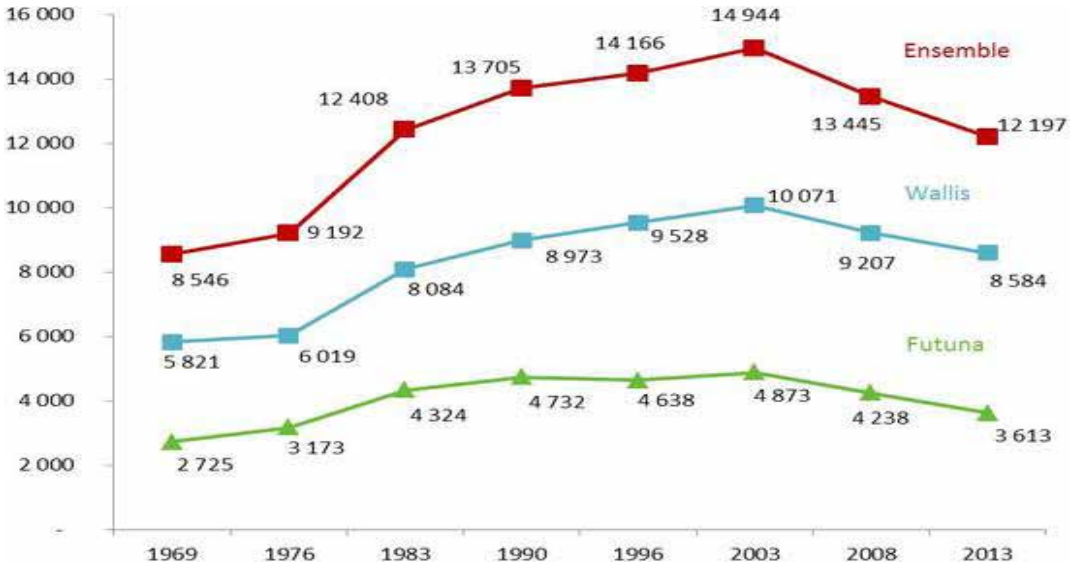


Figure 5 – Changes in Wallis and Futuna's population.
Source: http://www.Wallis and Futuna.pref.gouv.fr/Wallis and Futuna/Presentation-generale

3.4 Economy and employment

In its 2013 report, the ***Institut d'Émission d'Outre-Mer*** (French overseas currency issuing Institute - IEOM) described Wallis and Futuna's economy as traditional and administered. In fact, the public and semi-public sector pays 75% of all salaries and employs two-thirds of all salaried employees. At the same time, a proportion of Wallisians and Futunans of working age are engaged in traditional subsistence activities.

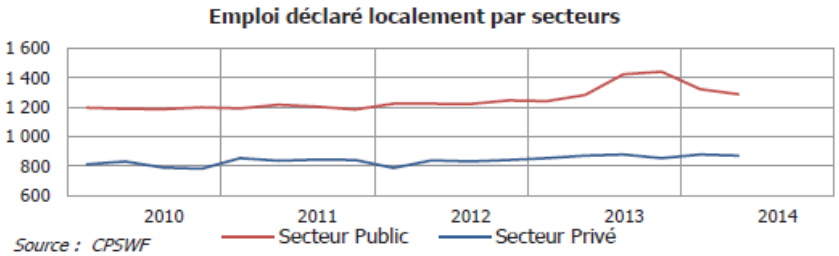


Figure 6 – Employment by sectors. Source: IEOM – trends over time –Statistics for 3rd quarter 2014

Wallis and Futuna's main work sectors, as highlighted in the 2002 development strategy, are agriculture, livestock farming, construction and public works, handicrafts and tourism.

The agriculture sector is covered by a multi-year sustainable development plan designed to support farming operations and training for young adults. The Territory provides specific support to the market gardening sector in order to meet local demand through farms located in Wallis and Futuna. Egg production and pig farming (very important for custom) also receive support, in a view to professionalising the sector so as to meet local demand and reduce imports. Finally, commercial coastal fisheries are a sector to be developed although Wallis and Futuna's exclusive economic zone is not subject to any fishing permits for foreign fleets.

The public works sector was required to do a lot of work during EDF-10 (work on schools and port improvements for Mata'Utu wharf from 2009 to 2013); efforts following Tropical Cyclone Evan, which hit Wallis in December 2012, and for the construction and renovation of infrastructures in order to host the Pacific Mini-Games (from 2010 to 2013). Note should also be taken of the work funded by multi-year contracts between the French Government and the Territory (Development Contracts) involving the hospitals and school facilities. Work projects designed to stimulate the economic sector are underway or imminent and mainly involve the work planned for the port on Futuna, the hospital on Wallis, school facilities and to protect the coastline.

Transportation plays a vital role in supporting sectors such as agriculture/fisheries and public works. Many examples in Pacific island countries and territories have demonstrated that setting up appropriate and efficient modes of transport stimulates economy activity and creates new opportunities. There are no figures or estimates on the quantities of goods that could be shipped between Wallis and Futuna to meet the demands of those two major sectors but it is certain that properly sized inter-island shipping for bulk cargo would support and stimulate exchanges between Wallis and Futuna. At the same time, with about 30 businesses and 60 employees representing 7.5% of all private sector jobs, the transport sector is also, in and of itself, a source of employment. So the prospects of new modes of transport between Wallis and Futuna operated by the private sector should contribute significantly to the creation of new jobs.

3.5 Wallis and Futuna's development strategy

In 2002, the French Government and territorial authorities committed to a sustainable development strategy[14] for the next 15 years, designed to promote local employment opportunities and create conditions conducive to a form of development that respects island lifestyles and is based on a partnership between the French and Territorial Governments. The strategy is currently being reviewed following a meeting held in September 2014 about Wallis and Futuna' future through to 2030. The goal is to finalise that review during the second half of 2015.

The development strategy hinges on support for economic sectors that produce both financial resources and jobs such as fisheries, agriculture, livestock farming, public works, handicrafts and tourism. Transport plays a vital role as facilitator in the strategy. Upgrading and modernising airport and port infrastructures as well as implementing efficient air and sea transport services and, finally, a modern administration are, therefore, essential elements of support for activity sectors, territorial continuity and efforts to reduce Futuna's isolation. The strategy is also based on funding and support from the Territory, the French Government and the EU, and on better regional integration so as to allow the Territory to benefit from its proximity with Fiji and its participation in international organisations in the Pacific.

Within that context, the needed improvements have been made to airport and port infrastructures through the French Government development contracts and through EDF. Renovation of the wharf at the port on Futuna has now been completed and this study is part of the Territory's strategy to provide Wallis and Futuna with coordinated, safe and efficient air and sea transport services and to continue efforts to modernise Maritime Administration. The study was conducted in such a way as to explore, and suggest to the Territory, better economic integration into the region through certain cooperation mechanisms developed by and for Pacific island countries and territories.

14 Sustainable Development Strategy of the Territory of the Islands of Wallis and Futuna dated 19 December 2002

4

TRANSPORT SERVICES IN WALLIS AND FUTUNA

4. 1 Transport Infrastructure

Apart from school transport, there is no public ground-transport in Wallis and Futuna.

Airports

(a) Hihifo Airport on Wallis is the main airport and is capable of handling jet aircraft, with Aircalin operating an Airbus A320 aircraft to/from the airport. It has one paved runway that is 2100 metres long and 45 metres wide and is equipped to accommodate night operations. The airport's specific features are described in Appendix 2.

(b) Pointe Vele Airport on Futuna has one paved runway that is 1100 metres long and 30 metres wide. The largest aircraft to operate on a regular basis to/from that airport is Aircalin's Twin Otter airplane. There are no facilities to accommodate night operations, so flights are limited to daylight hours. The airport's specific features are described in Appendix 3.

Sea ports

(c) Mata'Utu port is situated on the eastern side of Wallis and is the main port of entry for Wallis and Futuna. The port is subject to International Ship and Port Facility Security (ISPS) Code requirements and is the property of the territory. Its operations are overseen by the Maritime Affairs, Port, Lighthouses and Beacons Department (Service des Affaires Maritimes, des Ports, et des Phares & Balises – SAMPPB). Further information about the port is summarised in Appendix 4.

Mata'Utu Port is exposed to the prevailing trade winds. The barrier reef, located about 5 km offshore, provides some protection from the swell but crossing the lagoon during heavy winds can be difficult. This affects boats travelling under such conditions and even those moored alongside the wharf. On several occasions, the container ship that services Wallis and Futuna has had to hire a tugboat from Fiji to help pull it away from its berth due to strong on-shore winds. Recently, a heavy mooring buoy was deployed off the berth to allow the vessel to leave port under such conditions.

Figure 7 – Left: Example of a cargo-landing vessel mooring for loading/unloading operations. Right: Arrival in Mata'Utu of the Southern Fleur.

Port activity is currently limited to handling one or two ships per month. The recently completed development of the port's infrastructure means, however, that it can cater for the foreseeable increase in vessel traffic, vessel size and trade. If a stern landing vessel is introduced to cover inter-island shipping, the ship can moor Mediterranean-style and lower its ramp onto the wharf.

There has been ongoing work to develop the port's infrastructure since the early 1980s. The first 46 m quay, built in 1963, was extended by 30 m in 1994 through EDF funding. In 1993, work on the rehabilitation of the dock and cargo shed was undertaken and financed by the territory. Two years later, some other exposed areas of the dock were covered in concrete.

From 2009–2013, port infrastructure was improved by lengthening the main wharf, extending the container storage area, expanding the cargo shed, deepening the berthing area and making improvements designed to reinforce security measures at the port. Only the ramp has not been improved and so it is not suitable for a RoRo vessel.

Figure 8 – Photos of Mata'Utu Port. Source: SPC 2014

Port Leava

(d) Port Leava is the only port on Futuna (see Appendix 5), is situated on the south-west coast of the island. It is the property of the territory and its operations are overseen by SAMPPB. This small port in Sigave Bay offers shelter in all wind conditions except SW-NW, although the swell is constant. Surge from the swell may be a problem for ships berthed alongside the wharf, confirming earlier concerns expressed by the pilot and importers. More information on the port is summarised in Appendix 5.

The SPC study team noted that the wooden decking of the main wharf was in a similar condition as on their previous visit in 2009, with just a few rotten planks replaced. A proposed plan to develop the wharf and associated infrastructure to accommodate shipping and trade was shown to the team. No ramp was included in that plan.

Figure 9 – Photos of Leava Port. Source: SPC 2014

The SPC study team sighted the terms of reference and the proposed plan and agreed on the issues that need to be considered to increase the level of efficiency of port operations and services. Some of the specific problems currently facing Port Leava are:

- limitations in berthing due to the short wharf face and the inherent swell caused by its proximity to the fringing reef;
- limits on the length of ships coming to quay, due to the short wharf face.
- limits on the available safe working area at the wharf;
- difficulties in berthing ships under poor weather conditions, especially when prevailing off-shore winds exceed a certain speed;
- lack of space for handling cargo in the port area;
- lack of proper equipment for the transport of refrigerated containers or those containing combustibles;
- no basin to accommodate yachts or to moor fishing vessels; and
- the deteriorating condition of the existing quay.

The recommendations will take into consideration the proposed vessel types to cater for inter-island shipping and the required port infrastructure developments.

Mata'Utu and Leava Port do not have any cargo handling equipment. When ships unload their cargo, private companies lease their own forklifts to the port. Two companies on Wallis, i.e. Bourgade and Uafu, currently provide forklifts for cargo handling at Matu'Utu Port, while another company, Sofa, provides this service at Leava Port. In addition, the lack of other cargo handling equipment at the port, such as derricks and cranes, means that cargo ships coming into the port must have their own equipment. Some shipping companies may wish to service Wallis and Futuna but do not, because they lack required gear on board their ships.

Wallis and Futuna use the IALA "A" Region Buoyage Marking System similar to France and Fiji. This is different from the system used in USA and its territories. The shipping lane is narrow in places but generally well-marked and some parts are lit. However, in Wallis, the markers at the Honikulu Passage entrance and at critical turning points would be more effective if larger and more conspicuous structures were built, lit with higher-powered lights and fitted with proper radar reflectors.

The starboard reef passage marker should be similar in size, or preferably, larger than the current port marker. This would help the shipmaster enter the port during less than favourable conditions. The above improvements will greatly enhance the safety of navigation for ships coming to Wallis and open the port to round-the-clock operations. Care should be taken when approaching Wallis from the east as the island reportedly lies about two miles east of its charted position.

The responsibility for lights and markers and underwater repair work currently lies with SAMPPB. These duties would ideally fall under a properly structured maritime administration department but as the territory does not currently have one, the responsibilities are divided among different departments. Lights and marker spare parts can now be purchased from New Zealand.

4.2 Passenger transport

As the 2011 technical and financial audit report underscored, passenger traffic between Wallis and Futuna totalled 4000 in 1990, more than 10,000 passengers in 1999, and 12,000 passengers in 2001. Between 2001 and 2009, traffic remained at about 12,000 to 13,000 passengers, and since 2009 traffic has been between 13,000 and 14,000, without showing any clear upward or downward trend. The report concluded that passenger transport between Wallis and Futuna had achieved a certain level, while the ongoing decrease in the populations of both islands meant that there would likely not be any increase.

In 2014, there were 13,832 air passengers between Wallis and Futuna (6941 from Wallis to Futuna and 6891 from Futuna to Wallis). Breaking these numbers down by month, the busiest month for travel from Wallis to Futuna was December 2014 with 985 passengers, while in the opposite direction, October 2014 was the busiest with 814 passengers.

Month	Number of passengers Wallis/Futuna	Weekly Average	Number of passengers Futuna/Wallis	Weekly Average
January 2014	515	117	587	133
February 2014	538	135	688	172
March 2014	349	79	416	94
April 2014	760	178	688	161
May 2014	355	81	456	103
June 2014	748	175	702	164
July 2014	**299**	**68**	**260**	**59**
August 2014	642	145	671	152
September 2014	467	109	416	98
October 2014	**792**	**179**	**814**	**184**
November 2014	491	115	589	138
December 2014	985	223	604	137
2014	6941	**134**	**6891**	**133**

Figure 10 – Number of air passengers in 2014
Source: Subdivision des Travaux Publics de Futuna 2015

The yearly number of passengers equated to an average of 133–134 passengers each week in each direction. However, there were significant variations during the year. For example, in December 2014, there was an average of 223 passengers each week from Wallis to Futuna, while in July 2014, weekly passenger numbers averaged only 68. In the opposite direction, in October 2014, there was an average of 184 passengers each week, while in July 2014, weekly passenger numbers averaged only 59. The weekly flight schedule is based on ten return flights a week: two on Monday, Wednesday, Friday and Saturday that connect with Aircalin international flights to Nadi, Fiji and Noumea, New Caledonia; and one on Tuesday and Thursday. Each year, about 150 supplementary return flights are run during the peak season and for special services.

It is difficult to quantify what would happen to the number of passengers travelling between Wallis and Futuna if these daily air services were to be withdrawn and replaced by a ferry service operating two or three times per week. There would be most likely a reduction in the number of passengers with limited time. Staff of government agencies and private organisations can currently minimise travel times and accommodation needs with the choice of daily flights. There would be longer travel times and more accommodation requirements if the only travel option was a ferry two or three times a week. In addition, the lack of any air service would likely encourage organisations to increase their use of video conferencing facilities to accomplish some tasks.

However, the introduction of a ferry service could also encourage "new" passengers to travel between the two islands, especially if the cost of maritime travel is cheaper than travel by air. More affordable fares on a ferry service might encourage residents of Wallis and Futuna to start travelling for the first time, and existing passengers might travel more frequently, potentially boosting the number of travellers using a ferry service. In addition, with check-in baggage limited to 10 kg per person on the air service and almost no space on the aircraft for any additional baggage or freight, travel by sea may appeal to passengers who need to take more baggage. In addition, as a ferry could also carry significant amounts of cargo in each direction, companies and organisations looking to expand and develop commercial and export opportunities on Wallis and Futuna might be a new source of passenger traffic.

Should a ferry service be introduced while maintaining some level of air service, History suggests there could be passenger demand for both modes of transport. Figure 11 shows the number of passengers carried by sea from 1991 to 1997, when M/V Moana III operated regular trips between New Caledonia and Wallis and Futuna. The table shows that, on average, 105 passengers per month travelled between the two islands. Given that the period from 1991 to 1997 was also a time when air services between Wallis and Futuna continued to operate (with one aircraft), the figures show that there continued to be passenger demand for a ferry service.

STATISTIQUE PASSAGERS du ms MOANA III

Intinéraires,etc...	1991	1992	1993	1994	1995	1996	1997	Moyenne annuelle	Moyenne mensuelle
Néa/Wal-Fut	268	358	319	239	358	254	105	292	24
Interiles Fut-Wal-Fut	*1447*	*941*	*1371*	*1335*	*1327*	*1353*	*447*	*1 265*	*105*
Wal-Fut/Néa	318	388	304	226	267	238	102	284	24
Total	2033	1687	1994	1800	1952	1845	654	1 841	153
Nre de voyages / an	12	17	13	13	14	14	5	14	1

Figure 10 – Number of air passengers in 2014
Source: Subdivision des Travaux Publics de Futuna 2015

In conclusion, whatever the means of transportation in place to satisfy passenger demand, it appears that the number of weekly one-way passengers is about 130, with a maximum of 250 around Christmas.

4.3 Transport of goods

Only a negligible amount of freight travels by air as the weight and volume available on the Twin Otter aircraft is fully taken up on most occasions by the weight and volume of passengers and their baggage.

At the current time, all cargo (except oil products) between Wallis and Futuna is carried exclusively by the Southern Pearl, a container vessel operated by the Neptune Shipping Company. Service for both islands is scheduled on a 21-day route: Suva (Fiji) to Funafuti (Tuvalu), Tarawa (Kiribati) and Majuro (Marshall Islands). Goods from markets outside Fiji are transhipped at Suva, which serves as the sub-regional hub. It should be noted that this trade route is used by shipping companies that are licenced by the Central Pacific Shipping Commission, members of which are four of Wallis and Futuna's neighbouring countries, i.e. Tuvalu, Nauru, Kiribati and Marshall Islands. Wallis and Futuna does not currently take part in that commission.

The Southern Pearl is chartered by a consortium composed of the following shipping companies: Moana Shipping, Sofrana and PDL, which share space on the ship in order to rationalise shipping costs, while ensuring that a high enough volume of goods is offloaded by the ship at each stop-over. However, this system does not encourage competition among the three shipping companies. In fact, the freight rates seen and the final sales prices do not reflect any competition, including at the importers' level. So the market in Wallis and Futuna is captive to de facto monopolies, as they are described in the development dtrategy. This monopoly system isolates the territory and was criticised by many of the stakeholders consulted as part of this study, who asked that there be real competition in the import market. The goal is to open Wallis and Futuna's market to the Fiji market, which currently only accounts for 10% of imports (as compared to 20% from Europe) although it is, in fact, the closest market. Experiments have been conducted by private parties importing containers directly from Suva to Futuna with a significant effect on the final prices. In contrast, attempts by local importers to compete with the main importer have failed or encountered difficulties that currently block any private initiatives.

Cargo flow in Wallis and Futuna consists entirely of containerised import goods. About 2000 containers arrive each year, amounting to about 30,000 tons worth nearly XPF 6 billion. Each time a ship calls at Mata'Utu Port, there are about 90 containers for both islands, including about 20 that are off-loaded at Mata'Utu Port to be unpacked and then repacked for Futuna, and ten or so more that remain on the ship to be directly offloaded on Futuna. These arrangements allow inter-island shipping from Wallis to Futuna. In contrast, no goods or equipment can be sent back from Futuna to Wallis except by using the complete 21-day ship rotation. Figure 12 shows container flow in Wallis and Futuna.

NUMBER OF CALLS		2008	2009	2010	2011	2012	2013	2014
CARGO VESSELS		16	15	17	20	22	27	35
OIL TANKER / GAS CARRIER		19	18	12	11	12	12	16
OTHER (FRENCH NAVY)		3	6	3	2	2	1	2
TOTAL		38	39	32	33	36	40	53
TOTAL GOODS TRAFFIC		2008	2009	2010	2011	2012	2013	2014
CONTAINERS 20-, 40-foot and refridgerated 20-foot (number)		1460	1,377	1,783	2,016	1,698	2,047	1,856
Imports in weight (kg)		32,56,771	24,529,721	25,958,029	24,227,227	21,517,133	26,152,333	31,544,161
Imports in value (cfp)		5,978,250,289	4,746,988,950	5,702,117,705	6,285,515,280	5,757,487,539	5,971,614,370	31,544,161
FUTUNA GOODS TRAFFIC		2008	2009	2010	2011	2012	2013	2014
IMPORTED CONTAINERS 20-, 40- foot and refridgerated 20-foot (number)	Import			288	279	184	245	205
	Inter-island			351.45	341	293	298	275
	Total			639	620	477	543	480

Figure 12 – Container flow in Wallis and Futuna
Source: Service des Douanes et des contributions diverses

Except for the difficulties related to the monopoly situation, it appears that current arrangements for international shipping meet demand in terms of import volume. On the other hand, arrangements for inter-island shipping as part of the international service cause problems for both the shipping company, whose vessel has to stay at the dock while containers are being unpacked and repacked, and for professionals such as merchants, entrepreneurs and farmers, who can count on only limited volumes for transfers from Wallis to Futuna every 21 days. In addition, cargo cannot flow from Futuna to Wallis, particularly fresh produce, since the return trip lasts 21 days. This situation forces the population of Futuna to keep stocks, bars any easy transfer of vehicles or equipment, causes problems for the inhabitants of Futuna to get their propane bottles refilled on Wallis, and makes cultural and traditional exchanges between the communities of Wallis and Futuna difficult.

On that basis, can it be said that inter-island shipping is vital? The answer is obviously yes, since containerised international shipping services are not organised to meet the needs of this kind of inter-island shipping.
Again on that basis, can it be said that an inter-island shipping service must allow the transport of all the goods going from Wallis to Futuna? The answer, in Wallis and Futuna's case, is no. In fact, import volumes directly destined for Futuna are not high enough and any decrease in traffic (due to a new inter-island line and to a decrease in population) could lead shipping companies to decide to no longer service Futuna, which then would be linked to the international market only via Mata'Utu Port on Wallis. That would be a major risk if the inter-island service should break down or if there were logistical problems at Mata'Utu Port, which is also too unreliable in terms of its logistics and operations to ensure ongoing supply for the community on Futuna. Such a situation would amount to sustainably isolating the island of Futuna and would have the opposite effect to the one sought here.

Against that backdrop, it appears vital to gain some perspective on inter-island shipping's contribution by ensuring a double source of supply for Futuna – from Wallis and from Fiji – which is logical, given Futuna's geographical location. Futuna's development and improved access strategy should boost establishment of new businesses there, storage capacity should be adequate to import a significant volume of goods directly from Fiji (including the goods unpacked and repacked on Wallis) and counteract any decrease in imports. So an inter-island shipping service should support secondary goods transport, exchanges of fresh produce and equipment between Wallis and Futuna and supplementary supply of oil and gas products. It is vital to continue international shipping to Futuna in order to reduce its isolation and encourage its development, whereas inter-island shipping is vital for developing a local farm-

produce market and the communities' social and traditional ties. With a goal of an additional 100 containers a year imported directly to Wallis and Futuna, inter-island transport would then amount to about three containers a week, i.e. one container per trip at a rate of three trips per week. Once that goal has been reached, it would be possible to ensure Futuna's international shipping services, transfer the cargo arriving in Wallis for Futuna to the inter-island vessel and avoid packing and operations on Wallis for the international shipping vessel waiting to be reloaded.

Recommendation: Support the import of goods from the Suva hub to Futuna by supporting initiatives designed to increase direct imports to Futuna.

4.4 Prospects for domestic shipping

The lack of any lifting equipment at Mata'Utu and Leava Ports and the fact that there is no dock ramp confirm the need to maintain, or even strengthen, international container shipping direct to Futuna by vessels that are fitted with such equipment. Prospects in terms of the number of passengers and quantity of goods do not, in fact, make it possible to plan for a large vessel with lifting equipment able to handle all container traffic between Wallis and Futuna. The aim should therefore be the new development opportunities that domestic shipping would support.

Regarding the consultations carried out for this study and as described in the sections on the economy and employment, as well as on the territory's development strategy, development prospects revolve around a well-structured agriculture and fisheries sector, livestock farming, public works, handicrafts and tourism. The agriculture and fisheries departments have already implemented a multi-year sustainable development plan, at the heart of which is support for the exchange of products such as live animals, fish, vegetables (taro) and wood. It was not possible to assess current agriculture and livestock production levels, given that farming is mainly of the traditional family-based type, not integrated into the market economy, and mainly serving to meet family and custom-related needs.

In addition, domestic shipping should be able to carry some of the goods for businesses on Futuna that are currently unpacked and then repacked in containers. The goal would then be to increase the number of containers from Fiji that are offloaded on Futuna so as to maintain a limited amount of bulk cargo equivalent to 3 FCL per week between Wallis and Futuna. The characteristics and certification of the vessel used for domestic shipping between Wallis and Futuna, and its lifting equipment, should then allow the transport of:

- 200 tons of goods:
    - bulk goods, including refrigerated and frozen goods kept in the cold storage facilities;
    - dangerous goods – Class 2 (gases and oil products in packages) ;
    - light-weight vehicles and public works equipment; and
    - live animals;
- lifting equipment that can handle at least five tons in safe working load (SWL).

Future air services between the two islands are likely to continue to focus only on transporting passengers and their baggage, with very little opportunity available for the transport of freight other than small, light and urgent items.

During the consultations carried out in Wallis and Futuna for this study, a number of stakeholders discussed the community's demand for affordable sea transport. The team was told that some Futunans had not left the island for 15 years because of the price of return airfares between Wallis and Futuna. Until 1997, the maritime service provided by Moana Shipping Company offered a Wallis-Futuna return ticket at XPF 4000 (i.e. half the current airfare) which is now considered by the stakeholders consulted an affordable service. Moana also offered transport to and from New Caledonia, where almost 25,000 Wallisians and Futunans live. The need for regional cooperation and a possible link with Fiji and Samoa due to close cultural ties and trade opportunities were also raised during those discussions.

It is not easy to assess the impact of a new, more-affordable sea transport service between Wallis and Futuna, considering that the population on Futuna in 1997 was 30% higher than it is now. But several examples in the region have shown that a new means of transport creates opportunities and leads to new needs. At the same time, the size of the means of transport needs to meet high passenger-load factor objectives in order to maintain its profitability and/or limit and protect support by public institutions. For example, according to the International Air Transport Association, the worldwide load factor for the passenger airline industry in 2013 was 79.5%. Given that specific requirement and the distance from the territory to New Caledonia, it is difficult to state that a sea transport service would be profitable today and meet a satisfactory load factor level for a passenger vessel capable of transporting passengers between New Caledonia and Wallis and Futuna. However, service between Wallis and Futuna and Fiji and/or Samoa might be considered as an additional transport service provided by a regional shipping company involved in transportation from Wallis to Futuna. That would make it possible to test the profitability of new routes to Fiji and Samoa.

Recommendation: Develop and organise a coordinated air and sea transport system between Wallis and Futuna capable of carrying an average of up to 150 passengers a week, light passenger luggage and bulk cargo up to 200 tons, including vehicles.

5

TECHNICAL CHOICES FOR DOMESTIC TRANSPORT SERVICES

5.1 The ship

Whatever the type of vessel considered for sea transport between Wallis and Futuna, in addition to the payload capacities set out above[15], the ship must comply with certain operational requirements linked to the port facilities and shipping route used. The ship would, in fact, have to be certified for navigation that would allow it, at the very least, to call at Fiji, Samoa and Tonga and meet high safety and pollution-prevention standards[16]. As it would also be a passenger transport vessel, the hull would have to undergo yearly external inspections in dry-dock, probably in Fiji, which would mean a shutdown in operations for at least three weeks every year (outside peak periods). In addition to that maintenance period, there would have to be another one-week halt each year for preventive maintenance. There would have to be enough crewmembers for the number of passengers and the crew would have to hold at least the minimum international-standard qualifications. Work arrangements would have to comply with the minimum requirements of international conventions.

To facilitate vehicle offloading and improve the efficiency and safety of port operations, we recommend a stern landing vessel (SLV), which is similar to conventional landing craft but with a stern ramp and improved performance such as:

- Improved head-sea-keeping capability due to a sharper, longer bow, substantially increasing speed;
- Improved visibility as the wide ramp is located at the stern and allows the handling of wide loads;
- Improved crew comfort and reduced fatigue as accommodation is located in the bow, away from the engine room;
- Improved power available when de-beaching with the forward propellers working efficiently;
- Improved stability due to a higher-profile GZ curve, improved freeboard and higher deck-edge immersion angle resulting in improved deadweight capacity;
- Improved block coefficient and stability.

The SLV design has overcome operational problems associated with conventional landing craft, thereby making it suitable for a vastly increased number of uses, particularly in heavier seas and more remote types of environment. SLVs have greater on-deck payload capacities, i.e. 50% more than the equivalent length conventional landing craft. This ship's design would allow it to position its stern ramp on the wharf deck in Wallis and Futuna to facilitate cargo operations.

The recommended length for such a vessel would be between 50 and 60 metres since that would provide a more comfortable crossing (137 nautical miles) between Wallis and Futuna.

15 See paragraphs 2), 3) and 4) of the section « Transport services in Wallis and Futuna »

16 The requirements could be based on Divisions 223b and 213 of the regulations appended to the amended Order of 23 Novembre 1987 on ship safety.

Some small RORO/PAX Vessels

1992 Japan Built Coastal Commuting Car Ferry
M/V Himeshima Maru no.2
Small Roro/Pax Vessel
Built March 1992 at Usuki Ship Building, Japan
JG Coastal
Gross Tonnage:197 tons
103 DWT ON 2.2 m
Length overall:42.70 m
Beam: 8.80 m
Depth: Mld 3.10 m
Main engines: Yanmar 2 Units, 980 PS
Speed: 12.5 knots
Pax: 211 (day)
No. of crew: 6
Passenger Cars: 11

Average Ship Particulars
Length 40m x breadth 12m x draft 1.8m,
400 DWT, speed 9 Knots

Figure 13 – Photo and specifications of stern landing vessel (SLV) – Source: SPC

An option that can be considered is the use of vessels from neighbouring countries like Samoa, Tokelau or Fiji; the technical specifications of two suitable ships are included below. The Samoan vessel has a new replacement and the SLV presented here is currently available.

The new Tokelau vessel should commence operations to the Tokelau Islands soon and could be considered for charter service to Wallis & Futuna when it returns to its base in Apia. However, this vessel does not have roll-on, roll-off capability.

Samoa Shipping Corporation Limited (SSCL)

MV Lady Samoa II
Vessel Type: Ro-Ro Passenger Ferry (Samoa)
Length overall: 43.3 m
Draft: 2.35 m
Breadth moulded: 11.5 m
Reg. No.: 0031
Gross Tonnage: 867 tons
Net Tonnage: 261 tons
Call Sign: 5WCK
No. of passengers: 480
Crew plus Captain:13
Speed (Full Load): 11 knots
Year Built:1988 (Japan)
Main Engines: Yanmar M220-En 6 Cyl. X 2 sets
Classification: Lloyd's Register of Shipping
Service Routes: Both Domestic and International

Government of Tokelau

500 GT SOLAS PASSENGER VESSEL FOR TOKELAU

Length overall:43.50 m
Length p.p.: 38.56 m
Breadth moulded: 9.90 m
Depth to main deck: 4.10 m
Draught (design): 2.60 m
Deadweight: 185 t
No. of passengers: 60
No. of crew: 12
24 bunk beds, 16 reclining seats
5 ten-foot container units, including 2 reefer units
Service (85% MCR): 11.5 kn
Diesel Mechanical with 2 CPP
Main engines: 2 x Yanmar 6EY17W
Installed power: 960 kW
Aux. power: 110 kWe auxiliary generator and 2x150 kWe PTO generators
Bow thruster: 150 kW
Classification: Lloyd's Register of Shipping
Concept and Basic Design:

- Seakeeping prediction
- Noise and Vibration prediction
- HVAC Design
- EEDI calculation

Figure 14 – Photo and specifications of Samoa and Tokelau vessels –Source: SPC

Another design entering the ferry market is a 50-60 meter-long catamaran ferry for cargo and passengers with roll-on/roll-off capability, often called RoPax. These types of vessel, sometimes also certified as high-speed craft and capable of transporting a large number of passengers, offer several advantages over conventional monohull designs. However, during past experience in New Caledonia and Fiji, where the crossing is generally in the open ocean, stress-related cracks repeatedly appeared in the structure and the usual high-speed engines have not performed as well as expected due to several factors including high maintenance costs. These vessels are designed to service specific routes in terms of distances (due to their limited fuel capacities) and weather conditions (limited by speed/wave height restrictions). Operating such a vessel involves a great deal of preventive maintenance, high operational costs and so, high load factors, which is not always possible in small Pacific island countries. Crew members also have to be qualified specifically for the vessel and for the route and so they need high-level training. While some design improvements are beginning to be seen in the industry, the high cost is a factor that hampers their wide acceptance at the moment.

Figure 15 – Catamaran Ferry 54m x 48.9m x 1.7m, 400 passengers, 4 x 287kW, 16 knots (left)

Recommendation: Acquire a 50- to 60-m-long Stern Landing Vessel (SLV) - which is similar to conventional landing craft but with a stern ramp and improved performance- that can transport at least 30 passengers.

5.2 Aircraft

The current operational limitations at Futuna Airport are likely to continue to limit the size of aircraft that can operate between Wallis and Futuna to capacity, payload and range characteristics similar to those of the existing Twin Otter aircraft currently operating on the route.

Figure 16 – Photo of a Series 300 Twin Otter (used by Aircalin) – Source: SPC 2014 / Photo of a Beechcraft 200 aircraft (used by Australia's Royal Flying Doctor Service) – Source: Capricorn Plane Spotting Source : SPC 2014.

Futuna Airport's operational limitations include a runway length of 1100 metres, no navigational aids for operations in poor weather or at night, and fuel supplies that are available only for emergency use. Cross winds at certain times of the year may also disrupt scheduled services. In the event that aircraft are unable to land at Futuna, the only viable alternate airfield is Wallis. This means aircraft flying from Wallis to Futuna have to carry sufficient fuel to return to Wallis in the event that they cannot land in Futuna. In addition, with the aircraft operating relatively long distances over water, the aircraft must carry a life raft for emergency purposes.

Transporting both sufficient fuel for a return to Wallis and a life raft has an impact on the payload of aircraft flying to Futuna Airport.

Configured with 17 seats, the current Twin Otters are limited to 12-14 passengers per flight, depending on weather conditions and passenger/baggage weight. Three seats in the forward cabin have been removed to accommodate the life raft, so the ability to carry freight in addition to passengers is very limited.

The above operational limitations will influence the type of aircraft chosen to replace the current Twin Otters. It is likely that a new or refurbished second-hand Twin Otter or an aircraft with similar characteristics will be needed to replace them.

The costs of purchasing or leasing a new Series 400 Twin Otter have not been published, with costs varying depending on how the aircraft is equipped and/or the type of lease arrangements negotiated. However, industry sources have suggested the purchase cost of a new Twin Otter is in the vicinity of USD 6.5-7 million.

Ikhana (http://www.ikhanagroup.com/) provides services that "re-life" Twin Otters, that is, existing Series 200 and 300 aircraft are extensively upgraded and refurbished, resulting in a significant extension to the aircraft's operational "life". The cost of purchasing or leasing a "re-lifed" Twin Otter depends on the extent of the work needed and the availability of suitable aircraft at the time of the purchase or lease.

Ikhana has recently announced that it is going forward with plans to get US Federal Aviation Administration approval to increase the maximum take-off weight of Series 300 and 400 Twin Otter aircraft to 6350 kg, up from the current maximum of 5670 kg. This would allow certified higher gross weight (HGW) Twin Otters to carry up to an additional 680 kg, depending on the volume of space available and operational considerations. The estimated cost of purchasing or leasing a HGW was unknown at the time of this report.

Recommendation: Acquire an aircraft with a capacity of up to 20 seats that is capable of landing and taking off from Futuna Airport and has the necessary range to operate between Wallis and Futuna in accordance with required safety and operational regulations.

5.3 Coordinating services

The transportation needs identified above as well as the passenger-load factor needed to make such services financially feasible and/or ensure an effective use of public aid means that transport between Wallis and Futuna should be considered within the framework of coordinated air and sea transport services. So the coordination approach should be based on one or two sets of technical specifications combining the requirements in terms of capacity, frequency and safety along with work health and safety.

The transport services between Wallis and Futuna currently offered to the general public do not meet the conditions for 'territorial continuity', i.e. assured means of travel within the territory, which is at the very heart of Wallis and Futuna's development strategy. So, as part of territorial continuity and the right to transportation, transport between Wallis and Futuna could be defined with the Territory's legislative and regulatory framework as a public service that gives « ***effect to the right to travel of all people, including those with reduced mobility or who suffer from handicaps, and the freedom to select the means of travel and the possibility to transport their goods themselves or have them transported by the agency or company of their choice. This objective shall be achieved under the most advantageous economic, social and environmental conditions for the Territory and in compliance with objectives to limit or to reduce risks; accidents; disturbances, particularly noise; pollution or greenhouse-gas emissions."***[17]

As explained in more detail below[18] in this consultancy report, private sector involvement is vital for boosting the economy and job market. So, it is a requirement to use the introduction of a new transport services between Wallis and Futuna to foster private sector engagement. In order to secure the involvement of a private company in the new service and to allow the Territory to satisfy its requirements in terms of service quality, continuity, coordination and safety, air and sea transport between Wallis and Futuna should therefore be subject to authorisation from the Territory. In that context, transport services could be attributed to a transport operator that holds a permit issued by a commission after a public tender and based on a set of technical specifications listing the requirements related to the quality of the service and compliance with current standards.

The technical specifications for safe and efficient sea transport could include the following requirements:

- Weekly service of at least three return trips between Wallis and Futuna[19] ;
- Uninterrupted service– replacement vessel for all planned and unplanned stoppages of more than one week ;

17 Consolidated version of the Transport Code dated 24 April 2015, Article L1111-1
18 See "Administrative Arrangements and Regulatory Framework" – Section 5 "Private sector involvement"
19 See Appendix 6

- Vessel with a certified “deep sea” hull and equipped for navigation to Samoa, Tonga and Fiji ;
- Lifesaving equipment for passenger transport;Ship flying the flag of a State that has ratified and implemented the main international maritime safety and pollution prevention conventions ;
- Working conditions that comply, at the very least, with international labour standards;
- Training for French seafarers who reside in Wallis and Futuna ;
- Passenger transport capacity of at least 30 people;
- Equipped to comfortably accommodate passengers for one night at sea and to provide food services;
- Capable of transporting at least 100 kg of goods per passenger and 200 tons of cargo (including refrigerated and frozen goods) in bulk, including vehicles and equipment not to exceed a load of 5 tons;
- Crane with minimum SWL of 5 tons ;
- Dangerous goods transport (oil products for jobsite equipment) and bottled gas;
- Medical facilities for medical evacuations.

The technical specifications for safe and efficient air transport could include the following requirements:

- Weekly service of at least one daily return trip between Wallis and Futuna20 ;
- Aircraft with at least 20 seats ;
- Aircraft registered in a State that has ratified and implemented international civil aviation conventions and regulations;
- Working conditions that comply, at the very least, with international labour standards;
- Compliance with the civil aviation standards and rules that apply in Wallis and Futuna.

Recommendation: Set the legislative and regulatory framework for a public service to provide air and sea transport between Wallis and Futuna so as to meet territorial continuity requirements and based on an air carrier licence to be issued after a public tender procedure.

Recommendation: Draft technical specifications for coordinated, safe and environmentally friendly air and sea transport.

20 See Appendix 6

6

ADMINISTRATIVE ARRANGEMENTS AND REGULATORY FRAMEWORK

ADMINISTRATIVE ARRANGEMENTS AND REGULATORY FRAMEWORK

Wallis and Futuna is a COM, whose status makes it subject to the legislative speciality principle, determining "the conditions under which laws and regulations are applicable". So, laws and regulations only apply when that is specifically stated in the instrument in question, ("This law shall be applicable in Wallis and Futuna…") or if they are made applicable through special legislation ("Law no.… dated… pertaining to… is applicable in Wallis and Futuna…"). Only sovereignty laws do not require specific reference to their applicability, but Article 74 of the French Constitution sets out the obligation to submit draft legislation, draft orders and draft decrees to the territories for their opinions when they contain provisions that are specific to those territories as well as the ratification or approval of international commitments made in areas under the jurisdiction of the territories.

In the area of transportation, the international conventions ratified by France are applicable in Wallis and Futuna, subject to the consultation procedure. Reference should be made to the Transport Code, whose legislative provisions were expressly made applicable in Wallis and Futuna in the sections devoted to that territory in the section on the overseas territories of each Party.

6.1 Maritime legislative and regulatory framework

Concerning maritime transport and navigation, the legislative framework that applies in Wallis and Futuna is given in the fifth part of the Transport Code. Except for the French ship registration process set out in Wallis and Futuna's Customs Code, the provisions pertaining to ships concern the vessel's status, liability and insurance regimes and compensation for accidents. Maritime navigation requirements cover mandatory ship's papers and certificates, safety, security and pollution prevention as well as sea search and rescue. The rules governing investigations of incidents at sea and the conditions for referring an event to the French Maritime Accident Investigation Office (BEA Mer) along with the provisions for maritime investigations are set out in the Transport Code and are applicable in Wallis and Futuna. In terms of vessel safety, the statutory provisions are those found in the amended Decree of 30 August 1984[21] and its appended regulations

Ship registration in Wallis and Futuna (home port: Mata'Utu) is governed by the provisions of the Decree of 22 June 1960[22], which provides for registering ships as French on the condition that the company or companies owning the ship originate and have their registered office in a European Community Member State. The ship's crew must comprise French and European Community citizens, although no specific percentages have been set out. In addition, the current version of the Decree of 21 December 1911[23] provides that captains or masters, deck officers and engineers must be French citizens, French subjects or French protected persons, but this condition may be waived for engineers and so such certificates can be issued to foreigners.

The process for registering vessels under the French flag is set out in Head IX - Chapter 1 of Wallis and Futuna's Customs Code and the vessel's tonnage is measured by Customs Office services. While the Customs Code for mainland France and, for example, the Customs Code for New Caledonia state that navigation between points in the territory is restricted, respectively, to European Community and French-flag vessels, there are no provisions in the Wallis and Futuna Customs Code for restricting navigation. So that freedom makes it possible to consider an international call for tenders for shipping services between Wallis and Futuna that would allow a foreign shipping company sailing under a foreign flag to submit a tender bid.

The Labour Code in force in Wallis and Futuna is the result of the Law of 15 December 1952[24]. In the maritime area, certain provisions of Head IV of Book V of the fifth part of the Transport Code have been made applicable by Article 14 of the Order of 28 October 2010[25]. This study is not designed to conduct an in-depth analysis of the Labour Code

21 Decree no. 84-810 dated 30 August 1984 on safety of life at sea, living conditions on board vessels, and pollution prevention (JORF dated 1 September 1984, page 2778)

22 Decree no. 60-600 dated 22 June 1960 on public administration regulations and on ships registered in the overseas territories (JORF dated 26 June 1960, page 5725)

23 Decree dated 21 December 1911 on the Merchant Marine in the colonies

24 Law no. 52-1322 dated 15 December 1952 institute a labour code in the territories and associated territories under the Ministry for Overseas France (FOM) (JORF dated 16 December 1952, page 11541)

25 Order no. 2010-1307 dated 28 October 2010 on the legislative part of the Transport Code. Amended by Order no. 2011-204 dated 14/02/2011, no. 2011-635 dated 09/06/2011, Article 10, no. 012-872 dated 12/07/2012, no. 2012-1218 dated 2 November 2012 -- Art. 14. Amended by Law no. 2013-431 dated 28 May 2013 -- Art. 43 (V), by Law no. 2013-619 dated 16 July 2013 pertaining to provisions to adapt to European Union law in the area of sustainable development, (JORF no. 0164 dated 17 July 2013, pages 11890ff)

that applies to seafarers in Wallis and Futuna, but it would appear that all the provisions of the 2006 Maritime Labour Convention[26], as incorporated into French law, have not resulted in any changes to Wallis and Futuna's Labour Code. That point could have an effect on a vessel registered in Wallis and Futuna for international shipping and on the requirements that may apply to a foreign-flag ship visiting Wallis and Futuna.

The legislative and regulatory framework in force in Wallis and Futuna for navigation and transport safety has a very high level of requirements that ensure compliance with the minimum international standards by shipping companies using French-flag vessels registered in Wallis and Futuna, mainland France or in another French territory as the Flag State, but also by foreign-flag vessels visiting Wallis or Futuna as the Port State.

On the other hand, the conditions pertaining to forming the crews of vessels registered in Wallis and Futuna and to work regulations would have to be revised so as to allow better regional integration, through the employment of foreign seafarers from Pacific island countries and territories, and to include the requirements of the 2006 Maritime Labour Convention.

In order to meet the communities' aspiration for shipping services between Wallis and Futuna and new routes to Fiji and Samoa under favourable economic conditions for the Territory, allowing transport services by a regional company that uses one or more vessels capable of sailing to Fiji and/or Samoa from Wallis and Futuna could be considered within the framework of current regulations, which should make it possible to explore new types of services. In fact, a private company that was sure of providing profitable services between Wallis and Futuna for a long period of time would want to explore new markets to and from Wallis and Futuna.

Recommendation: Issue an international public call for tenders for shipping services between Wallis and Futuna that would allow regional shipping companies operating foreign-flag vessels to submit bids.

Recommendation: Carry out a study of current maritime labour regulations in Wallis and Futuna and modify the legislative and regulatory framework to allow implementation of the provisions of the 2006 Maritime Labour Convention.

The legislative and regulatory framework for the ports of Wallis and Futuna is based solely on Transport Code provisions concerning port safety[27] and on the Order of 3 December 2013[28] making Wallis' commercial harbour a public territorial industrial and commercial agency (EPIC). Those arrangements allow the port on Wallis to be managed independently so as to best respond to service, safety and security requirements under conditions that generate income for the port. This is the best solution in terms of revitalising port activities. What needs to be done now is to draft port regulations and implement all the administrative and port procedures in terms of traffic surveillance and monitoring, as well as those for port service logistics. As part of port regulations, operations should be managed by the private sector, which should be able to meet the needs of shipping companies and create skilled employment. However, the framework described here does not take into consideration port activity on Futuna (Leava Port), which also receives international traffic and is subject to the same requirements as Mata'Utu Port, but does not have any administrative existence. It seems sensible to link port activities on Wallis to those on Futuna so as not to duplicate the administrative and operational structures for port management, given the Territory's limited human resources. Leava Port could easily be attached administratively to the commercial harbour on Wallis by broadening the definition of the boundaries of Leava Port.

Recommendation: Set up a management system for Mata'Utu Port that includes port regulations, the administrative, operational, and financial management procedures for territorial public agencies and port policing procedures.

Recommendation: Introduce marine pilotage regulations.

Recommendation: Attach Leava Port to the territorial public industrial and commercial agency of Wallis' commercial harbour by including Leava Port's administrative boundaries.

26 Maritime Labour Convention, 2006 adopted during the 94th session of the International Labour Conference, 7-23 February 2006, Geneva

27 Head II of Book III of Part 5

28 Order no. 2013-557 dated 3 December 2013 establishing the Wallis commercial harbour.

6.2 Maritime Administration's responsibilities

The responsibilities assigned to the Maritime Administration in Wallis and Futuna are carried out by the French Government's Maritime Affairs Office on behalf of the French National Maritimes Affairs Office and by the SAMPPB created by order of the Head of the Territory in 2011[29]. In fact, the SAMPPB carries out all the tasks for both bodies plus the Wallis Port Authority, as that territorial public agency does not, to date, have the resources it should. Currently, The SAMPPB comprises six people including a Head of Service, an Inter-regional Maritime Director under the Transport Code, and five agents including one assigned to port activities.

As part of the French Pacific Fund's Project no. 1393, two tasks have been carried out: one involving port-operations safety training provided by the Director of the New Caledonia Port Authority (PANC), and the other on ship safety and seafarer tracking provided with the assistance of the New Caledonia Maritime Affairs Office's Deputy Director and the Head of its Maritime and Seafarers Training Unit. During the training sessions and the consultancy, the consultants had an opportunity to witness port operations on Wallis and on Futuna. What they saw confirmed that no safety or security measures are currently applied systematically. Port master duties are not carried out and only the Customs officer and the shipping agent are present on the wharf when ships dock. Not even a minimum level of safety and security is provided and the storage of goods, including dangerous goods, does not meet the minimum international standards. Risk assessment raises concerns about the risk of a major accident in the port zone during cargo handling operations and ship movements.

The trainers' reports and this study offer recommendations on how to organise the SAMPPB in order to allow it to fulfil its shipping safety and security responsibilities. Apart from maintaining navigational aids, at the current time, the SAMPPB is not organised to meet all the duties assigned to it. Its organisational chart needs to be revised as do its job descriptions, certain procedures should be implemented and Maritime Administration agents need training. As part of those duties, the SAMPPB should oversee Wallis' commercial harbour, a territorial public agency, as set out in the order that created the Wallis commercial harbour, but port management and the position of port master should be provided by a different structure so as to avoid any conflicts of interest. At the same time, it is now urgent to revise all the responsibilities of Wallis and Futuna's Maritime Administration Office and ports in light of the minimum international standards for safety and security, ship inspections, delivery of search and rescue services and navigational safety. The structure to support the territorial public agency needs to be set up immediately so as to implement the minimum safety and security procedures for port operations and cargo handling. This study is not designed to explain in detail the measures to be taken to provide a structure for Maritime Administration and the ports. However, any future initiative designed to support the introduction of shipping services between Wallis and Futuna and improve international shipping should include assistance in structuring Maritime Administration and the Wallis Port territorial public agency and in training its agents for the duties assigned to them.

Recommendation: Revised the Maritime Administration's structure and job descriptions, and introduce procedures for implementing its duties in the areas of ship safety, ship and port facility security, ship inspections, search and rescue, navigation safety, and registering and tracking seafarers.

Recommendation: Continue a training programme for Maritime Administration agents on the duties related to ship safety and control, coordinating search and rescue at sea and registering and tracking seafarers.

Recommendation: Set up a structure for the Wallis Port territorial public agency that includes a director and port master as well as a deputy port master on Futuna to organise port activities and set up a management system.

Recommendation: Carry out a port safety evaluation and develop a port safety plan for Mata'Utu and Leava Ports as well as for the SWAFEPP (petroleum Storage Company) – implement the minimum port security measures and carry out a security audit programme.

Recommendation: Continue a training programme for those port staff in charge of port operations in the areas of safety, security, preventing pollution and handling goods, including dangerous goods.

Recommendation: Train a port master.

29 Order no. 2011-193 approving and executing Resolution no. 21/AT/2011 dated 22 June 2011 creating the Maritime Affairs, Ports, Lighthouses and Beacons Department (SAMPPB)

6.3 Civil aviation legislative and regulatory framework

As regards civil aviation, the legislative framework that applies in Wallis and Futuna is stated in the sixth part of the Transport Code. Except for provisions on collective labour relations, the flight crews' work time and leave provisions, social protection and retirement, this sixth part of the Transport Code is applicable as written. This includes requirements pertaining to aircraft, air traffic, airfields, air transport and flight crews. The regulatory provisions are those from the Civil Aviation Code[30] some of which have been made applicable to Wallis and Futuna. It should be noted that not all of the Civil Aviation Code has been made applicable to Wallis and Futuna. So, under the principle of legislative speciality, those regulatory provisions that have not been specifically made applicable to Wallis and Futuna do not apply. All decrees and orders arising from European law are made applicable in Wallis and Futuna by specific reference to the French regulations that put into effect European law.

Book IV, Head I, Chapter II of the Transport Code sets out that "***air carrier activities are contingent upon the possession of an operating licence and an air carrier certificate issued by the administrative authorities***"[31]. This provision has not been made applicable to Wallis and Futuna, but Articles L6784-1 and L6784-2 provide that the possession of an operating licence and air carrier certificate issued by the administrative authorities is only required for air transport of passengers, freight or mail if the aircraft's payload capacity exceeds a limit set out by regulation. That article is not applicable to air carriers exclusively providing domestic air services in Wallis and Futuna. The Order of 28 June 2011[32] sets out the technical conditions for operating aircraft (OPS 1T) that must be adhered to by transport operators in Wallis and Futuna which are required to have operating licences. So, in the case of an airline operating between Wallis and Futuna, those technical operating conditions do not apply. As part of efforts to establish air services only between Wallis and Futuna, it is vital to review all the rules that are applicable in Wallis and Futuna so as to include those requirements in any future public air-transport contract and determine the conditions under which an operating schedule would have to be submitted.

The French Civil Aviation Office for Wallis and Futuna set the conditions for certification of the Futuna Airfield in a ruling dated 16 November 2010, which limits use of the runways to instrument flight conditions (non-precision approach) and visual flight rules in daylight for Twin-Otter-300 (DHC 6-300) and Beechcraft-200-type aircraft.

While the open skies principle does not apply to international flights in Wallis and Futuna's airspace and a single airline, AirCalin, holds an operating licence for international flights to and from Wallis and Futuna, air travel between Wallis and Futuna could be offered by any transport operator capable of meeting the route requirements.

At the current time, and since 1987, air transport between Wallis and Futuna has been covered by an agreement between Aircalin and the Territory of Wallis and Futuna based on a public utility management system. The agreement, which will come to an end on 28 February 2018, provides for the use of two Twin-Otter- type aircraft whose flight schedule, tariffs and operating accounts are approved each year by means of a supplementary agreement adopted by a Resolution of the Territorial Assembly.

So the above-mentioned agreement is the only legal instrument governing air transport services between Wallis and Futuna. The technical and financial audit on that route's operations from 2005-2010[33] concluded that the legal mechanism in place does not allow efficient transport services under economic conditions that are favourable for the Territory. In addition, the unfavourable conditions caused by northerly winds means that the aircraft cannot always fly. Even if the annual number of passengers transported under optimum safety conditions is satisfactory, the community continues to feel these services are less than adequate and the services are extremely costly for the public purse. So, given the end of the operating agreement in 2018, it would be best to prepare the legal and regulatory framework for a public service contract for air transport between Wallis and Futuna to make it possible to obtain such services under the best technical and financial conditions possible for the Territory and with a view to profitability for the airline.

In order to respond to the community's desire to open up to the regional environment, air transport between Wallis and Futuna should be open to regional airlines using one or more foreign-registered aircraft under safety conditions equivalent to those that apply in Wallis and Futuna.

30 Consolidated version of the Civil Aviation Code dated 5 April 2015
31 Transport Code, consolidated version dated 24 April 2015, Article L6412-2
32 Order dated 28 June 2011 pertaining to the technical conditions for aircraft to be operated by a public air transport operator in Saint-Pierre-et-Miquelon, in French Polynesia, in New Caledonia and in Wallis and Futuna *(JORF no. 0183 dated 9 August 2011, page 13599)*
33 Report on the visit by the company ADIGE SAS dated 23 August 2011 – Technical and financial audit technique of operations on the Wallis and Futuna route from 2005-2010

It is therefore recommended that Civil Aviation seek tenders from regional airlines interested in providing air services between Wallis and Futuna. Such a tender process would need to provide prospective airlines with all the necessary administrative, regulatory, legal and operational information applicable to operating flights between the two islands. As an added option, Civil Aviation could also seek to determine whether there is interest from airlines in serving neighbouring islands such as Fiji and/or Samoa in conjunction with the provision of Wallis-Futuna flights. Receipt of tenders will enable Civil Aviation to evaluate competitive applications and select a bid that provides the most effective means of providing air services between Wallis and Futuna.

If a call for tenders from existing airlines is not successful, alternative options would need to be explored by the authorities, which may include purchasing or leasing an aircraft of their own or moving to only providing maritime services between the two islands.

Recommendation: Issue an international public call for tenders for air transport between Wallis and Futuna that is open to regional transport operators that use foreign-registered aircraft.

6.4 Civil viation responsibilities

Civil aviation responsibilities are carried out by the French Civil Aviation Office created by the Order of 28 September 2011[34]. The Office is composed of several subdivisions, i.e. administration, air navigation, operations and infrastructure, and has a staff of 27. However, the staff in charge of Futuna Airfield are under the authority of the Head of the Territorial Public Works Department. This French national office, which is a certified flight information service and has an airport security certificate, carries out the general-interest civil aviation duties set out in Article 1 of the Decree of 3 May 1961[35], under the auspices of the French Ministries of Transport and Overseas Departments and Territories, and implements the directives and technical instructions of those authorities. So a decision to open up air transport services between Wallis and Futuna will, therefore, be subject to an opinion by French authorities. The Director of Civil Aviation did confirm, during the consultations carried out as part of this study, that normally there was no objection to having the route operated by a foreign company as long as the safety requirements were in compliance with French law.

So, that office implements the legislative and regulatory provisions on civil aviation in Wallis and Futuna based on the directives, instructions and procedures issued directly by the French National Civil Aviation Authority. In addition, the office benefits from the support of the technical departments of the New Caledonia Civil Aviation Office. Whatever the changes in the status of the Territory of Wallis and Futuna and its powers as regards operating flights between Wallis and Futuna, this link should be maintained and preserved so that the legislative and regulatory framework for civil aviation can benefit from the expertise and progress in international, European and French regulations on transport safety and security. The section of the Territorial Public Works Department in charge of operations at Futuna Airfield has limited resources and infrastructure that would not allow it to oversee any requirements more stringent than those for flights within the Territory. So the use of a Twin Otter-type aircraft seems more suitable over the medium-term to the capabilities of the department in charge of Futuna Airfield.

Recommendation: Carry out a study on the air transport regulations that apply in Wallis and Futuna in order to prepare the legislative and regulatory framework for issuing an operator's licence for air transport between Wallis and Futuna, including licences for foreign transport companies.

6.5 Private sector involvement

The expansion of the private sector, including growth in small- and medium-sized businesses, along with a spirit of entrepreneurship and innovation, have been important enablers of economic growth in both developed markets and emerging economies. Championing the private sector also encourages the development of small- and medium-sized businesses owned by women and youth, which maximises the pool of available resources and talent and can play a role in building social cohesion and reducing alienation. It is now generally accepted that for Pacific Island countries and territories to maximise economic growth and development, genuine collaboration and partnership between governments and the private sector are needed. The ongoing reform designed to create a state-owned enterprise

35 Decree no. 61-447 dated 3 May 1961 stating the powers and establishing the organisational structure of the French General Interest Civil Aviation Departments in the Overseas Territories *(JORF dated 9 May 1961 ,page 4259)*

(SOE) for Wallis port aims at improving efficiency and transparency and so offers an opportunity to expand the involvement of the private sector in the economy, including within the maritime sector.

Generally, port authorities are an improvement on former regimes, but are still largely influenced by government policies. SOEs depend on governments for major policy decisions and approval of tariffs, and also for sanctioning major investments and loans. Going forward, depending on the capacity of the local private sector, there is scope for greater private sector involvement with port authorities through public/private partnerships to provide equipment for new services or through management of new berths.

Beyond the recommendations regarding a licencing system for the domestic shipping route between Wallis and Futuna, the private sector should be involved in various other activities, ranging from routine maintenance of port and airport infrastructure and equipment, including navigational aids and environmental protection, through competitive tendering for port services and of aircraft and domestic-vessel maintenance.

Recommendation: Develop a strategy of private sector involvement in the transport sector.

6.6 Transport service subsidy policy and strategy

The purpose of this report is not to carry out a study of the foreseeable costs of transport between Wallis and Futuna, but it is clear that coordinated air and sea transport services based on a public transport service definition will require a public subsidy policy to allow such services to be sustainable.

Air services between Wallis and Futuna are currently heavily subsidised by Wallis and Futuna to ensure airfares remain affordable for local residents traveling between the two islands. The current cost of a subsidised one-way airfare is about XPF 10,000. Without public subsidies, the same ticket would increase to XPF 40,000 at current contract rates, i.e. a subsidy level of some 300%.

Government agencies have suggested that a similar level of subsidy is unlikely beyond 2018 due to budgetary constraints, with such subsidies not being sustainable over the long-term. A reduction in, or removal of, subsidies beyond 2018 will have a significant impact on prospects for retaining air services between the two islands. Unsubsidised airfares would be prohibitively expensive for local residents and would likely lead to a significant reduction in the number of passengers travelling between Wallis and Futuna.

If through a tender process, a new airline was able to provide a minimum level of services at a lower cost than is currently the case, it remains unlikely that the services could be provided on a fully commercial basis without there being a significant reduction in the number of passengers due to the high cost of unsubsidised airfares. It is unlikely that transport between Wallis and Futuna could be undertaken on a fully commercial basis as an airline would need sufficient revenue to cover, at the very least, its direct operating costs (crew, fuel and maintenance), a scenario that would require ticket prices significantly higher than the currently subsidised rate. In addition, the transport operator would need to factor in costs associated with low aircraft utilisation rates and the operational considerations associated with flying to/from Futuna.

In Fiji, for example, the advertised cost of a one-way airfare from Nadi to Savusavu, a distance of 123 nm (similar to the 126 nm between Wallis and Futuna) on a route operated by Fiji Link's Twin Otter aircraft is FJD 316 (XPF 17,380). The airline's fleet includes three Twin Otter aircraft operated across a range of routes with each aircraft being utilised for around six flying hours per day. So the airline is able to distribute its fixed costs and technical support more widely across its fleet and routes. A single aircraft with low utilisation hours would, therefore, be proportionally more expensive to operate. FijiLink also operates a once weekly service from Suva to Cicia, a distance of 121 nm. The Government of Fiji subsidises any shortfalls in the total revenue generated by FijiLink on this sector under its outer-island community-service programme.

In terms of sea transport services, up until 1997, a one-way fare to Futuna from Wallis cost XPF 4000. No details have been provided on any possible public assistance or cost distribution with the goods transported – realising that this ship also served New Caledonia. Figure 17 shows, for comparison, the advertised public rates for shipping companies in Fiji on similar routes

Passenger tariff comparison for similar routes						
From	To	Distance (NM)	Tariffs			
			Shipping company A		Shipping company B	
			FJD	XPF	FJD	XPF
Wallis	Futuna	137				
Suva	Vanuavatu	137	135	7268	135	7268
Suva	Cicia	138	150	8075	135	7268
Suva	Yacata	138	160	8614	135	7268

Figure 17 – Example of public prices for shipping routes in Fiji. Source: SPC, 2015

It is worth noting that air ticket prices will be at least double boat passenger ticket rates. It is vital then, whatever the public assistance mechanism set up, that the difference in price between a one-hour plane trip and an overnight boat trip means the plane is reserved for passengers on short visits to Wallis or Futuna who have significant financial resources while making the boat accessible to the wider public, thereby ensuring the right of transport to all.

To maintain air transport services whose capacities are limited by geographic, operational and regulatory constraints means planning for a service with a high passenger-load factor or running the risk of undermining sustainable operations. The same load-factor requirement applies to sea transport if the service is to be profitable. So, airplane and boat ticket prices will have to both encourage some passengers currently accustomed to taking the plane to use sea transport and keep other passengers on the plane to ensure a high passenger-load factor, while still allowing people with low incomes to take the boat. The calculations are difficult to make particularly as it is hard to know how many of the current 13,000 airplane passengers traveling between Wallis and Futuna would really be able to pay a one-way ticket of XPF 10,000, and how many people would no longer travel to Wallis or to Futuna because of air-ticket prices. So the territorial authorities must determine what boat-ticket price would be accessible for the greatest number and would make it possible to redevelop exchanges between the islands.

It is worthwhile taking the example of the legislative and regulatory "territorial continuity" mechanism put into place by New Caledonian authorities for their residents on the outer islands. This mechanism sets out that public air and sea transport services are part of territorial continuity between the main island of New Caledonia and the Loyalty Islands for residents. The mechanism decided by resolutions[36] of the Government of New Caledonia provides for a certain number of return trips by boat and by plane for island residents each year at a fixed rate. By Government order[37], a lump sum in aid is set and agreements on the public price are signed with the transport operators. With these arrangements, residents benefit from eight return trips per year by ship for the price of XPF 5000 while the lump sum in public assistance amount to XPF 10,500 francs, i.e. a subsidy rate of 200 %. For air transport, the price offered is XPF 11,500 francs for eight return trips each year, for which public aid amounts to XPF 11,500 francs, i.e. a subsidy rate of 100 %. In reality, there is no confirmation that the total cost of this transport service really reflects the carriers' costs. So it would be worthwhile determining, one year after the measure was implemented, the effect it has on the number of passengers traveling by sea because that is more affordable.

As part of coordinated public air and sea transport services between Wallis and Futuna subject to high-quality service requirements, a subsidy strategy to go along with the transport companies' pricing policies will probably have to be implemented in agreement with the territorial authorities. In that case, publishing public calls for tender for air and sea transport would reveal the ticket prices that competing companies could offer. Those proposals will then give the outlines of possible public aid measures for one or both means of transport with a view to a high passenger-load factor, a clear difference in ticket prices and high-quality coordinated services. In anticipation of the halt in the two Twin Otters operations in 2018, the process to set up coordinated transport services should begin soon, i.e.

- 2015 – Develop the legislative and regulatory framework for territorial continuity and draft the technical specifications;

36 Resolution no. 337 dated 30 December 2013 establishing aid for territorial continuity for travel by sea *(JONC dated 16 January 2014, page 440)* and Resolution no. 184 dated 9 January 2012 establishing aid for territorial continuity *(JONC dated 9 January2012, page 110)*

37 Order no. 2014-117/GNC dated 14 January 2014 stating the elements on which calculations for the territorial continuity mechanism for travel by sea are based *(JONC dated 23 January 2014, page 713)* and Order no. 2012-107/GNC dated 9 January 2012 stating the elements on which calculations for the "territorial continuity" mechanism are based *(JONC dated 12 January 2012, page 273)*

- 2016 – Public call for tender procedure and opening the bids
- 2017 – Begin sea transport and decrease/transfer or eliminate public aid for air transport in favour of sea transport if needed;
- 2018 – Begin air transport and coordinated air and sea transport service; establish possible final public aid measure for transport services.

Recommendation: Develop a territorial action plan to set up public air and sea transport services between Wallis and Futuna.

6.7 Training policy in the transport sector

Developing transport services between Wallis and Futuna, along with the involvement of the private sector, should lead to new job opportunities for the inhabitants of both islands, prospects that the territory should respond to in terms of initial and ongoing training.

In the air sector, it should be possible to subcontract aircraft maintenance to a local company that will employ skilled and qualified engineers of Wallisian and Futunan origin. In addition to promoting the employment of Wallisians and Futunans, the goal is to create sustainable jobs, retain staff and avoid frequent changes in staff, all of which can destabilise small businesses.

The maritime sector should be one of the most dynamic in terms of employment opportunities if the private sector is involved at all levels except police and public administration positions. As noted above, the activities assigned to the private sector should be those related to ship handling, port operations, port agent activities, port infrastructure, and equipment maintenance, as well as the upkeep of navigational aids and docking equipment. Training for those activities should support the development of other sectors, such as fisheries or even water-sport tourism.

In order to meet and/or anticipate demand, territorial authorities could set up an initial and ongoing transport trades training programme. Two types of basic training could be given priority:

- skipper certification for vessels under ten metres in length (training provided by the New Caledonia Marine Trades Training School) that would support the development of commercial fisheries – this certificate could allow seafarers to work on ships above ten metres in length so they could begin the training as set out in the Decree of 25 May 1999; and
- port worker certificate, focussing on port operation safety and security and on preventing pollution – this certificate should also open the way to port infrastructure and equipment maintenance.

The Maritime Transport project that this SPC study is part of has made it possible to set up training in ship safety and in port operations. It seems vital to strengthen this type of training as part of a long-term programme to support: (a) the development of Wallis' commercial harbour as a territorial public agency; and (b) the work to structure its maritime administration.

Marine pilot training is still an issue for the territory, as it is a vital in ensuring the safe navigation of large vessels in Wallis and Futuna's waters. Conventional marine pilot training is very rigorous, as it requires that the person be a seafarer with the highest level of qualifications in the Merchant Marine's master's certification scale and have an in-depth understanding of local navigation, hydrography, current patterns and weather. As Wallis and Futuna does not have a structured shipping sector, no Wallisians or Futunans are currently enrolled in training programmes that would allow them to work as pilots in the future. To rectify that situation, two parallel strategies should be implemented:

- identify a maritime administration officer capable of undergoing initial merchant marine pilot training and additional on-site training with the licenced pilot to learn about specific local navigation features and to sail on the trading ships that serve the islands of Wallis and Futuna (via the CPSC); and
- develop the practical and regulatory framework for issuing pilot licenses/master's certificates as well as a technical document on navigation in the waters of Wallis and Futuna for ship masters – collaboration with New Caledonia or French Polynesia's marine pilotage departments could also be established.

This strategy would also make it possible to ensure a minimum level of safety for navigation in the waters of Wallis and Futuna and allow pilotage or navigational assistance services to continue into the future.

Recommendation: Set up an initial and on-going transport-sector training programme in Wallis and Futuna designed to provide training in vessel conduct and safety and in maintenance and port operations.

Recommendation: Train one Maritime Administration staff member as a marine pilot, develop the regulatory and practical framework for issuing pilot's licences/master's certificates and draft a technical document on navigation in the waters of Wallis and Futuna.

REGIONAL MARITIME TRANSPORT COMMISSIONS

REGIONAL MARITIME TRANSPORT COMMISSIONS

7.1 Role and objectives

The long-standing concerns over irregular shipping affecting the sustainable development of Pacific Island countries and territories (PICTs) continue to dominate the transport agenda of the meetings of Forum Island leaders and small island states (SIS). In view of this, in 2006, Forum leaders, especially SIS leaders, translated their commitment into concrete action by tasking the Pacific Community (SPC) to provide high-quality shipping company management and operational advice to PICTs and promote more efficient shipping services to them, in particular the SIS. SPC set out to promote more efficient shipping services to sufficiently address the shipping service needs for PICTs, promoting ***A Pacific solution to a Pacific challenge***.

A detailed analysis by SPC of shipping patterns in the region indicated that the close collaboration among the shipping companies has resulted in a near cartel environment that offers little or no competition in this area. The analysis further suggested that private-sector shipping companies follow profit-driven business models, which have resulted in fairly regular service to profitable ports but erratic service to unprofitable ports or shipping routes. The Micronesia Shipping Commission model, developed in 1997, has provided some success in controlling competition to provide sustainable commercial shipping services that best meets the needs of the Micronesian people.

The analysis concluded that there is no single solution to address this concern. Any improvement in shipping services to PICTs within the context of sustainable development will require multilateral action, including decisions by individual governments. However, to obtain economic and political leverage, regional and international cooperation among PICTs is also necessary. Conversely, without coordination, individual states will continue to be marginalised by larger groups that already dominate economic and maritime policies.

To address the above concern, the decision has been made to establish more shipping commissions, similar to Micronesian Shipping Commission model. This commission, which was formally established in November 1997, comprises Federated States of Micronesia, Marshall Islands and Palau. It was based on its predecessor, the *Trust Territory Executive Order 113,* which in turn was based on the US Federal Maritime Commission.

It is envisioned that Pacific shipping commissions will become inter-governmental agencies for the joint cooperation, coordination and regulation of international shipping services in participating governments or member states. The intention is to introduce controlled competition and thus provide sustainable commercial shipping services that best meet the needs of the people. The commissions are aware that, although regulating shipping is not the perfect solution, in the current environment this is perhaps the most prudent option. Each commission serves as a medium for consultation on matters affecting international shipping services for all of its members. They cooperate in advancing an attractive shipping environment for service providers and form a united front for the negotiation of favourable shipping services through joint regulation and enforcement of shipping policies.

The objectives of Pacific shipping commissions are:

- to limit competition based on the volume of cargo available; and
- to provide:
- access to international markets for the promotion of national trade and commerce;
- adequate and reliable frequency to guarantee sufficient supply and inventory;
- favourable route structures to serve all member states' ports;
- affordable service rates in line with the local economies; and
- protection to approved service providers from external interference in exchange for the agreed service.

Shipping companies servicing member states must hold a licence, an Entry Assurance Certificate (EAC) and meet the following criteria:

- routes must satisfy basic trade requirements;
- the tariffs charged should be reasonable for the service proposed;
- the carrier must demonstrate its capacity to provide reliable and stable services in terms of frequency, regularity and on-time performance;
- the service must be flexible enough to accommodate both specialised and conventional tonnages/cargo.
- capital or investment shall be sufficient to adequately sustain the proposed service; and
- employment of citizens of member countries.

7.2 Central Pacific Shipping Commission (CPSC)

CPSC currently comprises Kiribati, including the Line and Phoenix Groups; Marshall Islands; Nauru and Tuvalu. The agreement allows for other states to join, especially those that are located along its shipping routes, such as Wallis and Futuna. Tokelau is ***en route*** and discussions are under way regarding this country possibly joining CPSC, as this would be financially beneficial for all. A feasibility study on establishing a shipping commission covering the Eastern Pacific sub-region, i.e. Cook Islands, Samoa, Niue, Tokelau and possibly American Samoa and French Polynesia, is planned.

The annual membership fee for member states is USD 5000.

After a shipping company's application has been approved by the commission and it has paid the prescribed annual fees of USD 10,000 for a vessel operating common carrier and USD 5000 for a non-vessel operating common carrier, a licence is issued to the company. The licence is valid for five years, with an annual performance review.

Since CPSC was established, the service to participating countries has been more regular and frequent and the more competitive freight rates ultimately benefit the communities. In Kiribati, shipping agents and consumers report that the initial 28–30 day service is now down to 18–21 days. This more regular service has allowed importers to reduce their stocks and so they have been able to increase their range of goods. In freeing up capital, they are able to invest further, which will generate more cargo with the possibility of further reducing the time between calls and positively affecting freight rates. The pre-CPSC shipping service to Kiritimati Island was irregular at best. The initial CPSC application indicated a three-monthly service and currently, but the service is down to two months and, like Kiribati, indications are that the service frequency could improve further to one and a half months. Similarly, in the Marshall Islands, anecdotal evidence suggests that shipping traffic has increased and that freight rates have become more stable.

To ensure that the CPSC model delivers the expected results, a national shipping council, comprising key industry stakeholders, has been established in each participating country to monitor the performance of shipping and related services. In terms of institutional arrangements, a significant achievement of the CPSC model is the opportunity for public and private sector dialogue and resulting partnerships. This has allowed for more inclusive dialogue and cooperation at the national level, with the common goal of improved maritime transport policies.

CPSC is governed by commissioners: cabinet ministers responsible for sea transport, with one from each participating government. The chair rotates annually. Decisions made by the commission are based on consensus, although a majority vote of two-thirds is required for measures to be adopted. CPSC meets annually or as often as may be required to:

- evaluate shipping service performance;
- review new shipping proposals; and
- review carriers' tariff rates.

The duties of the commission are to ensure that its purpose to monitor commercial shipping within its area through shipping licenses is carried out in accordance with the memorandum of understanding:

- to determine the general policies for fulfilling CPSC's purpose;
- to review the performance of shipping services provided by international carriers holding shipping licences for services;

- to consider proposals and decide on approving, disapproving, revoking, or issuing shipping licences to commercial carriers for shipping services in the Central Pacific region; and
- to review and approve or disapprove applicable tariffs filed by shipping licence holders for shipping services in the Central Pacific region or any subsequent changes in the tariffs as may be requested by the shipping licence holders.

A secretariat carries out CPSC operations. The intention is to have the minimum number of staff and it will be headed by an administrator. The office will be located as directed by CPSC. The functions of the secretariat will be to:

- manage the day-to-day functions of CPSC;
- maintain general records of CPSC;
- act as recording secretary or clerk of the commission;
- collect, analyse and maintain necessary shipping data;
- continuously monitor and analyse national and international transport activities and provide member states with appropriate information;
- prepare negotiations with shipping lines, shippers, organisations and other interested parties; and
- organise suitable meetings for the exchange of information and experience.

CPSC requested to initially use the services of the Pacific Community's Transport Programme to progress this initiative.

Since CPSC was officially established, some key successes have been identified, which has made its members confident about its future and the major impacts it can have in terms of ever-better transport services in the Central Pacific. Indeed, the successful establishment of CPSC is in itself testimony to committed partnership arrangements and collective action among member states, which are strongly bounded by the common thread of seeking better shipping services for their people. Three years of unrelenting efforts led to a successful outcome and an effective arrangement that all four members have vowed to honour.

SPC and the Pacific Island Forum countries have invested tremendous time and effort in establishing CPSC and making it operational. Not only did SPC fulfil the immediate resource needs of the commission, it has also contributed immensely to its sustainability by continuing to provide vital secretariat support since 2010, and technical advice and expertise in shipping, ports, transport, economy, etc.

CPSC has created a forum for discussions between shipping lines and the countries themselves – a positive development that is appreciated by both parties. Previously, shipping companies engaged in bilateral arrangements with each individual member state, but they face the same challenges, so a sub-regional platform for discussion makes seeking solutions easier.

To support CPSC as a forum for discussion and strong leadership, an experienced first chair was needed. While Marshall Islands did not have to join CPSC (as it already benefitted from shipping services provided under the MSC regime) the country decided to join, and contributed considerable time and effort to share its vast experience of operating under a shipping commission regime. It even accepted the responsibility of serving as CPSC's first chair. In the process, Marshall Islands increased its access to markets in the south, which naturally led CPSC to develop partnership arrangements with MSC, generously supplying all the necessary documents for review and sharing its policies, agreements, templates and forms to make the paperwork easier for CPSC.

On 19 August 2011, MSC and CPSC signed a memorandum of understanding to facilitate a mutually beneficial relation for the purpose of sharing appropriate non-protected information relevant to regulating commercial shipping in the Western and Central Pacific. The memorandum is a post-establishment development but demonstrates the nature of MSC's continued support to CPSC.

While it is too early to comment on the effectiveness of CPSC, the SPC study did note an overall increase in shipping calls, liner numbers, trade volumes and improvements in freight rates since the CPSC was formed. Major developments have also been completed or are under way to improve port infrastructure and equipment. A direct impact of CPSC's intervention was securing shipping services to Christmas Island (Kiritimati) in eastern Kiribati. The island, which has a population of approximately 6000, is now serviced quarterly by Pacific Direct Line, which in turn has improved services to the other islands in the Line Group. Preliminary discussions are ongoing to extend this service to the Phoenix Islands and Tokelau.

In CPSC discussions, improving port infrastructure and equipment is considered a critical factor in improving shipping services and port efficiency. Prompt and more targeted actions are necessary to improve cargo-ship turnaround times and reduce related costs. This ultimately helps the shipping commission achieve its overall aim of improving shipping services.

With the establishment of shipping commissions in Micronesia and the Central Pacific, the recent transport ministers meeting urged that similar arrangements be made for the Eastern Pacific sub-region. The Melanesian Spearhead Group has also indicated its interest. In the event that such sub-region shipping groups are established as part of an over-arching regional body, the long-standing challenges to shipping in the region will be a thing of the past. The first meeting of the Eastern Pacific Shipping Commission is planned for May 2015, with representatives from Cook Islands, Tonga and French Polynesia, as those countries already expressed their strong interest in setting up a shipping commission.

The shipping commission model is now recognised as the best solution for improving shipping services in the Pacific region and finding "a Pacific solution to a Pacific challenge". Wallis and Futuna is located in a strategic position in the Central Pacific and could easily benefit from CPSC arrangements to gain access to new markets, provide adequate and reliable shipping schedules and affordable service rates, and re-establish and control competition of transport service providers that are protected from external interference. A transport council in Wallis and Futuna, comprising key industry and institutional stakeholders, could be set up to ensure that CPSC delivers the expected results for the territory and to monitor the performance of shipping and related services. The council would serve as a forum for public- and private-sector dialogue and resulting partnerships. In terms of coordinated domestic air and sea transport services between Wallis and Futuna, the territorial transport council could manage the domestic-transport-provider licence system and monitor the air and sea transport services contracts.

Recommendation: Explore an agreement enabling Wallis and Futuna to participate in the Central Pacific Shipping Commission.

Recommendation: Set up a transport council for Wallis and Futuna, whose job will be to oversee the transport licence system in the territory and to pursue an agreement for the possible participation of Wallis and Futuna in the Central Pacific Shipping Commission.

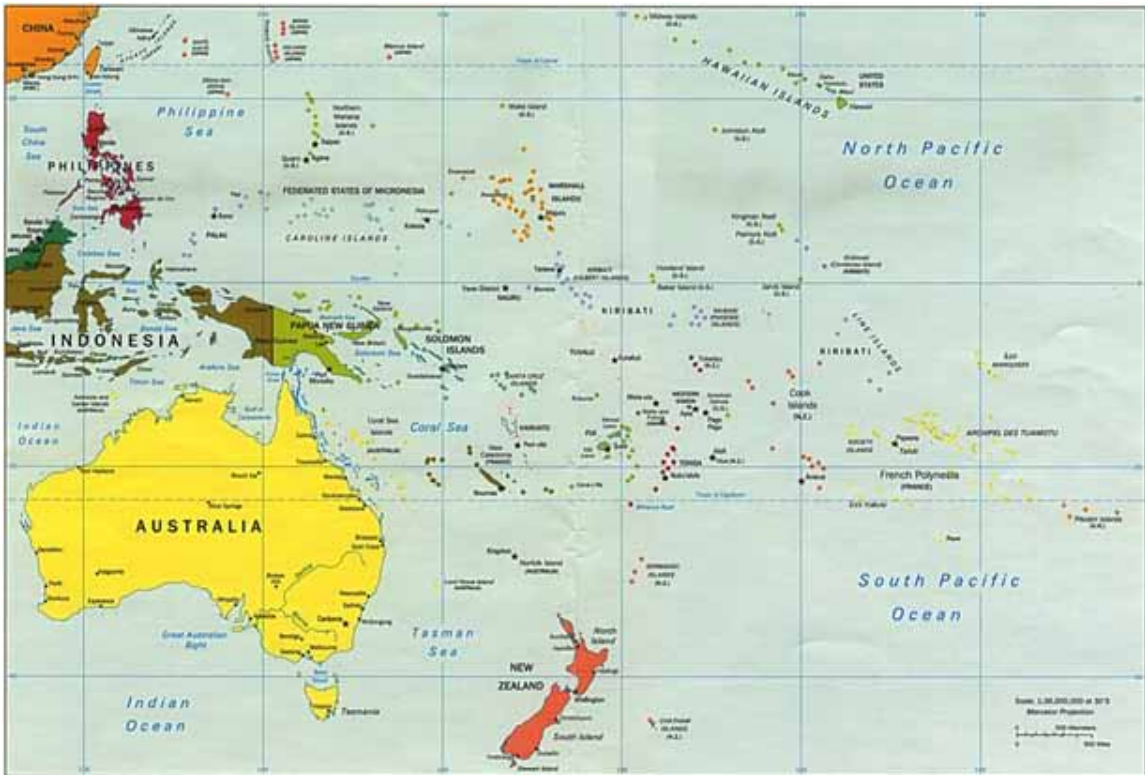


Figure 18 – Pacific shipping zone for goods

Source: SPC 2014

FUTURE OPPORTUNITIES

FUTURE OPPORTUNITIES

Opening up airline service provision to regional companies could create new possibilities for flights to Fiji and Samoa, with larger aircraft. With a view to reducing Futuna's isolation and as proposed in the 2011 audit report, such opportunities could be prepared for as part of the upgrade of Pointe Vele Airport (Futuna). This would include installing airport lighting, navigation equipment and a fuel depot; expanding the runway safety area and the parking apron; and lengthening the landing strip to accommodate ATR-type aircraft.

Upgrading Pointe Vele Airport to be capable of taking regular ATR aircraft flights would open up opportunities for new commercial routes to operate to regional destinations such as Suva and Apia. For example, a Suva-Futuna-Wallis-Apia route operated by an ATR aircraft would enhance passenger and freight links between Wallis and Futuna and Fiji and Samoa. Such a route would require appropriate air services arrangements to be in place between France and Fiji, between France and Samoa, and between Fiji and Samoa, together with a proactive tourism development policy for Wallis and Futuna.

The project to upgrade Mata'Utu and Leava Ports does not include an on-loading/offloading ramp for barge-type vessels, even though the SPC study in 2009 and the study carried out as part of EDF-10, recommended the construction of that type of ramp. In fact, when barge-type vessels are used with an on-loading/offloading ramp, heavy lifting equipment, whether on board or at the wharf, would no longer be required, risks during on-loading/offloading operations would be reduced and it would be easier to load wheeled cargo such as vehicles on to the ship. This type of solution has proven its effectiveness in the Pacific in terms of revitalising the local market, because it makes shipping an extension of road transport. Given the current and planned port infrastructure facilities in Wallis and Futuna, building or adapting ramps over the medium-term would give transport services more flexibility. If this option is not taken to improve port operation effectiveness, mobile wharf-based lifting equipment could be considered. However, that option has the disadvantage of excessively high maintenance and operating costs, while not being used very often.

In the future, the arrival at the same time of a domestic vessel and an international vessel should probably be closely examined to ensure passenger safety in zones where goods are loaded and unloaded. It must be noted that access to an international port security area is restricted by law.. Developing or renovating loading/offloading sites as suggested in SPC's 2009[1] report should be considered over the long-term. Those sites would be in the village of Gahi on Wallis and at Tautafa, north of Leava, on Futuna. Not only would those two sites provide a solution to poor-weather problems, but they would also revitalise villages located away from the main villages and resolve the problem of having international and domestic shipping vessels at the same port.

Figure 19 – Photo Gahi Bay and a possible ramp site

Source: Google Earth and SPC

1 Feasibility study on the development of shipping services in Wallis and Futuna, Secretariat of the Pacific Community Transport Programme - July 2009

CONCLUSION

CONCLUSION

This report is primarily a contribution to the territory's development strategy, based on the partnership between the French government and local institutions. It also is also supported by the 2009 SPC study, carried out as part of the development strategy with the European Union and the decisions taken with regard to transport infrastructure.

All of the recommendations favour a technical solution involving domestic air and sea transport services. They will definitely have to be based on an administrative structure that enforces an appropriate legislative and regulatory framework. The prospect of a halt in operations by the two current aircraft in 2018 places the territorial authorities in a difficult position that forces them to immediately implement a coordinated action plan that has the support of all transport stakeholders. This is an opportunity for the territory to develop regional cooperation and benefit from regional solutions to improve transport services.

Finally, imminent changes in transport modes and related services give public institutions an opportunity to become more involved in the private sector so as to boost the employment market and offer job opportunities to young Wallisians and Futunans.

In conclusion, Wallis and Futuna's geographical location, which appears very remote and inaccessible in terms of the French territories, is not necessarily any different from other nearby Pacific islands, which are, however, better integrated into the region. Wallis and Futuna enjoys the support of the French government and the European Union and should be able to open its doors to the Fiji market and generate the conditions for direct links from Wallis or Futuna to Fiji and Samoa by developing cooperation within those regional organisations and structures that Wallis and Futuna has or could have access to.

LIST OF SOURCES

LIST OF SOURCES

Feasibility study on the development of shipping services in Wallis and Futuna – Secretariat of the Pacific Community Transport Programme – July 2009

Étude économique, financière et sectorielle du Port de Leava Territoire de Wallis & Futuna – *Financé par l'Union Européenne / Contractant-cadre : Consortium Parsons Brinckerhoff* – Mai 2012

Document unique de programmation pour le 9e Fonds Européen de Développement – *Fonds Européen de Développement* – Période 2004–2007

Document unique de programmation pour le 10e Fonds Européen de Développement – *Fonds Européen de Développement* – Période 2008–2013

Rapport de mission / Audit technique et financier de l'exploitation de la ligne Wallis and Futuna – *ADIGE SAS* – Août 2011

Aéroport de Futuna-Pointe Vele / Note technique : détermination des PCN – *Direction de l'Aviation Civile en Nouvelle-Calédonie* – Octobre 2014

Aéroport de Futuna-Pointe Vele / Note technique : Relevé visuel des dégradations des aires aéronautiques – *Direction de l'Aviation Civile en Nouvelle-Calédonie* – Octobre 2014

Statistiques de trafic aérien commercial aérodrome de Futuna Pointe Vele – *Service des Travaux Publics / Section de l'aérodrome* – Décembre 2013

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https://www.ac-wf.wf
http://www.ieom.fr
http://www.sprep.org
http://www.juridoc.gouv.nc

APPENDIX

APPENDIX 1 – List of people consulted

Name	Title	Organisation
Michel Aubouin	Prefect, Chief Administrator (Administrateur Supérieur), Head of the Territory	
Traditional leaders		
	Kivalu – Mahé – Uluimonua – Mukoi Fénua – 3 faipulés	Kingdom of Uvea
Tui Aga Ifo	King of Alo	Kingdom of Alo
	Tia Foi – Tui Savaka – Satula – Vakalasi	Kingdom of Alo
	Kai Faka Ulu – Satula – Saseitoga – Tomasi – Vehikite	Kingdom of Sigavé
Chief Administrator's Office		
Pierre Simunek	Secretary-General	Chief Administrator's Office
Dominique Fossat	Deputy Prefect for Futuna	Chief Administrator's Office
Sulia Foloka	Director of the Public Policy Coordination and Development Department	Chief Administrator's Office
Samuele Kolokilagi	Head of Economic Affairs and Development Department	Chief Administrator's Office
Territorial Assembly		
Etelo Hanisi	Speaker of the Territorial Assembly	Territorial Assembly
Muni Poese Muliakaaka	Deputy-Speaker of the Territorial Assembly	Territorial Assembly
Frédéric Baudry	First Secretary of the Territorial Assembly	Territorial Assembly
David Verge	Chair of the Commission on Finance, Economic Affairs and Development	Territorial Assembly
Efelone Ikai	Chair of the Commission on Agriculture, Livestock Farming and Fisheries	Territorial Assembly
French and Territorial Departments		
Valérie Pucci	Head of the French Civil Aviation Office	French and Territorial Departments
Soane Viane Hoatau	Head of the Maritime Affairs, Ports, Lighthouses and Beacons Department (SAMPPB)	French and Territorial Departments
Jacques Favre	Head of the Rural Affairs and Fisheries Office	French and Territorial Departments
Soane Kanimoa	Deputy Head of the Rural Affairs and Fisheries Office	French and Territorial Departments
Hassan Smr	Territorial Rural Affairs and Fisheries Department	French and Territorial Departments
Dominique Legaud	Head of the Customs and Tax Office	French and Territorial Departments

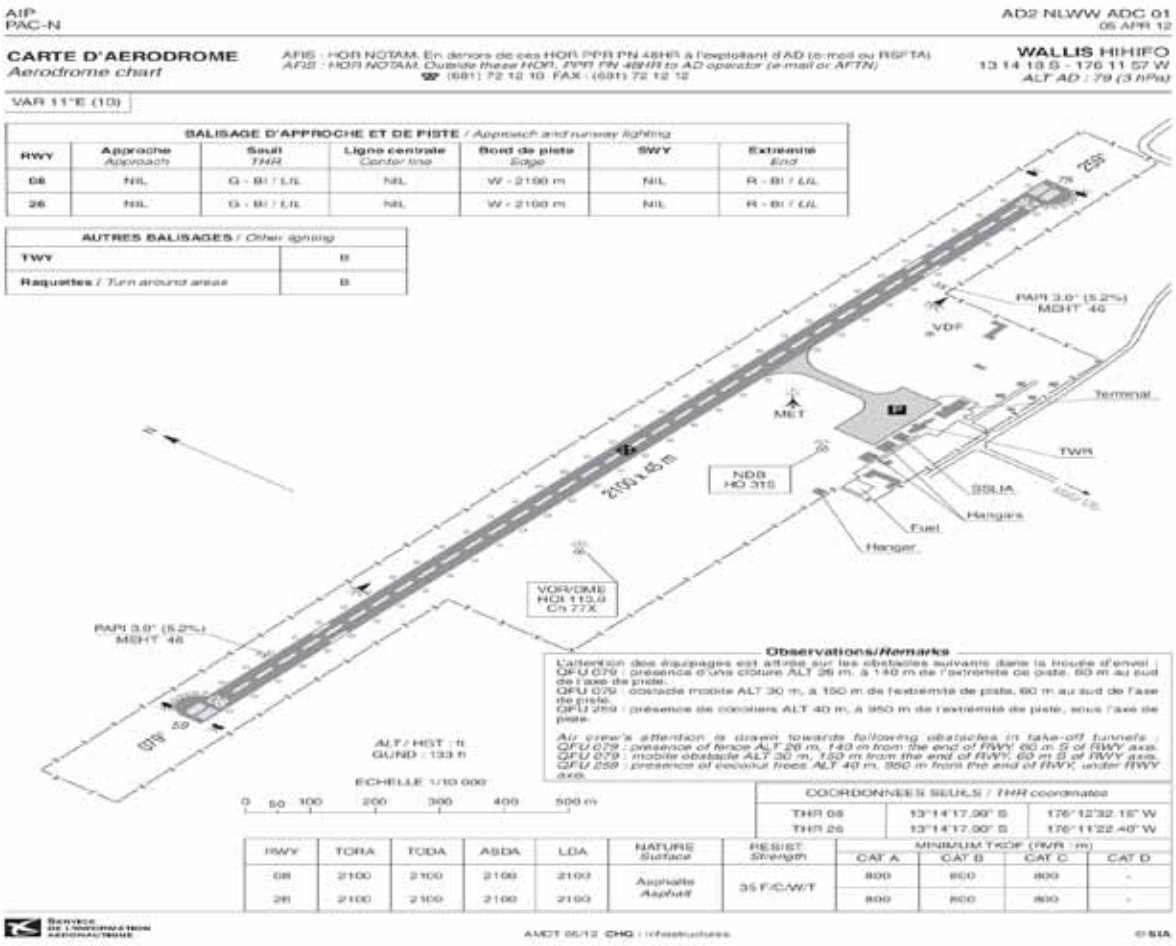
Jean-Marc Chabeuf	Head of the Futuna Customs and Tax Office	French and Territorial Departments
Arnaud Gandon	Head of Public Works	French and Territorial Departments
Lino Kauvaitupu	Assistant to the Head of the Futuna Public Works Subdivision	French and Territorial Departments
Maryling Manusauaki	Manager of the Futuna airstrip	French and Territorial Departments
Other agencies		
Annick Baillou	Vice-Rector	French National Education Office
Guy Delamaire	Director	French Overseas Currency Issuing Institute (IEOM)
Anthony Bouguier	Analyst	French Overseas Currency Issuing Institute (IEOM)
Private Sector:		
Jean Pradaud	Vice-President	Chamber of Commerce, Industry, Trades and Handicrafts
Éric Jean	Director	Batirama
Émilie Negraz	Director	Cat Services
Emmanuel Iloai	Shipping agent	Moana Shipping
Alain Bourgade	Shipping agent	SWFT
Christophe Poutoire	Shipping agent and representative	Trans Pacific / DHL
Sylvain Brial	Stevedore	ABM Stevedoring Services
Mateo Masei	Stevedore	SOFA Stevedoring Services
Epifano Lamataki	Stevedore	SOFA Stevedoring Services

APPENDIX 2 – Specifications of Hihifo Airport on Wallis

Airfield name and location indicator	NLWW – WALLIS HIHIFO
Position (1050 metres from runway threshold)	13°14'18" S 176°11'57" O
Runway size (metres)	2100 x 45
Runway surface	Asphalt
Pavement Classification Number	35
Approach Lighting System	Precision Approach Path Indicator
Runway lighting	Every 60 metres along the runway
Navigational Aids	Very High Frequency OmniRange (VOR) and Distance Measuring Equipment (DME); and non-directional radio beacon
Fuel available	Jet A1
Air traffic services	Available subject to prior notice
Ground handling services	Provided by Aircalin subject to prior notice
Customs, immigration and quarantine facilities	Available subject to prior notice
Airport administration	SEAC des îles Wallis and Futuna BP1, Mata'Utu, 98600 Wallis and Futuna Tel. : +681 72 12 00 Fax : +681 72 29 54 Email : seac-wf.encadrement@mail.wf

Source: AIP PAC N – section AD-2.NLWW (AD 2 Aérodromes) – 28 May 2015

NB: detailed operational information on Hihifo Airport provided by the Air Navigation Department of the French National Civil Aviation Authority (DGAC) can be consulted and is available at: https://www.sia.aviation-civile.gouv.fr/default_uk.htm
An overview of Hihifo Airport is given on the following page in a chart from the DGAC's Aviation Information Department.



AIP
PAC-N

AD2 NLWW ADC 01
05 APR 12

CARTE D'AERODROME
Aerodrome chart

AFIS : HOR NOTAM. En dehors de ces HOR PPR PN 48HR à l'exploitant d'AD (e-mail ou RSFTA)
AFIS : HOR NOTAM. Outside these HOR, PPR PN 48HR to AD operator (e-mail or AFTN)
(681) 72 12 10 FAX : (681) 72 12 12

WALLIS HIHIFO
13 14 18 S - 176 11 57 W
ALT AD : 79 (3 hPa)

VAR 11°E (10)

SALISAGE D'APPROCHE ET DE PISTE / *Approach and runway lighting*

RWY	Approche *Approach*	Seuil *THR*	Ligne centrale *Center line*	Bord de piste *Edge*	SWY	Extrémité *End*
08	NIL	G - Bl / Lit	NIL	W - 2100 m	NIL	R - Bl / Lit
26	NIL	G - Bl / Lit	NIL	W - 2100 m	NIL	R - Bl / Lit

AUTRES BALISAGES / *Other lighting*

TWY	B
Raquettes / *Turn around areas*	B

Observations/*Remarks*

L'attention des équipages est attirée sur les obstacles suivants dans la trouée d'envol :
QFU 079 : présence d'une clôture ALT 26 m, à 140 m de l'extrémité de piste, 60 m au sud de l'axe de piste.
QFU 079 : obstacle mobile ALT 30 m, à 150 m de l'extrémité de piste, 60 m au sud de l'axe de piste.
QFU 259 : présence de cocotiers ALT 40 m, à 950 m de l'extrémité de piste, sous l'axe de piste.

Air crew's attention is drawn towards following obstacles in take-off tunnels :
QFU 079 : presence of fence ALT 26 m, 140 m from the end of RWY, 60 m S of RWY axis.
QFU 079 : mobile obstacle ALT 30 m, 150 m from the end of RWY, 60 m S of RWY axis.
QFU 259 : presence of coconut trees ALT 40 m, 950 m from the end of RWY, under RWY axis.

COORDONNEES SEUILS / *THR coordinates*

THR 08	13°14'17.99" S	176°12'32.15" W
THR 26	13°14'17.99" S	176°11'22.40" W

RWY	TORA	TODA	ASDA	LDA	NATURE *Surface*	RESIST *Strength*	MINIMUM TKOF (RVR : m) CAT A	CAT B	CAT C	CAT D
08	2100	2100	2100	2100	Asphalte *Asphalt*	35 F/C/W/T	800	800	800	-
26	2100	2100	2100	2100			800	800	800	-

Services de l'information aéronautique

AMDT 05/12 CHG / Infrastructures

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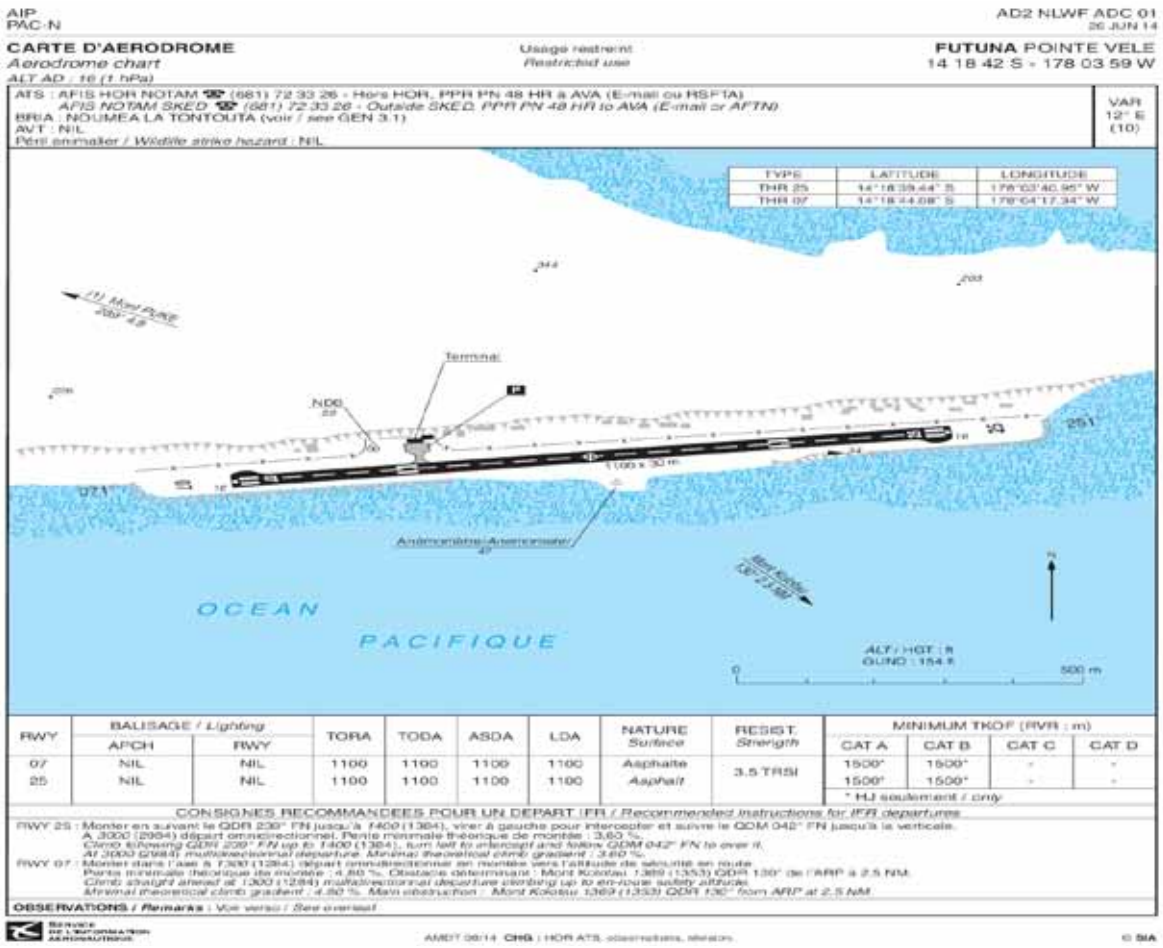
APPENDIX 3 – Futuna – Pointe Vele Airport

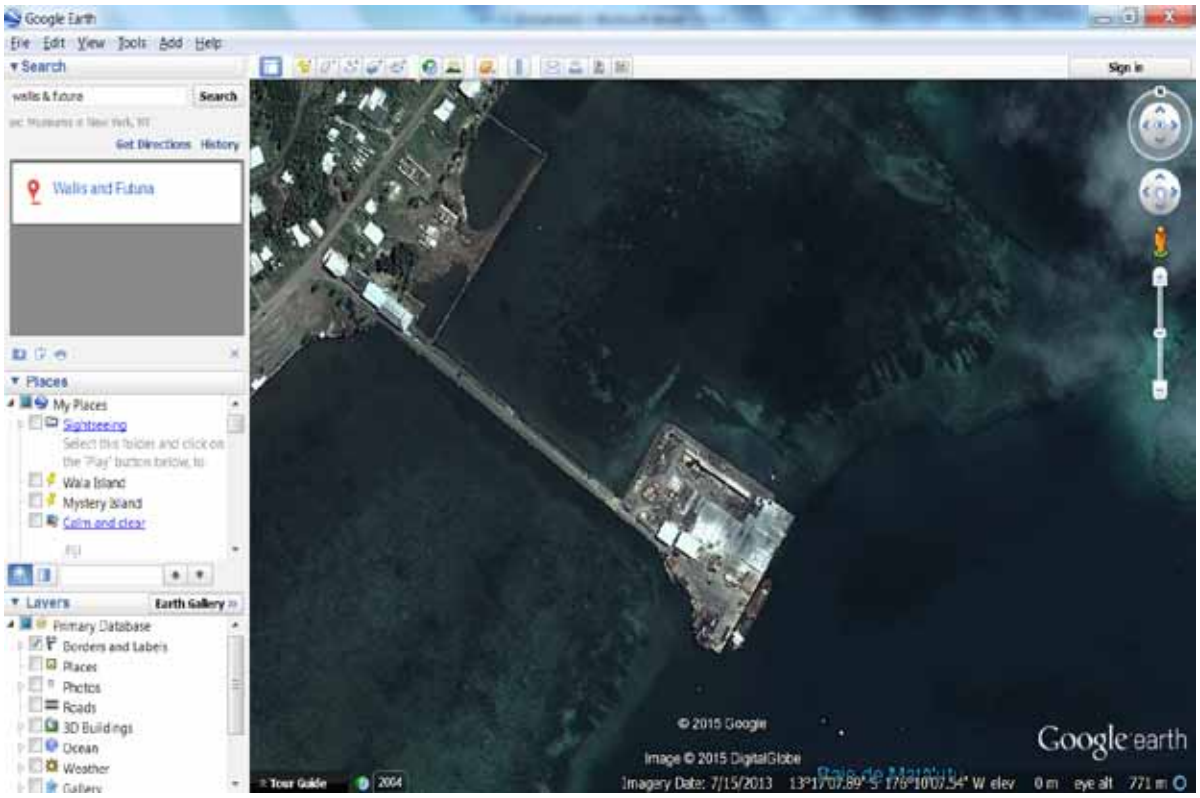
Airfield name and location indicator	NLWF – FUTUNA POINTE VELE
Position (centre of the runway)	14°18'42" S 178°03'59" O
Runway size (metres)	1 100 x 30
Runway surface	Asphalt
Pavement Classification Number	3.5 tons
Navigational aids	Non-directional radio beacon (NDB)
Airport administration	SEAC des îles Wallis and Futuna BP1, Mata'Utu, 98600 Wallis and Futuna Tel. : +681 72 12 00 Fax : +681 72 29 54 Email : seac-wf.encadrement@mail.wf

Source: AIP PAC N – section AD-2.NLWF (AD 2 Aerodromes) - 28 May 2015

NB : detailed operational information on Pointe Vele Airport provided by the Air Navigation Department of the French National Civil Aviation Authority (DGAC) can be consulted and is available at: https://www.sia.aviation-civile.gouv.fr/default_uk.htm
An overview of Pointe Vele Airport is given on the following page in a chart from the DGAC's Aviation Information Department.



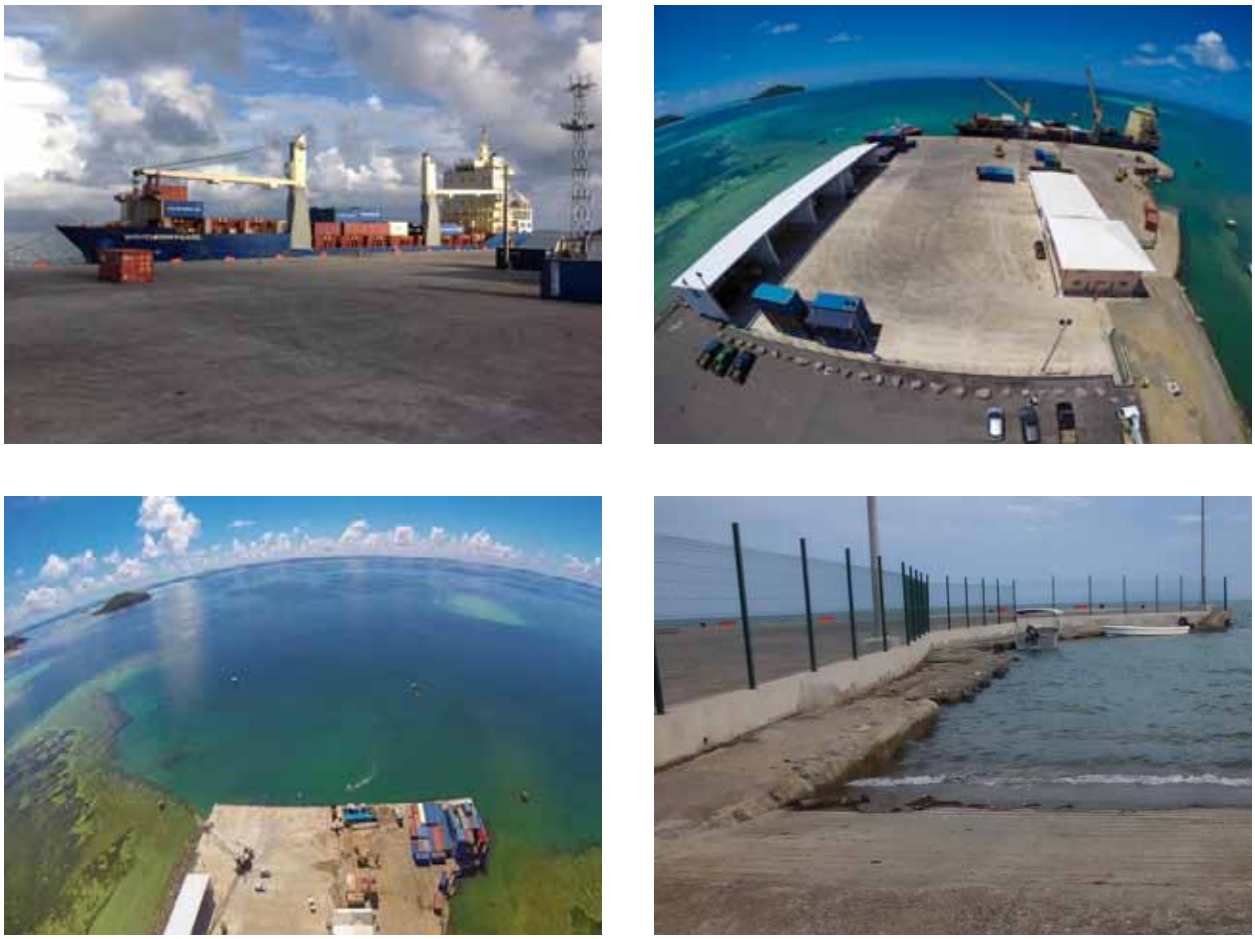
APPENDIX 4 – Specifications of Mata'Utu Port



Position	Lat.: 13 deg 17 min S. Long: 176 deg 10 min W
Port Authority	Wallis Port territorial industrial and commercial agency
Mata'Utu Port	Mata'Utu is the main port of entry for Wallis and Futuna. It is located on the island of Wallis (Uvea)
Loadline zone	South Pacific tropical season zone
Tropical season zone	Tropical – 1 April to 30 November / Summer – 1 December to 31 March
Prevailing winds	South-easterly trade winds
Tide height	1.5 m
Drydock	No
Medical facilities	Available at hospital (2 km from the port)
Pilotage	Pilotage is mandatory and available (24 hours advance notice via a shipping agent)
Work hours	Open 24 hours a day, except Sundays, when a ship is in the harbour
Navigation aids	Navigation aids for the access channels to Mata'Utu Port and the Halalo oil terminal
Anchorage	Safe anchorages 10 m – 20 m from Halalo oil terminal
Port operations	Only a single ship is processed on a regular basis (once a month) in Mata'Utu Port
Max ship length overall	86.57 m
Tug boats	No
Fuel supplies	Available via a shipping agent
Repairs	Only minor repairs

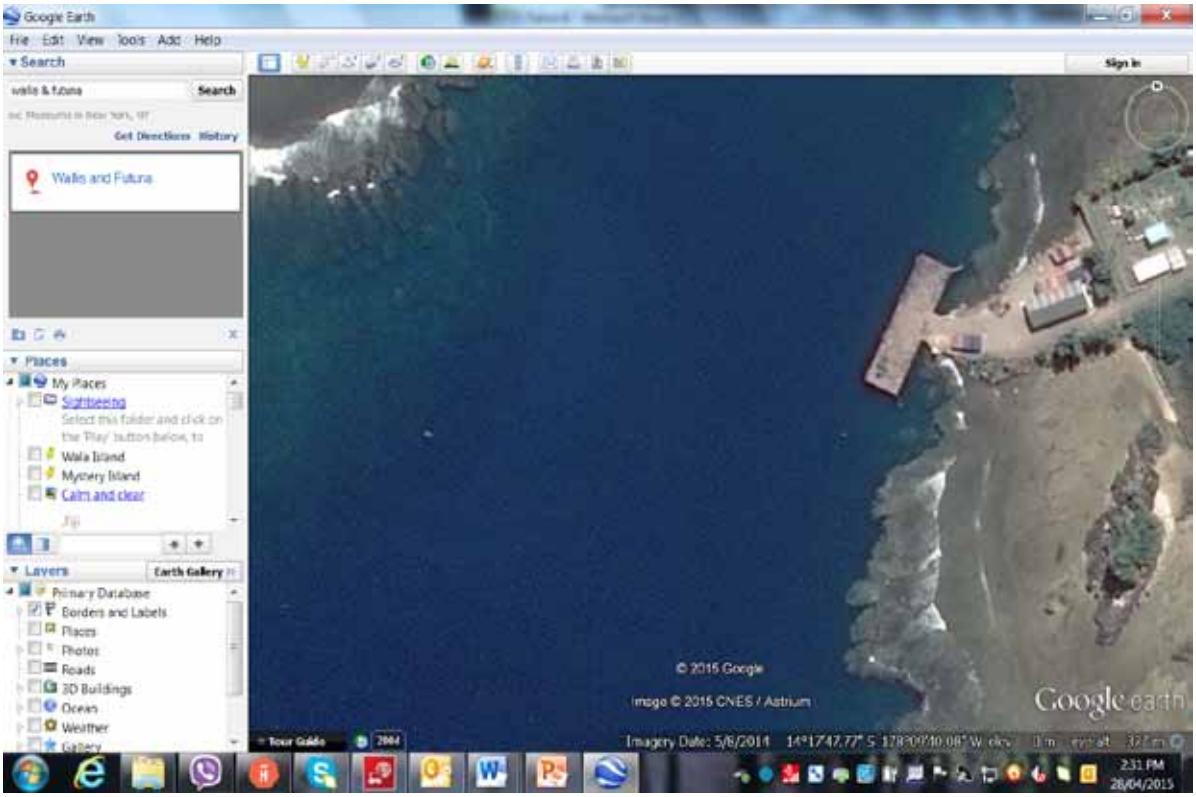
Port towage	Arranged by a shipping agent
Port security	Mata'Utu Port and Halalo oil terminal meet ISPS code standards with restricted access to port facilities. The ship's crew must keep their ID papers on them at all times while the ship is in the port.
Inspectors	Arranged via a shipping agent
Shipping agents	Société Wallisienne et Futurienne de transport (SWFT) (Sofrana); Agence Maritime Brial (AMB) ; Moana Shipping et PDL
Supplies	Arranged via a shipping agent
Depth	7 m shoreside – 12 m waterside
Length of wharf	75 m
Cargo handling equipment	Forklifts that belong to private stevedore companies
Number of movements per hour	11 movements per hour – about 6 hours to offload containers – when the ship arrives on a Sunday, offloading can begin at midnight and ends at 6 a.m. on Monday morning – the empty containers are loaded during the day and the ship leaves harbour at 4 p.m.
Container storage capacity	About 65
Telephone	No telephone service at the port – telephone available in the port's security office is provided by a private company

(Source: SPC 2014 Pacific Ports Directory – Wallis and Futuna 2014)



Aaerial and panoramic views of Mata'Utu Port and M/V *Southern Pearl* approaching and berthing
Source: SPC 2014

APPENDIX 5 – Specifications of Leava Port



Position	Lat.: 14 deg 17 min S. Long. : 178 deg 10 min O
Port Authority	No designated port authority – Customs are represented
Leava Port	It is the only port on the island of Futuna, and is located on the SSW side of Futuna.
Loadline zone	Tropical – 1 April to 30 November / Summer – 1 December to 31 March
Tropical season zone (sic)	South-easterly trade winds
Tidal height	1.8 m
Drydock	No
Medical facilities	Doctor, then evacuation to Wallis
Pilotage	Pilotage is not mandatory but can be arranged by a shipping agent
Work hours	Round-the-clock work when a ship is in port, limited by wave conditions
Navigation aids	No – the main wharf opens onto the sea– the reef across from it is visible – berthing is not advised during strong winds
Anchorage	No
Port operations	Only a single ship is processed on a regular basis (once a month) in Leava Port
Max ship length overall	86.57 m
Tug boats	No
Fuel supplies	Available via a shipping agent
Repairs	Very limited
Port towage	Arranged via a shipping agent
Port security	Leava Port is bound by the ISPS Code with restricted access to port facilities. The ship's crew must keep their ID papers on them at all times while the ship is in the port
Inspectors	Arranged via a shipping agent

Wharf length	55 m
Depth around wharf	15–25 m
Cargo handling equipment	Forklifts that belong to private stevedore companies
Number of movements per hour	Unloading takes 6 hours
Container storage capacity	13
Telephone	No

(Source: SPC 2014 Pacific Ports Directory; Wallis and Futuna Customs 2014)

Views of Leava Port. Source: SPC, 2014

APPENDIX 6 – Weekly air and sea transport schedule

WEEKLY SCHEDULE INTER-ISLAND SEA TRANSPORT				
Day	**Ports**	**Movements**	**Time**	**Comments**
Monday	Wallis	Arrival	07 :00	Offload ship's cargo – allows Futunans to go to Wallis and come back on Tuesday evening or Friday evening
				Ship maintenance
Tuesday		Departure	17 :00	Load ship's cargo during the day
				Departure
Wednesday	Futuna	Arrival	07 :00	Offload ship's cargo
				Allows professionals to go to Futuna 2 days
				Ship maintenance
Thursday		Departure	17 :00	Load ship's cargo during the day
				Departure
Friday	Wallis	Arrival	07 :00	Offload ship's cargo – allows Futunans to go to Wallis for a day or until Tuesday evening
				Load ship's cargo during the day
		Departure	17 :00	Departure
Saturday	Futuna	Arrival	07 :00	Offload ship's cargo – allows Wallisians to go to Futuna for the week-end
Sunday		Departure	17 :00	Load ship's cargo during the day
				Departure

WEEKLY SCHEDULE INTER-ISLAND AIR TRANSPORT SERVICES				
Day	**Airport**	**Movement**	**Time**	**Comments**
Monday	Wallis	Depart.	07 :00	2 other options are possible : - a daily return flight with a departure from Wallis in the morning and a return flight from Futuna in the afternoon (before dark)- **Advantage** : professionals could go to Futuna for the day **Disadvantage :** the crew and the plane would stay on Futuna all day - two return trips on Mondays, Wednesdays, Fridays and Sundays **Advantages**: ensured connections with international flights professionals could go to Futuna for the day **Disadvantage:** no flights to Futuna on Tuesdays, Thursdays and Saturdays An additional flight scheduled just for the other 2 options would increase the capacity Whatever the option chosen, all the additional flights each year could be laid on if needed or when sea transport is not available
	Futuna	Arrival	08:00	
	Futuna	Depart.	09:00	
	Wallis	Arrival	10:00	
Tuesday	Wallis	Depart.	07:00	
	Futuna	Arrival	08:00	
	Futuna	Depart.	09:00	
	Wallis	Arrival	10:00	
Wednesday	Wallis	Depart.	07:00	
	Futuna	Arrival	08:00	
	Futuna	Depart.	09:00	
	Wallis	Arrival	10:00	
Thursday	Wallis	Depart.	07:00	
	Futuna	Arrival	08:00	
	Futuna	Depart.	09:00	
	Wallis	Arrival	10:00	
Friday	Wallis	Depart.	07:00	
	Futuna	Arrival	08:00	
	Futuna	Depart.	09:00	
	Wallis	Arrival	10:00	
Saturday	Wallis	Depart.	07:00	
	Futuna	Arrival	08:00	
	Futuna	Depart.	09:00	
	Wallis	Arrival	10:00	
Sunday	Wallis	Depart.	07:00	
	Futuna	Arrival	08:00	
	Futuna	Depart.	09:00	
	Wallis	Arrival	10:00	

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