

# 2023–2024 Operational Instructions

**For IAATO Office Representatives, Expedition Leaders,  
Field Staff, Vessel Masters, Officers and Crew**

## 2023–24 IAATO Operational Do's and Don'ts

The document is a quick sheet of important reminders and key takeaways for the season. For more detailed information please review the 2023–24 IAATO Operational Instructions as well as other topics in the Field Operations Manual (FOM).

DO	DON'T
Do ensure you have an up to date copy of the Field Operations Manual (FOM) before your season. Either sync your copy of the FOM Sync App, or download it through the IAATO Website. Do remember to sync throughout the season	Don't forget to read the IAATO Code of Conduct (FOM Section 8)
Do make sure all activities are authorized or permitted before carrying them out	Don't forget it is your responsibility to be familiar with all permits/authorisations and operational procedures/guidelines for anyone onboard (i.e. scientists/media/etc.)
Do maintain a minimal safe distance from wildlife (5m/15ft)	Don't approach wildlife closer than minimal safe distances (5m/15ft)
Do follow Biosecurity protocols for people and equipment, including camping equipment (FOM Section 07 - Biosecurity)	Don't kneel, sit or lay on the ground or snow where wildlife is present
Do make every effort to keep the the minimal distances from wildlife.	Don't encourage wildlife to crawl on you
Do give wildlife the right-of-way	Don't stay still if wildlife approaches, move away slowly if it is safe to do so
Do be aware of areas where animals exit or enter water or colonies	Don't place equipment near animals
Do maintain quiet when in the presence of wildlife	Don't use selfie sticks to get closer to wildlife
Do keep camera equipment and cleaners securely packed	Don't make noises in attempt to gain wildlife attention
Do keep your camera flash off to respect wildlife	Don't leave camera materials behind including tripods/gopros/timelapse set ups
Do secure loose items to ensure they cannot blow away	Don't take food ashore unless there is an emergency food or appropriate permit/authorization is in place
Do ensure thorough biosecurity cleaning before arriving in Antarctica and between distinct regions (e.g. Falklands (Malvinas), South Georgia etc.)	Don't interact with National Antarctic Program Stations for tourism visits (as of August 27). Logistical assistance or special projects may be permitted
Do review Coastal Crevasse Awareness Recommendation (FOM Section 7 - Activities), and report any unreported crevassed areas to IAATO	Don't go into known crevassed terrain without proper assessment, equipment and an experienced guide
Do communicate to the fleet about waterway transits and weather through the Broadcast center in the Live Ship Scheduler (Live Ship Scheduler Guide found in FOM Section 8)	Don't use RPAS in coastal areas for recreational use. RPAS flights for navigational, safety or scientific purpose are allowed with a permit from a Competent Authority and agreement from the Operator
Do be alert and vigilant when operating around ice in any form. Icebergs can be unpredictable and dangerous (FOM Section 8 - IAATO Guidelines for Selected Vessels in the Vicinity of Ice)	Don't go into ice caves, under arches, or stand on bergy bits or growlers. Sea ice walks should be adequately assessed by competent guides prior to being carried out
Do stay a minimum distance of twice the height away from any iceberg	Don't enter ice pools or drive over ice foots
Do keep the appropriate distance from whales and seals (FOM Section 7 - Wildlife Guidelines)	Don't go over 10kn in Geofenced Whale areas during the specified time periods (IAATO Geofenced Whale Areas, FOM Section 08)
Do remember that communication between a larger vessel and a yacht is best achieved through a friendly dialogue between the EL/Navigator on the Bridge of the ship and the Skipper/Watchkeeper of the Yacht, beginning on Channel 16 VHF	Don't interfere with other Operators' operations
Do submit a PVR within two weeks of the voyage disembarkation date	Don't depart for your vacation without finishing your voyages PVRs



# 2023–2024 Operational Instructions

## For ALL Working in Antarctic Operations

- A list of updated documents is found in the FOM Section 2.
- The FOM is only in Electronic Form.
- The latest FOM Sync App (v4.1.2) for laptop and desktop computers is available on the IAATO website. Both use synchronising capabilities to update. The version number can be found in the bottom right corner of your FOM Sync App.
- The FOM is a living document. Please sync through IAATO's FOM Sync App v4.1.2 throughout the season to ensure you are using the most up to date documents.
- These Operational Instructions summarize the 'Must-Knows' and Updates for the coming season.

### Emergency Contact Information

IAATO Emergency Line (Monitored 24hours): +1 401 608 2090  
Incident Reporting (non-Emergency): [operations@iaato.org](mailto:operations@iaato.org)  
[shipscheduler@iaato.org](mailto:shipscheduler@iaato.org)

### Key IAATO Contact Information for the 2023-24 Season:

Ship Scheduler Assistance: [shipscheduler@iaato.org](mailto:shipscheduler@iaato.org)  
Online Assessment questions and feedback: [operations@iaato.org](mailto:operations@iaato.org)  
FOM Sync App or Polar Guide App feedback: [operations@iaato.org](mailto:operations@iaato.org)

## 2023-24 Biosecurity Instructions

Please see the 2023-24 Biosecurity Instructions for updates on the highly pathogenic avian influenza (HPAI), as well as other important biosecurity-centric seasonal instructions and information.

### Avian Influenza Documentation ([iaato.org](http://iaato.org) (field staff resources), FOM Section 2, 7 Biosecurity, and a supplementary video in Section 6)

There are several places where supporting information and resources around HPAI protocols can be found. Please visit the areas listed above for videos and documentation to support mindful avian influenza operations to lessen risk.

### Key Points for Avian Influenza Operations

- Do not sit, kneel/crouch, or lie down
- Keep 5 meters/15 feet from wildlife at all times
- Always do your pre-landing assessment
- When in doubt, report to either [shipscheduler@iaato.org](mailto:shipscheduler@iaato.org) or [operations@iaato.org](mailto:operations@iaato.org)



## IAATO Vessel Code of Conduct (FOM Section 8)

### Updated for the 2023-24 Season

The IAATO Vessel Code of Conduct is a shared statement of commitment by IAATO member Operators to uphold the highest ethical standards required for professional conduct and best practice in Antarctica. Though non-exhaustive, it supports important IAATO principles and expectations. It applies to all onboard vessels.

Make sure this document is part of the pre-season briefing for officers and staff and is reviewed before the start of every voyage.

## IAATO Vessel Based Helicopter Operational Procedures (FOM Section 10)

### Updated for the 2023-24 Season

The IAATO Helicopter Working Group, Field Operations and Marine Committees have created IAATO Vessel Helicopter Operational Procedures. Key considerations from the guidelines are:

- Helicopter Operations should be run in accordance with the ATCM Resolutions, the Electronic Antarctic Flight Information Manual (AFIM), the Wildlife Awareness Manual (WAM), and IAATO Helicopter Operational Procedures.
- Helicopter Operators commit to not being seen or heard.
- Helicopter Operators will be cognizant of the Ship Scheduler, and will not start, or conduct air operations within 5nm of where a known booking is taking place. This will include maintaining 5nm distance from any vessel conducting operations at a booked site for the duration of the flight operation.
- If a vessel operating a helicopter has already started flight activities, and another vessel enters within 5nm, the helicopter operations do not have to stop. Close communication must be kept between all vessels.
- Any close passes with helicopters to vessels or guest activities should only happen with all operating parties' explicit consent.
- Operations should not be flown within the following areas without prior agreement with air traffic control.
  - a. Rothera: From the northern entrance to the Gullet, South anywhere within Marguerite Bay.
  - b. McMurdo: Anywhere within McMurdo Sound.
  - c. Marambio: Within 25nm of any part of Snow Hill Island.
  - d. King George Island: Within 25nm of King George Island.
- Helicopter Operations wishing to commence near stations (see above distances) should be discussed and agreed upon at minimum 48 hours before. Any Operational requests by National Antarctic Programs must be followed.

Separately, during the 2023-24 season, the helicopter operators will be trialling no-fly zones in the Southern Gerlache area. While helicopter operators are expected to stick to the no-fly zones as much as possible, these are not mandatory yet. Please see FOM Section 2 and 10 for details on these trial no fly zones,

Finally, please contact [operations@iaato.org](mailto:operations@iaato.org) with notifications of either negative or positive interactions between helicopter and non-helicopter operators during the 2023-24 season so we may best judge how to move forward with solutions which will work for everyone.

## IAATO Emergency Contingency Plan (FOM Section 5)

IAATO encourages all operators to make their office and field personnel familiar with the IAATO Emergency Contingency Plan. Please note: it is critical that this plan be integrated into each vessel's ISM system and followed as company policy in the case of an emergency.

IAATO will send the vessel, Deep Field, Submersible and Helicopter EMER Information via email directly to Operators and Vessels at the beginning of the season.

**The hallmark of IAATO's Contingency Planning is self-sufficiency, as well as communication, cooperation and coordination between IAATO Operators and the Secretariat. IAATO members will not seek assistance from National Antarctic Program Stations, including South Georgia Government facilities. Medical evacuations should be handled solely by the Operator.**



## IAATO Emergency Medical Response Plan (EMER) (FOM Section 5)

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IAATO members have agreed that operators should have a clear understanding of their clients' medical capabilities and that operators will provide mutual support in the case of a medical emergency through the IAATO EMER Plan.

### Medical Evacuations (FOM Section 5)

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Under ATCM XXVII Measure 4 (2004), all those conducting tourism and non-governmental activities must have sufficient arrangements in place for health and safety, search and rescue, medical care and evacuation prior to the start of their operations. In addition:

- **Operators must not rely on Antarctic RCCs for any assistance which may be accomplished under their own resources.**
- Operators must not rely on any other operator or national program for assistance without express written agreement with that national program / operator.
- Operators must demonstrate that they have adequate insurance or other arrangements in place to cover costs associated with SAR, medical care, and evacuation.

IAATO also has a series of medical and emergency plans in place that should be followed.

Guests **cannot be disembarked** at any Antarctic research station for medical reasons. If landing a passenger near an airfield (e.g. Frei), the passenger requiring assistance should remain in the care of the member operator until the aircraft has landed.

If another IAATO-operated vessel or aircraft is available to transport a passenger back to the mainland, this option should be considered, but only with complete understanding of each Operator's COVID-19 protocols and agreement from both Operators medical professionals.

Depending on the amount of ice and snow on the runway at Frei runway, medical evacuations on the Peninsula by plane may not be possible until mid to late November.

Operators should always be cognizant that plane evacuations, either for weather or runway conditions, may not be possible and vessels and returning to port may be the fastest way to address the medical needs.

### Whale Avoidance (FOM Section 8)

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#### Updated Geofenced Areas and Times for the 2023-24 season

##### A. IAATO Operators commit to the following:

A 10kn speed restriction for vessels operating in IAATO geofenced time-areas. All IAATO operators will participate.

The limit **excludes emergency or other extenuating circumstances** in which case the need to exceed the speed limit should be recorded in the logbook and communicated to the Secretariat as soon as practicable at [shipscheduler@iaato.org](mailto:shipscheduler@iaato.org).

Whale watching and whale avoidance mitigation training should be undertaken by all bridge teams while operating in any areas where whales are routinely seen.

**The geofenced time-areas are as follows (These areas will be highlighted in the Live Ship Scheduler and RedPort):**

- November 1 through May 30 in the Gerlache Strait and adjacent waters, in the area between 63.65°S and 65.35°S, including Dallmann Bay west to 64.2°W.
- February 1 through May 30 in the Marta Passage entering Crystal Sound, 67.8°W to 67.0°W.
- November 1 through May 30 in the South Shetland Islands including the area surrounding Elephant Island.

##### B. South Georgia Voluntary Speed Restriction for the 2023-24 Season

During the 2023-24 season, GSGSSI will continue to implement a **voluntary** speed limit of 10 knots to reduce the risk of whale strikes in South Georgia.

Waypoints which define the speed restriction polygon can be found in FOM Section 13 and should be taken into consideration for itinerary planning. These areas will be highlighted in the Live Ship Scheduler and RedPort.

##### C. Acoustic Awareness Zone in the vicinity of the "Gullet", Adeliade Island (FOM Section 8)

Guidelines on speed and vessel operations for IAATO vessels passing through an operational area where B1 killer whales are observed. Specific guidelines and figures can be found in FOM Section 8 and should be taken into consideration for itinerary planning. This area will be highlighted in the Live Ship Scheduler and RedPort.



## Crevasse Reporting (FOM Section 7 – Activities)

As average temperatures increase, particularly in the Peninsula region, glaciers are retreating and thinning. This is exposing crevasses, weakening other permanent ice and snow slope areas and increasing activity at tidewater glaciers. As a result, field staff are noticing an increase in the occurrence of crevasses, bergschrunds and ice 'holes' developing in weakened, softening ice. Remember to review the new crevasse recommendation note. If you do go on snow fields, please ensure that you have adequate training and equipment to carry out a crevasse rescue.

Awareness of crevasses for the entire IAATO fleet is essential to having a safe, enjoyable, and accident-free season.

If you do come across a previously unreported crevassed area, please inform IAATO ([shipscheduler@iaato.org](mailto:shipscheduler@iaato.org)) and the fleet at your earliest possible opportunity.

**The IAATO Field Operations Committee has created a *Coastal Crevasse Awareness Recommendation* and associated annex. All staff should review this document prior to the season.**

## IAATO Statement on the Use of Remotely Piloted Aircraft Systems (RPAS) and RPAS for Navigational Use Guidelines (FOM Section 7 – Activities)

IAATO members have banned the recreational use of RPAS in coastal areas. RPAS can be used recreationally in the Deep Field with the proper authorisation.

Near coastal flights for navigational safety or scientific purposes are allowed with the appropriate authorisations / permits from competent authorities. IAATO has also created RPAS for Navigational Use Guidelines (FOM Section 7 – Activities).

## Co-ordination of Itineraries and the Live Ship Scheduler (FOM Section 8)

IAATO members have agreed to exchange itineraries and coordinate with other member vessels. This is a key factor in self-management and monitoring of activities. It is also effective in emergency response situations.

### A. The Live Ship Scheduler (FOM Section 8)

The IAATO Live Ship Scheduler (LSS) is active for the 2023–24 season. This system greatly diminishes the need for the email back and forth between the vessels. Using a web-based app which operates on low bandwidth (similar to RedPort), the new Scheduler allows changes to be made in real time.

During the 2023–24 season, important seasonal information emails coming from the IAATO Secretariat will continue to be pinned in the IAATO Broadcasts section of the LSS. This will make it easier to find and review pertinent information.

For any questions or feedback about Live Ship Scheduler please email [shipscheduler@iaato.org](mailto:shipscheduler@iaato.org).

### B. Peninsula Inter-Vessel email list

The *IAATO inter-vessel communication list* is for vessel-to-vessel contact for **immediate notifications and safety reasons ONLY**. The list must not be distributed to anyone outside of the addresses registered on the email circulation list. The email list is pre-populated in the Live Ship Scheduler and emails can be sent to the fleet via the Broadcasting system.

The IAATO Operations team are the only people authorised to add or remove names. Please therefore contact the operations team, at [shipscheduler@iaato.org](mailto:shipscheduler@iaato.org) if a contact needs to be added or removed.

**DO NOT** use the communication list to broadcast standard schedule changes. If unable to make a schedule change through the LSS or Offline Ship Scheduler, please email [shipscheduler@iaato.org](mailto:shipscheduler@iaato.org) only.

### C. Ship Schedule Traditional Report Excel Sheet (FOM Section 2)

Despite having the Live Ship Scheduler in place, the Ship Schedule Excel sheet will still be sent to the vessels twice a week on Tuesday and Friday.

### D. 100 Guests ashore at one time

A maximum of 100 Guests ashore at a landing site is an Antarctic Treaty Protocol requirement\*. Primarily this law is in place to protect the environment, which is core to IAATO's mission statement. Violating this rule puts the Operator's Permit/Authorisation in jeopardy; and risks the Operator no longer being allowed to visit the Antarctic.

\*Some sites allow less than 100 passengers ashore at one time – be sure to check the ATCM and IAATO Site Guidelines for restrictions on numbers.

## E. Ship Scheduler Booking Guidelines (FOM Section 8)

Please be sure to follow the ship scheduler booking guidelines when selecting vessel sites.

### Category 1 Vessels

Category 1 vessels should make every effort to book only one landing slot per site. If booking more than one time slot, the second time slot should be a shoulder (early AM or late PM) landing slot, not a primary landing slot. A third time slot should only be booked opportunistically 24 hours in advance.\*

### Category 2 Vessels

Category 2 vessels should make every effort to only book two landing slots per site, one if appropriate. If booking more than one time slot, it is highly recommended the second time slot should be a shoulder (early AM or late PM) landing slot, not a primary landing slot. However, it is permissible for Category 2 vessels to book the two prime landing slots. A third time slot at a site should only be booked opportunistically 24 hours in advance\*

### Cruise-Only Vessels

Cruise-Only vessels may only book a site in a non-landing capacity. As cruise-only vessels do not land, another vessel may utilize the same site for a landing opportunity at the same time.

### Yachts

When possible, yachts should not book more than one time slot. If booking more than one time slot, the second time slot should be a shoulder (early AM or late PM) landing slot, not a prime landing slot.

## F. Station Visits (FOM Section 7 – Area and Site Specific Guidelines – Research Station Guidelines)

Tourism Visits, or any tourism interaction with active National Antarctic Program Stations is not allowed during the 2023-24 season, even if you are invited by the station personnel. Logistical support or special projects may be allowed.

## G. Camping

Camping sites should be considered carefully and adhere to Avian Influenza Protocols. Camping sites in general should not be in areas of high wildlife concentration, and Operators should be prepared to abort a planned camping site if significant wildlife is present.

A list of camping sites for the 2023-24 season can also be found FOM Section 02.

This list may not cover all the camping sites ever used; if an Operator has another site they would like to use, it is permissible as long as Avian Influenza Protocols are followed.

## H. Site Availability

- i. Please communicate to all other vessels if you are leaving a landing site early, so that others in the vicinity are aware of the possible planning opportunity.
- ii. If your plans have changed and you will not be utilizing a booked site, please release the site as soon as possible so others in the area may utilize it.
- iii. If you arrive to a site that is empty but another vessel has it booked, communicate to the vessel before using the site for any purpose.

## I. Site Guidelines (FOM Section 7 – Area and Site-Specific Guidelines)

*The Antarctic Treaty Site Guidelines are **the Law**.* Each Operator applies to a National Authority for authorisation to visit the Antarctic. When a Permit/Authorisation is granted, it is on the expectation/requirement that all Treaty Guidelines and protocols will be followed. Not following the guidelines risks both damaging the delicate Antarctic environment and jeopardises the Operator's Authorisation.



## J. New and Revised Site Guidelines (FOM Section 7 – Area and Site-Specific Guidelines)

### Revised Site Guidelines for 2023-24

**Only changes are highlighted below**, for the full set of site guidelines please refer to the IAATO Field Operations Manual found on the website or through the FOM Sync App v4. All new site rules have also been reflected in the IAATO database.

i. Danger Islands

Landed visits to any of the Danger Islands sites are no longer permitted (including Heroína Island). Additional information can be found in ASPA ZZZ Danger Islands.

### New IAATO Site Guidelines for 2023-24

i. The Field Staff and the Field Operations Committee have worked on 17 new IAATO *draft* guidelines for the 2023-24 season. Your feedback is most appreciated.

- Chiriguano Bay
- Cierva Cove
- Fort Point
- Hidden Bay
- Hovgaard Island
- Hydrurga Rocks
- Jenny Island
- Kerr Point (Ronges Island)
- Kinnes Cove / Madder Cliffs
- Leith Cove
- Cape Lookout
- Penguin Point
- Prospect Point
- Pourquoi Pas Island (Bongrain Point),
- Robert Point
- Spert Island
- Stonington Island (addendums)

## K. Utilising multiple sites during a single booking slot when they are not Peer Sites

It is possible to use more than one landing site even if they are not peer sites. However, there may be no more than 100 guests ashore at any one landing site. For instance, using Cuverville Island for a standard landing and Orne Harbour for a mountaineering excursion. Note using non-peer sites simultaneously is only by opportunity. If another vessel needs to utilize one of the landings, the two vessels involved should discuss which landing each vessel will use.

The peer sites which can be book together are as follows:

- Goudier Island & Jougla Point
- Skontorp Cove & Brown Station & Punta Vidt
- Prospect Point & Fish Islands
- Hannah Point & Walker Bay
- Georges Point & Orne Island
- Enterprise Island & Foyr Harbour
- Half Moon Island - Camara Station (Arg) & Half Moon Island - Chinstrap Colony
- Orne Harbour & Spigot Peak
- Melchior Islands & Omega Island
- Melchior Islands & Melchior Base
- Lindblad Cove & Charcot Bay

## L. Booking Deception Island and Volcanic Alerts (FOM Section 7 – Area and Site Specific Guidelines – Full Set of ASMA and ASPA Management Plans – Antarctic Peninsula and Weddell Sea)

In light of the incident on White Island/Whakaari, New Zealand, as well as increased seismic activity in the South Shetland Islands, there have been several questions/concerns surrounding the continuation of activities at Deception Island.

A new automatic network of volcanic monitoring is in place allowing us to monitor Deception in real-time, 365 days a year, and issue volcanic alerts. For alerts look to the new section within the OAVV online website (in Spanish only): <https://oavv.segemar.gob.ar/monitoreo-volcanico/isla-decepcion/>.

Alerts look like this:



## REPORTES DE ACTIVIDAD VOLCÁNICA

2023

Nota: Proximamente!

Alert status is depicted in - Green to Red: Green meaning minimal threat, Red being the most foreboding of conditions. The Secretariat will continue to communicate this information to the members in the event of changes in alerts.

## M. Port Lockroy (FOM Section 2 and 7)

**Due to evolving Avian Influenza protocols, UKAHT will be coming out with guidelines for visits to Port Lockroy closer to the season. Please look for updates from Port Lockroy in the FOM and in emails to Operators and the ship scheduler broadcast system.**

## N. Post-Visit Reports (PVRs) (FOM Section 2 and 4 – Reports)

**ALL South Georgia Island and Antarctic visit data can be entered into one PVR.**

- i. A new section has been added to the PVR. Please record all Government and National program science support to Part 4 of the PVR. This does not include citizen science, which should be record in Part 1 Section D Q5.
- ii. Three new activities have been added to the PVR this season:
  - a. Avian Influenza Pre-Activity Assessment
  - b. Hydrographic Work
  - c. Wildlife Watching On Vessel (Whales, Seals, etc)
- iii. ALL South Georgia Island and Antarctic PVRs can be exported separately on the PVR homepage by clicking on the flag to the right of the desired PVR.
- iv. Nationality Records do not have to be in alphabetical order.
- v. Please use the drop-down menu in Part 1, Section C Record of expedition numbers by Nationality, to avoid any spelling errors.
- vi. Dates in PVR Part 2 do not need to be in chronological order – they will be sorted when submitted.
- vii. All days in coastal waters (Antarctica and/or South Georgia) must be recorded on PVR Part 2.
  - a. **For example:** When looking for whales in the Gerlache Strait, please enter Wildlife Watching on Vessel under activities.

**Please submit your PVRs within two weeks of the completion of your voyage. If you have any questions, email [pvr@iaato.org](mailto:pvr@iaato.org).**





## Citizen Science (FOM Section 16)

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Information about citizen science projects can be found in the FOM. It is recommended to discuss permitting or authorisation needs with the citizen science project lead in advance of the Antarctic season, engaging with your National Competent Authority as necessary. Please remember to add citizen science activities to your Post Visit Report Form.

## Marine Debris (FOM Section 16)

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If you find marine litter or see entangled wildlife, please report it. The Commission for the Conservation of Antarctic Marine Living Resources (CCAMLR) collates data on marine debris and wildlife entanglements to better understand and manage its impact on the environment. Please follow the instructions in the CCAMLR e-forms in the event you find marine litter or sight wildlife entanglements:

- CCAMLR Marine Debris e-form entanglements;
- CCAMLR Marine Debris e-form opportunistic debris collection.

Submit your data sheets and images to [data@ccamlr.org](mailto:data@ccamlr.org).

If you find entangled wildlife, refer to IAATO General Information for Wildlife Watching (FOM Section 7 - Wildlife Guidelines).

## Photos and Reports of Non-IAATO Vessels (FOM Section 4 - Reports)

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Each year IAATO collects additional information on encounters with non-IAATO visitors. This is to allow us to better gauge the extent of non-IAATO visitation for monitoring and management purposes and to ensure that we are targeting any outreach efforts correctly.

In the FOM Section 4 there is a form entitled *IAATO / Non-IAATO Visitor Encounters*.

Please send any photos and/or information of non-IAATO vessel to [operations@iaato.org](mailto:operations@iaato.org).

## Climate Change (FOM Section 20)

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The FOM now houses a new section on Climate Change. IAATO members recognise the threat of global climate change to our planet including Antarctica. The information includes actions that member Operators have agreed to take to better understand and reduce our impact. It also houses a climate strategy for IAATO, developed by the Climate Change Committee. This information may be a useful resource to support your communications about responsible Antarctic travel and IAATO's approach to climate change.

## IAATO: Polar Guide App

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Not to be confused with the IAATO FOM Sync App for computers, the IAATO Polar Guide App for phones and tablets has been designed to enable users to stay apprised with the latest Antarctic Treaty, International Maritime Organisation (IMO) and IAATO vessel information for effective yacht and ship operations. It facilitates support of Antarctic science and conservation; and aims to enhance visitors' experience in Antarctica by highlighting selected citizen science projects.

Users can quickly refer to essential information in order to meet all IAATO and Antarctic Treaty System requirements for safe and principled operations on and around the white continent.

We hope the app is both valuable for IAATO expedition staff in the field and a helpful resource for anyone keen to learn more about Antarctica, the Antarctic Treaty and the work being done to preserve the continent's extraordinary landscape and wildlife.

Constructive feedback is appreciated: please email [operations@iaato.org](mailto:operations@iaato.org).

#weareIAATO