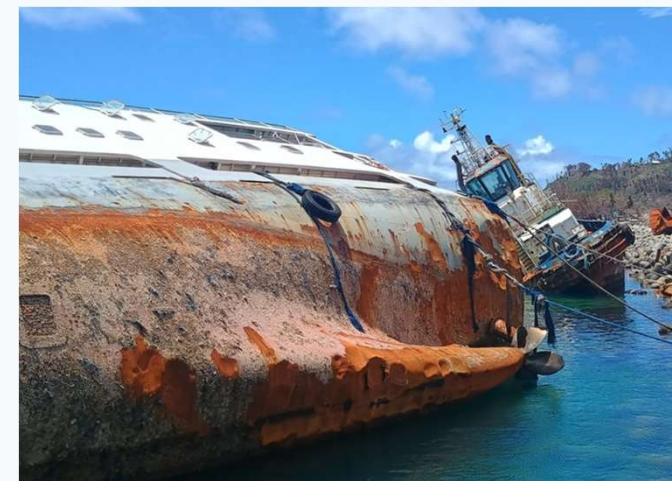




EPA & DECEM update
Weno Port, Chuuk State, FSM
Oil Spill Risk



Focused risk picture for Chief Mailo and Ballina

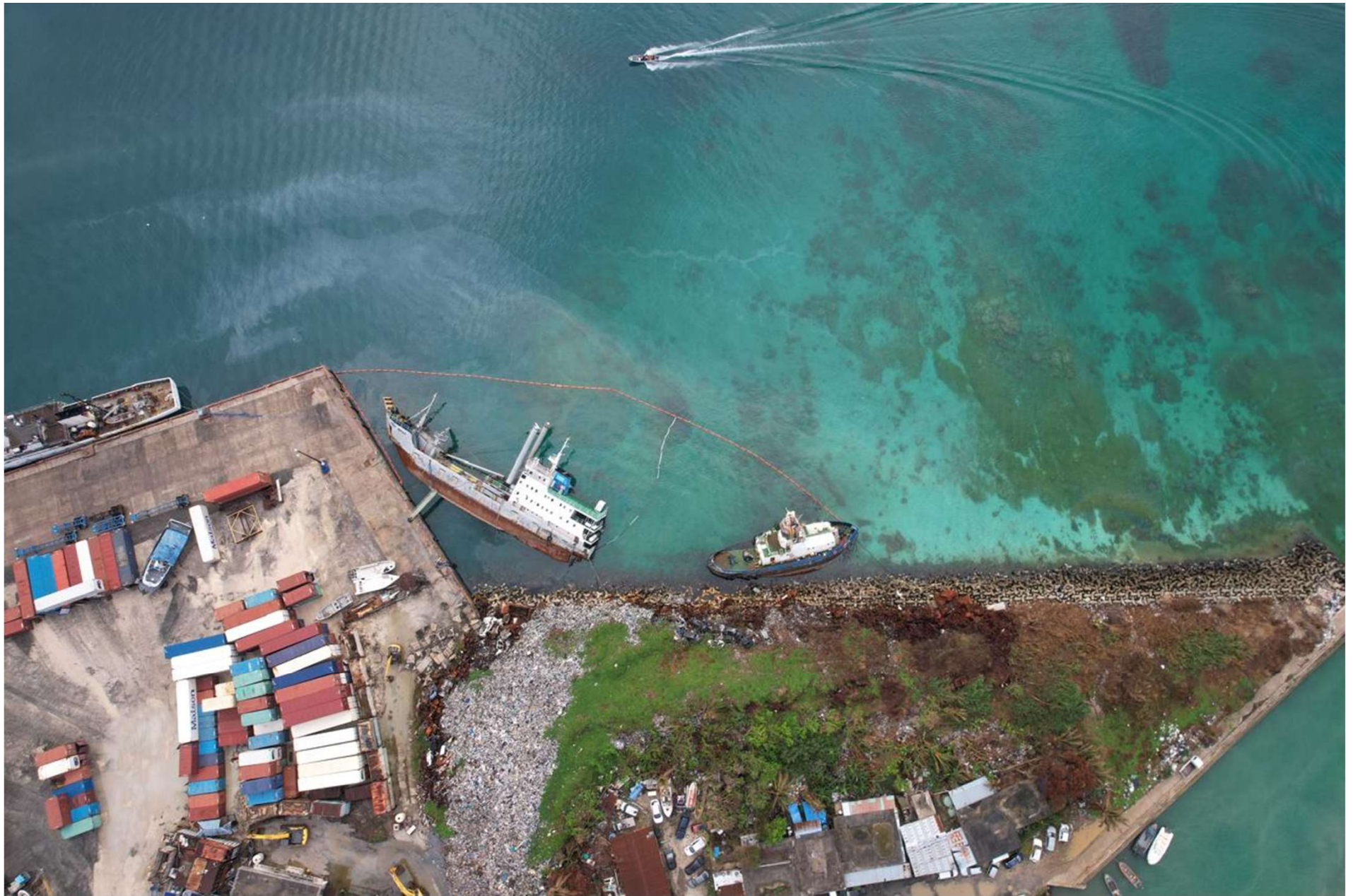
Two capsized vessels in Weno Port pose significant pollution concern: Chief Mailo and Ballina.

- Containment remains in place, limiting the spread of oil sheen however leakage is ongoing and conditions are deteriorating.
- Up to 30 April, the observed light sheens consisted primarily of diesel, a light refined product that is expected to largely evaporate over hours to days.
- On 1–2 May, thicker dark oil was observed actively oozing from vulnerable points and is thought to be heavier hydraulic or lubricant oil; the upper water column near the wrecks is showing increasing fuel saturation
- EPA reinforced containment with supplementary inner sorbent booms and continues to remove and replace saturated sorbent pads.
- Currently a minor spill incident but risk of a sudden substantial oil release is high, requiring urgent defueling.

Vessel-specific notes

Chief Mailo: capsized (resting on its side) in the Weno Port area; active leakage observed; fuel remains on board (3000-4000 gallons?) and requires urgent controlled fuel removal.

Ballina: capsized (light list) in the same response area; leakage suspected on 1 May and needs to be confirmed. Requires continuous containment, monitoring and urgent fuel removal.







Chief Malina in foreground - Ballina in background

Response Progress

FSM/Chuuk State teams with EPA, Transport and port actors maintaining daily response action.

A multi-stakeholder meeting in Chuuk created a shared operational picture for Chief Mailo and Bellina and agreed priority actions on containment, inspection and defueling planning.

Containment systems remain active, including skirting booms, inner booms and sorbent replacement where oil is trapped within the boom system.

A staging area has been cleared on the adjacent wharf to support oil-spill response activities, including containment operations, sorbent waste management, and planned defueling operations

Technical input is provided for diver inspection of vessels, defueling checklists and supporting verification of tank layout, access points and indicative fuel volumes.

EER/UNDAC is technical, advisory and risk-based. Operational Partner is required.

Operational planning focus

Confirm safe access for diver inspection and pumping points on both vessels.

Keep the wrecks stable in place unless specialist assessment supports another option; righting or towing is not advised at this stage.

Prepare defueling plan, temporary storage, recovered fuel handling and waste management arrangements before operations start.



Immediate support priorities for defueling

Identify and secure the services of a technical partner to implement the following.

Priority 1: Immediately remove fuel from tanks that are not submerged, where safe access exists, to rapidly reduce the volume of fuel available for release.

Priority 2: Conduct subsea inspection by professional divers to confirm underwater damage, tank integrity and the safest pumping points, and confirm fuel tank and pipeline arrangement

Priority 3: Develop fuel removal-plan and procedures based on inspection finding and General Arrangement plans

Priority 4: Identify and engage qualified actor with experience in defueling to implement the approved plan

Priority 5: Establish temporary on-site coordination setup (tent) and mobilize equipment for defueling including tapping tools, pumps, hoses, temporary storage, and PPE

Priority 6: Confirm arrangements for reception, storage and waste-management arrangements of recovered fuel

Priority 7: Secure on-site and continuous supervision by salvage and naval architecture specialists to oversee defueling and manage vessel stability

Priority 8: Undertake safe defueling of both vessels before further corrosion compromises tanks, prioritizing tanks at greatest risk

Why this matters now

Risk is escalating with time: Progressive corrosion is increasing internal pressure and weakening tanks and pipelines, raising the likelihood of a sudden, uncontrolled fuel release if action is delayed.

Immediate action minimizes impact: Acting now allows defueling under controlled conditions and is the most effective way to prevent a larger spill that would exceed local response capacity and drive far higher environmental and response costs.

Key messages

Decision points for the coming days

Identify and engage technical partner to

- Prioritize defueling as the main risk-reduction measure for both wrecks.
- Formalize coordination and decision-making arrangements across national, state and port levels for inspection, containment, defueling and waste handling.
- Consider temporary fishing exclusion zones around the two capsized vessels and in immediate down-current areas where the persistent thick leakage is being observed, pending further monitoring.
- Initiate planning for final vessel disposition including stabilizing and towing for scuttling or on-site dismantling.
- Use this incident to strengthen medium-term marine pollution preparedness, SOPs, equipment readiness and contingency planning in Chuuk and nationally.

Key messages for Development Partners

What support is needed and why

- Provide rapid, flexible funding and in-kind support for commercial diving, controlled defueling, containment reinforcement, temporary storage and technical oversight.
- Support should be aligned with government-led priorities and channelled, where possible, through national coordination mechanisms.
- Rapid intervention is the quickest way to reduce the probability of a major spill in Weno Port.
- Specialist support from salvage engineers and naval architects is especially important to assess short- to medium-term options for vessel disposition after defueling, and to support safe and effective implementation of the selected salvage approach.

Note: The incident is also an opportunity for strategic coordination, particularly noting the environmental risks posed by wrecks in Chuuk Lagoon. Capacity investment for oil-spill response, environmental monitoring, HAZMAT and port risk management, and community communication should each be considered.



Thank You - Questions