

2020 / 2021

Visiting South Georgia



Essential information for
Visit Permit applicants
& Visit Permit holders.



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In Times Of Covid-19

The Government of South Georgia & the South Sandwich Islands (GSGSSI) is committed to protecting our staff, station personnel and visitors to South Georgia from Covid-19.

We will wherever possible continue to facilitate visits that are safe, responsible and environmentally sensitive.

For visitors during the 2020/21 season that will mean some changes.

We have taken the decision to close all internal spaces including the South Georgia Museum, Grytviken Church, Gift Shop and Post Office to visitors. A Post Office service will be offered remotely. Grytviken whaling station, the cemetery and Shackleton's grave will remain open and accessible to visitors.

All vessels arriving in our Maritime Zone (unless transiting) will be required to make a series of health declarations. Full details of how the Health Declaration is set up and how that affects your visit can be found in [section 3.1](#) of this booklet, and we encourage you to study it carefully to ensure that you are cognisant of your obligations, and the potential impacts the declaration may have on your visit.

We look forward to welcoming you to South Georgia, and wish you a safe and pleasurable visit.

Part 1 – Before You Visit

Part 1 gives guidance on trip planning and the visit application process.

1. Introduction & background information

This document provides an overview of the South Georgia visit application process and current policies.

South Georgia has benefitted from a wide range of habitat restoration work, including eradication of invasive rats, mice and reindeer. Work continues to remove invasive plants, and to prevent the spread of diseases which may harm wildlife.

Visitors have the power to play a key part in protecting the unique flora and fauna of South Georgia, by undertaking some simple but essential biosecurity measures.

All documents referred to in this document may be found at www.gov.gs, or the entire Dropbox can be downloaded here: <https://bit.ly/2HzyTJQ>

1.1. Trip Planning & Considerations

All travel has inherent risks, but due to the remote nature, lack of emergency and medical services, unpredictable and extreme weather, travelling to South Georgia & the South Sandwich Islands (SGSSI) requires extra care and planning. For this reason, vessels must be self-sufficient in every respect.

A list of suggested medical guidelines for cruise ships and yachts is available on the GSGSSI website. GSGSSI hopes that visit applicants will read the guidelines carefully, take advice as necessary and determine the level of medical care provision appropriate for their vessels. Appropriate medical and travel insurance is required to visit South Georgia & the South Sandwich Islands.

There is no independent transport from South Georgia to the Falkland Islands or to South America. Commercial vessel operators must ensure that clients are aware of the limitations with regard to medical facilities and evacuation. Visit applicants must factor these considerations into their contingency planning.

With the exception of some Government supported field parties, GSGSSI requires all visitors to be self-sufficient and have a dedicated support vessel in attendance throughout the duration of their visit.

The granting of a visit permit does not imply that the Government accepts responsibility for providing any additional support.

1.2. The Application Process

All vessels visiting GSGSI require a visit permit. The visit permit is issued to a visit 'Permit Holder', normally the Expedition Leader (EL) on a cruise ship or the Master / Skipper of a yacht. Individual passengers do not need to apply to visit, but are covered on their vessel's visit permit.

Separate visit application forms must be used for vessels (normally cruise ships) and yachts (load line length no greater than 24m). The GSGSI vessel application documents to visit South Georgia & the South Sandwich Islands must be completed in full, and must be supported by the relevant information as detailed on the form. Please use the checklist provided to ensure that all necessary documentation has been submitted with the application. Failure to provide correct and supporting documents may result in substantial delays in processing the application.

Applications must be received no later than 60 days prior to the planned visit or a late processing fee of £100 will be charged. GSGSI cannot guarantee that late submissions will be processed in time for the visit. Every application received by GSGSI is processed which takes considerable resource.

GSGSI are introducing a new administration charge in the event of cancelled trips which will be the lesser of £1000 or 50% of your overall predicted visit costs. However, it has been decided that for 2020/21 it will be waived given the considerable uncertainty prevalent in the market as a result of COVID-19.

We would ask that any applications made are for genuine itineraries only but we welcome early dialogue with applicants about the likelihood of travel to South Georgia this season to reduce the administrative burden where possible.

First landings will be made at Grytviken unless special dispensation has been granted by GSGSI. Dispensation will only be considered if:

- the vessel is an IAATO member, and
- the EL has viewed the current season's online briefing, and
- The EL has passed the GSGSI online assessment.

Visit permit holders, without dispensation as outlined above, will receive a full briefing at KEP before shore excursions commence. This may take up to 2 hours and should be arranged with Government Officers before arrival. Yachts may be required to embark a GSGSI observer during the course of their visit to observe at least one landing operation outside Grytviken.

Normally, only approved landing sites (Annex 2) will be permitted. Special permission must be sought for landings at restricted sites (Prion Island and Cape Rosa), which have site-specific access restrictions.

NOTE: Prion Island will be closed for the 2020/21 season to allow for essential repairs to the boardwalk

Applicants must carefully study all parts of this document, before submitting a visit application. Visit application forms, and further information can be downloaded here: <http://www.gov.gs/visitordocs>

Submission of an application is taken to mean that the applicant has read and understood the provisions in this document and agrees to abide by them. This responsibility extends to ensuring that visit permit holders, and their staff / crew are fully briefed and adhere at all times to current visit permit conditions, including Codes of Conduct and Visitor Management Plans. Failure to comply with GSGSSI requirements could result in a permit being immediately revoked, suspended, or alterations made to the conditions of a permit (including the itinerary of a visit) and may preclude the possibility of, or place restrictions on, future permitting.

The Commissioner for South Georgia & the South Sandwich Islands reserves the right not to issue a permit.

1.3. Specialist activities, Regulated Activity Permits & expeditions

New for 2020/21 the use of Human Occupied Vehicles (HOV) and Remotely Operated Vehicles (ROVs) may be allowed if specific permit application criteria are met. These activities require the HOV or ROV application form to be completed and submitted along with the Vessel or Yacht Visit Permit Application.

Applicants undertaking other specialist activities (such as kayaking or scuba diving) will be required to submit additional information including risk assessments and details of standard and emergency operating procedures.

Some activities will require a Regulated Activity Permit (RAP), The RAP is a wholly separate application process. These activities include science projects, collection of biological material or interaction with wildlife, commercial media filming (including UAV operations, which would otherwise be prohibited) and access to sites which are not normally open to visitors. The category of RAP permit will be determined by the activity or proposed project and its complexity. Applicants must refer to: www.gov.gs/visitors/regulated-activity-permit/ and contact the following email address: permits@gov.gs

Visits which require an overnight stay ashore are classed as expeditions and require a separate application and assessment procedure for an expedition permit. Expedition application information may be obtained at: www.gov.gs/visitors/expeditions/

1.4. Preparations & contingency planning

Visiting vessels are expected to be self-sufficient in all respects and contingency planning is an incredibly important part of the visit application process. This must take into account:

- The extremely harsh and changeable conditions at sea and ashore
- The remote location
- The lack of search and rescue (SAR) capability
- The lack of medical facilities at King Edward Point (KEP).

KEP provides medical cover for station personnel only, except in an emergency. In the majority of cases it is in the patient's best interests to seek medical care in the Falklands or South America. Visitors taking prescription medication should also ensure that they carry adequate supplies when going ashore in order to cover any unexpected delays.

A medical review commissioned by GSGSSI was completed in 2016 and guidelines developed for the Provision of Medical Care in South Georgia (and Antarctic Marine Areas). The review can be found at: <http://www.gov.gs/visitordocs>

Contingency planning must take into account maritime incidents, SAR in the SGSSI Maritime Zone (MZ), safety plans for landings, medical response and evacuation capability (including the management of trauma injuries ashore and at sea) and environmental protection plans. IAATO has published guidelines to assist with emergency contingency planning.

2. Administration Fees & Charges

Charges for vessel visits are normally invoiced to the vessel operator. Yacht visitors may elect to be invoiced in advance or can pay in pounds sterling (credit card, cash, cheque or travellers' cheques) or in equivalent United States dollars or Euros (cash or travellers' cheques) to the Government Officer at King Edward Point upon arrival at Grytviken.

CUSTOMS & HARBOUR FEES (for all vessels and yachts)

2.1. Customs Fees

Customs Entry: £35

Customs Clearance: £35

Customs fees @ £25 per hour, minimum charge 2 hours: £50

Customs fees are charged at a higher rate of £40 per hour outside normal working hours (08:00-16:30 Monday to Friday).

2.2. Harbour Fees (Cumberland East Bay)

These are calculated according to the net tonnage of the vessel and the number of passengers. Harbour Fees are charged on a daily basis for periods spent in Cumberland Bay, with the first 24 hours of any visit to the harbour being charged at the shown rate and subsequent 24-hour periods charged at half the rate.

Harbour Fees for yachts (with a load line length of up to 24 metres): £50

Harbour Fees for vessels:

Net Registered Tonnage	12 pax or fewer	More than 12 pax
Less than 100 tonnes	£220	£440
100-799 tonnes	£310	£620
800-999 tonnes	£390	£780

1,000-1,499 tonnes	£450	£900
1,500-1,999 tonnes	£550	£1,100
2,000-4,999 tonnes	£660	£1,320
5,000-6,999 tonnes	£820	£1,640
7000-9,999 tonnes	£1,220	£2,440
10,000-14,999 tonnes	£1,490	£2,980
15,000-19,999 tonnes	£1,750	£3,500
20,000 tonnes and over	£1,840	£3,680

2.3. Visitor Fees

All visitors (16 years and over), with the exception of professional (paid) staff and those persons listed in the Tourism management policy are charged a visitor fee. The duration of the visit determines the fee charged.

A visit commences with the undertaking of any activity as outlined in the Post Visit Report (e.g. small boat landing, extended walk, zodiac / small boat cruising, ship cruising) as well as any additional specialist activities.

For visitors staying up to 3 days (midnight to midnight) there is a basic fee of £130.

For visitors staying longer than 3 days there is an additional charge of £20 per day (or part thereof), to a maximum fee of £210. This higher rate covers a visit of up to one calendar month (e.g. 20 November – 19 December.) Beyond one calendar month the visitor fee structure is applied again, as if for a new visit.

Visits of up to 3 days (midnight to midnight): £130

Visits more than 3 days: additional £20 per day (or part thereof), up to a maximum of £210

(Covering a maximum period of up to one calendar month)

For example, the visitor fee for a visit of up to 4 days would be: £130 + £20 (£150)

Visit applicants will be required to indicate at the application stage whether a proposed visit will exceed 3 days. If a visit has to extend for reasons of force majeure then additional fees will not be applied. If a vessel visit ends prematurely then the vessel operator can arrange a refund or credit with the GSGSSI.

For vessels carrying more than 12 passengers, 50% of projected visitor fees will need to be paid in advance of a visit. This will be invoiced at the application stage.

2.4. Other Vessel Charges & Administrative Fees

Expedition Application and Assessment Fee: £1,000

Visitors intending to spend nights ashore are classed as expeditions and require a separate expedition permit (Regulated Activity Permit), which requires an assessment process. Expedition application information may be obtained directly from GSGSSI or the Government website www.gov.gs. The application fee covers the administrative costs of each application assessment process.

Marriages: £400

This fee covers the preparation of marriage documentation and issuing of a Special Licence by the Commissioner. Couples intending to marry on South Georgia should contact GSGSSI as early as possible to allow adequate time for the preparation of the legal documentation,

minimum timeframe is 3 months prior to arrival in South Georgia. [Please remember that for 2020/21 season the Grytviken church will remain closed.](#)

Penalty for late submission of visit application: £100

Visit applications should be submitted no later than 60 days before intended visit or a late submission fee will be made and GSGSSI cannot guarantee that applications will be processed in time for the visit.

Cancellation Fee: The lessor of £1000, or 50% of your overall visit cost.

2.5. Payment of fees

Operators of cruise ships will be invoiced directly. Applicants for vessels carrying more than 12 passengers will be invoiced for 50% of the projected visitor fees in advance of their visit. This fee must be paid before the permit can be issued.

All passenger landing fee invoices must be paid within 30 days from the issue date, all bank fees are to be borne by the remitter.

Part 2 – Your Visit

3. Arrival arrangements

3.1. Covid-19 Health Declaration

The GSGSSI request a series of declarations are completed in full and signed by the Captain or onboard Doctor.

Declaration A Initial declaration is needed on entry into the South Georgia & the South Sandwich Islands Maritime Zone (SGSSI MZ)

Declaration B Second declaration is required on entry into Cumberland East Bay to assess any change in health aboard the vessel

Declaration C If Government Officials boarded the vessel a third declaration is required after 14 days to identify if anyone on board has developed Covid-19.

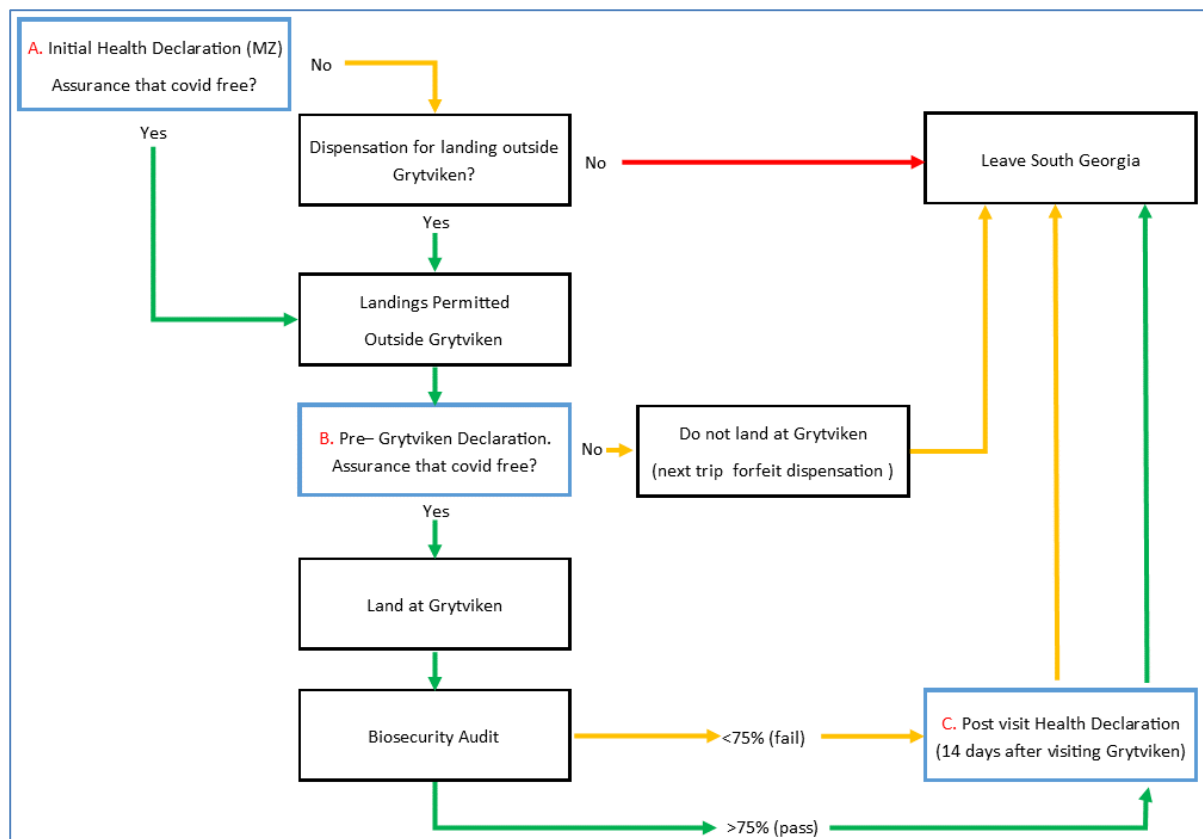
Declaration A, B and C each have to be returned to the Government Officers at King Edward Point (KEP) on go@gov.gs, copy admin@gov.gs.

An assessment will be made of the information provided to determine if and where landings are permitted.

Failure to answer the questions honestly and accurately will result in permission to visit the Territory being revoked and may jeopardise future visit applications.

The flow chart explains how the outcomes of the three Health Declarations (blue boxes) affect where you are able to land during your visit.

- Vessels declaring symptoms that do not have dispensation, will be unable to make any landings in South Georgia.
- Vessels declaring symptoms with dispensation will be permitted to make landings outside of Grytviken, and have time to make a second declaration which if successful will also permit them to land at Grytviken, otherwise they will lose their dispensation for their next visit.
- Vessels with no symptoms, and assurance that they are Covid-19 free, will be able to make landings as usual.
- Vessels arriving in Grytviken which do not pass their biosecurity audit, forfeit dispensation, and must make their first landing at Grytviken on their next visit. If this is not possible because they have symptomatic persons on board, they will not be able to visit South Georgia.



3.2. Procedures for boarding's by GSGSSI personnel

GSGSSI personnel will use PPE while they are on board your vessel. All of the usual clearances and inspections will be undertaken, including the biosecurity dog search, biosecurity audit and Customs and Immigration clearance.

We ask that unless an individual is selected for the biosecurity audit all persons on board keep socially distant from GSGSSI personnel. This extends to the biosecurity dog – please don't touch, feed or pet him.

3.3. Immigration requirements

At least 72 hours before arrival in South Georgia, the vessel must supply the following information concerning all persons on board, ideally in Excel format to the Government Officer:

1. Full names
2. Nationality
3. Passport details;
 - passport number
 - date of issue
 - date of expiry
 - country of issue.
4. Date of birth

5. Confirmation that all persons on board the vessel have adequate travel & medical insurance as sighted by the Visit Permit holder.

Visitors intending to land must be in possession of a valid passport. No visa is required to visit South Georgia. All passports must be presented to the Government Officer (Immigration Officer) for stamping on arrival at Grytviken. The Immigration Officer may refuse to grant permission to enter if the information required is not provided.

3.2. Entering the South Georgia & the South Sandwich Islands (SGSSI) Maritime Zone (MZ)

The islands of South Georgia & the South Sandwich Islands are surrounded by a Maritime Zone, which includes all waters within 200nm of territorial baselines around the islands. On entering the Maritime Zone, the vessel's Master or permit holder must report to the Government Officer who is based at King Edward Point (KEP) in Cumberland East Bay. SGSSI are rodent free, and to maintain that status and protect the biodiversity of the islands, we require that all vessels, prior to entry into the SGSSI MZ, thoroughly check for any signs of rodent activity, paying particular attention to the [rodent monitoring stations](#) on board. The results of these inspections must be reported to the Government Officer.

KEP Government Officer contact details:

- E-mail: go@gov.gs
- Telephone: 0044 1223 221781 (VOIP)
- Telex: 580 492 348 018 (Inmarsat C)
- Iridium: 00881 651 447 569

The Government Officer will require the following information:

- Vessel name & radio call sign
- Type of vessel e.g. cruise ship, yacht, fishing vessel, research vessel, reefer etc.
- Date and time of intended arrival at King Edward Point in Cumberland East Bay
- Purpose of visit
- Declaration that no rodents are on board
- Names and dates on the permit are correct

3.3. Arrival at South Georgia

All persons planning to go ashore must watch the film 'South Georgia – A Visitor's Guide' before arriving (this will be provided in advance to visit applicants).

- On entering Cumberland Bay, contact the Government Officer on VHF Channel 16.
- Government Officers will board the vessel to carry out Customs and Immigration checks, including issuing invoices for fees and the receipt of any cash payments.

- Government officers will require the Visit Permit Holder Landing Declaration (Annex 4) as well as the Biosecurity Declaration Form (Annex 3) signed by all persons going ashore.
- Government Officer will undertake the Biosecurity Audit immediately prior to the shore landing at Grytviken.
- A visitor fee is charged for each person (16 years old and over) named on the passenger list of cruise ships and yachts, including privately owned vessels. No charge is made for any professional (employed) crew or staff on a vessel.
- The Government may request at any time that a Government Officer be embarked to monitor landings and biosecurity measures for periods while the vessel is at South Georgia.

4. Biosecurity

Permit Holders must ensure all biosecurity measures are in place before departing for South Georgia. Failure to do so may constitute an offence under the Wildlife and Protected Areas Ordinance (2011) resulting in prosecution and could have catastrophic consequences for the ecology of the Territory.

South Georgia & the South Sandwich Islands has no native human population. Everyone is therefore a visitor and has a responsibility to preserve the environment for future generations. One of the biggest threats to biodiversity is from invasive species and all visitors can help in preventing new non-native species arriving in the Territory or moving existing established non-native species between sites.

Visit permit holders, particularly those on any vessel permitted to make their first landing outside of Grytviken, must ensure that they have adequate supplies of biocide (Virkon) for boot washing.

Vessels departing Stanley may be subject to screening by a rodent detector dog. Rat guards should be deployed at all times when vessels are alongside at gateway ports. Be vigilant to signs of rodents on your vessel at every stage of your visit and undertake rigorous pre-departure inspections.

GSGSSI approved [rodent monitoring stations](#) must be checked prior to entering the SGSSI Maritime Zone, and the findings reported to the Government Officers at King Edward Point. The inspection of the rodent monitoring station must be done by a competent member of crew. The Government Officer at King Edward Point must be contacted immediately if there is ever any concern or suspicion about the presence of rodents on a vessel. Any vessel believed to have rodents on board will be required to satisfy GSGSSI that appropriate remedial action has been taken and will be required to leave the Territory until such time as this action has been taken. This can include fumigation of the vessel.

Rodent monitoring stations may be collected from the GSGSSI offices in Stanley, Falkland Islands prior to departure for South Georgia. If arriving via other ports the vessel may provide their own rodent bait stations, but must check that they comply with GSGSSI specifications.

4.1. General measures

All persons arriving to South Georgia are visitors, regardless of the capacity of their visit as a scientist, government personnel, expedition staff, tourist or serving in HM armed forces. It is imperative that all visitors meet their biosecurity obligations.

To fully understand the importance of biosecurity, and the measures which should be taken before and during a visit to South Georgia and/or the South Sandwich Islands, all visitors should receive appropriate briefings from their trip organiser and watch the GSGSSI visitor briefing film before arriving in the Territory. In the very limited circumstances when audio visual facilities are not available on board a vessel, it can be arranged for a Government Officer to give a verbal briefing.

4.2. Packing guidelines for personal baggage

Visitors are asked to follow these simple guidelines when packing their personal baggage:

What are you looking for?

- Soil, seeds, organic material and invertebrates.

Purchasing considerations:

- Where possible, take new clothing and equipment, especially coats, over-trousers, boots and socks.
- Choose outdoor wear without Velcro, and boots that have open treads which will be easy to clean.

Before you pack:

- Used clothing and equipment should be washed before leaving home, and any remaining seeds, soil or organic material carefully picked off by hand. Pay particular attention to Velcro, fastenings, seams, folds and pockets.
- Day sacks, camera bags, tripods and walking sticks should be thoroughly cleaned.

Tips:

- A vacuum cleaner will help remove dirt from the inside of pockets, bags, nooks and crannies.
- A needle is useful to pick out seeds stuck in Velcro or in seams.
- A screwdriver is useful to remove soil and seeds from the tread of boots.
- A stiff brush or sticky tape may help to remove seeds from clothing.

After you pack:

- Once packed, bags should be stored in a clean area (not in a shed or garage). This will reduce the risk of invertebrates or mice crawling inside.

NOTE: It is not permitted to take any fresh produce ashore. Please make sure no such items are packed in your baggage. Poultry products are of particular concern since they may carry avian diseases.

4.3. Pre-border biosecurity checks

Often visitors travel to a number of other destinations before reaching South Georgia and/or the South Sandwich Islands. Therefore, even if the packing guidelines have been followed prior to leaving home, they will need to be repeated before making first landing in the Territory. It is the responsibility of the Permit Holder or person in charge of the visit to ensure that all visitors carry out the following actions:

- Thoroughly inspect and clean all luggage and equipment to be brought ashore, such as daypacks and camera bags.
- Special attention should be paid to Velcro, footwear, gaiters, pockets, turn-ups in trousers and hoods of jackets (pockets to be turned inside out or vacuumed).
- Daypacks and camera bags must be brushed out and vacuumed to remove soil, seeds and organic material.

4.4. Going ashore

All visitors should note the following when planning a shore excursion:

- Boot washing is obligatory for all persons prior to going ashore and again when returning to the ship. Boots must be cleaned to remove dirt and seeds and then dipped in an approved biocide (e.g. Virkon).
- Clothing inspections and boot washing must be overseen by a competent member of the visit team, for tourist visits this must be either a member of the expedition staff or an appropriate crew member. The Visit Permit holder is responsible for ensuring that this inspection is carried out. All external surfaces of footwear, which will be worn ashore, must be washed.



Figure 2. Checks to undertake before first landing on SGSSI

NOTE: Government Officers will inspect boot washing facilities and procedures on visiting vessels (including yachts) and will inspect visitors, including staff and crew before they disembark the vessel to ensure biosecurity protocols have been undertaken properly. The biosecurity audit results will be shared with the Operator, Permit Holder and IAATO (if you are a member).

- All boats and tenders must be thoroughly inspected for rodents, invertebrates and organic material before embarking passengers, and again when departing shore to return to the ship.
- No loose cargo should be landed (such as loose items in open bags or nets). All cargo should be inspected, boxed and sealed before landing.
- As far as possible, bags should not be left open and unattended ashore.
- Visitors should avoid putting day sacks or camera cases down on the ground where they may pick up soil, seeds and invertebrates which could be transferred between sites.
- Fresh fruit, vegetables, meat, eggs and unpasteurised dairy products are not to be taken ashore.
- Any permitted foodstuffs that are brought ashore must be in boxes that are robust and fully sealed. Boxes should be made from either plastic, metal or wood.



Figure 3. Example of a zodiac being used to support visitors

4.5. Checks between sites

Different areas of South Georgia & the South Sandwich Islands are biologically unique and it is important not to move material between regions. As well as potentially spreading alien plant or invertebrate species to un-invaded sites there is the potential to spread disease between colonies of seals and seabirds.

- Boot washing facilities should be cleaned and refilled for each new landing or every time personnel move between regions.
- All personnel must inspect clothing, luggage and equipment between landings and repeat cleaning procedures to minimize the risk of intra-regional transfer.
- All personnel are encouraged to check clothing and equipment for invertebrates and rodents after being on board a vessel that is not their usual base.

4.6. Additional measures for high biosecurity risk groups

Activities that involve visitors spending a large amount of time ashore, such as during science or media projects, overnight trips undertaken by mountaineering expeditions or by personnel based at King Edward Point, present an increased biosecurity risk (Fig. 4).



Figure 4. Camping equipment presents a particular biosecurity risk

Therefore, the following additional biosecurity procedures should be undertaken:

- Tents should be dry brushed inside and out to remove soil, seeds or invertebrates. If needed a damp cloth or hose should be used on heavily soiled areas. Pegs should be scraped clean and then dipped in Virkon®.
- Field clothing should be thoroughly cleaned before being used in different areas of South Georgia and/or the South Sandwich Islands. For personnel based at King Edward Point this should be done in the biosecurity facility.
- Scientific equipment should be thoroughly cleaned according to the manufacturer's instructions. For any equipment that has been in contact with wild birds or mammals or soil, cleaning protocols must involve a suitable biocide.

For particularly high-risk projects (such as some construction work, expeditions, science/monitoring in sensitive areas) a bespoke biosecurity plan is necessary. If this is required, it will be identified in the permit application process.

4.7. General measures for prevention of rodents

The only way goods and people can access South Georgia & the South Sandwich Islands is by ship. As a result, a wide variety of vessels operate within the Maritime Zone (MZ). The primary risk to terrestrial biodiversity associated with vessels (as opposed to the cargo they carry) is the potential for it to harbour rodents that are subsequently transferred ashore.

The following measures apply to **ALL** vessels that operate in the SGSSI MZ:

- A valid Ship's Sanitation Certificate must be in date on entry into the Territory.
- Effective rat guards must be fitted to mooring lines when alongside at any port (Fig. 5). (NOTE: spot checks may be conducted at gateway ports).
- External doors and windows should be closed whenever possible.
- Rodent bait boxes must be carried on-board in each of the areas listed in the below table where present. This means that a vessel could require up to 6 bait boxes if each location is present and distinct.
- Rodent monitoring stations must be deployed on the vessel according to [Annex 9](#), before entering Maritime Zone (MZ). These boxes should be checked and the results reported to the Government Officers upon entry of the SGSSI MZ.
- If rodents are discovered on board the vessel will be required to leave the MZ for remedial action and a new sanitation inspection. GSGSSI must be satisfied that the infestation is cleared before approval to re-enter the MZ is granted.

Location	Type	Bait box
Foc'sle (mooring line locker or Bosun's locker)	Rodent entry / exit point	Y/N
Aft mooring deck	Rodent entry / exit point	Y/N
Zodiac storage ,or shelter deck	Rodent entry / exit point	Y/N
Cargo receiving areas	Rodent entry / exit point	Y/N
Dry food & provision stores	Rodent harbourage	Y/N
Waste storage areas	Rodent harbourage	Y/N

NOTE: Rodent monitoring stations are provided to all vessels and may be collected in the GSGSSI office in Stanley, prior to departure for South Georgia, on their first call of the season. Vessels which do not enter the MZ via the Falkland Islands must contact GSGSSI before departure to make necessary arrangements.



Figure 5. Effective rat guards should not blow off in strong wind or allow rodents opportunity to pass over/around them.

4.8. The Biosecurity Audit System

The Biosecurity Audit is a check undertaken by Government Officers, on vessels in respect of their compliance with biosecurity procedures, or more specifically the effectiveness of the procedures in place to reduce biosecurity risk.

The Biosecurity Audit is usually conducted on visitors as they leave the ship, whereby Government Officers conduct a standardised inspection of clothing, footwear and bags to check for biosecurity risks after the measures adopted by the vessel have been employed.

The audit is scored as a percentage pass rate based on a statistically viable sample size.

Pass Rate Risk Thresholds	
100	Good
95	
94	Acceptable - Improvement Required
93	
92	
91	
90	
89	
88	
87	
86	
85	
84	Unacceptable - Urgent Action Required
65	
0	
0	



Pass Rate Risk Thresholds

Vessels with a pass rate of less than 85% are classed as unacceptable, and GSGSSI will require improvements to be made prior to the vessel's next landing. Such low scoring vessels will also be required to make first landing at Grytviken for future visits, until they have shown an improved result.

Vessels with a pass rate between 85-94% are classed as acceptable, but advice will be given to make further improvements where appropriate.

Vessels scoring pass rates of 95% or above are classed as good, and we hope that all vessels will strive to sit within this category.

All vessels should strive to achieve a 100% pass rate, and many achieve this!

Name of Vessel	Boaty Mc Cruise Face			Government of South Georgia & the South Sandwich Islands	
Name of Expedition Leader	Joe Bloggs				
Date of Audit	01/11/2019				
Sample Size	100	Boot Failures 2	Clothing & Bags 1	Total Failures 3	Threshold  97 %
2018/19 pass rates	<85% = Unacceptable, 85-94% = Acceptable - Requiring Improvement, 95-100% Good				

Example biosecurity audit report with traffic light system

5. Shore and Harbour Facilities

There is no on-shore accommodation for visitors to South Georgia. There are no public telephones or internet facilities. The only facilities for visitors ashore are at Grytviken and King Edward Point (KEP). Public toilets are only accessible when the museum complex is open at Grytviken.

PLEASE NOTE: ALL INDOOR SPACES AT GRYTVIKEN WILL REMAIN CLOSED FOR THE 2020/21 SEASON

5.1. Jetties

Subject to biosecurity controls, visiting yachts and tenders may seek permission to use the jetty at Grytviken (the Tijuca jetty). However, private and commercial ships are not permitted to come alongside. Use of the KEP wharf will not normally be permitted.

5.2. Water

Water is available to yachts at the Tijuca jetty at Grytviken.

5.3. Post Office

For 2020/21 the Post Office will remain closed. There will be a remote Post Office service to enable passengers to purchase stamps, coins and merchandise and send their letters and post cards.

5.4. Grytviken Whaling Station

The Grytviken Whaling Station has various in use and derelict buildings including the South Georgia Museum, Church and Cemetery (burial place of Sir Ernest Shackleton). This site is a focal point for visitors.

The South Georgia Museum is funded and maintained by GSGSSI with museum staff usually present in summer. **The indoor spaces at the Grytviken Whaling Station will remain closed during this season.**

Visits to the former Grytviken whaling station are only possible following a major Government project to remove hazardous materials and make the site safe to visit. The other former whaling stations at Husvik, Stromness, Leith and Prince Olav Harbour are prohibited areas and strictly closed to public access (see Conduct Ashore and Annex 7).

6. Management and Safety of Visitors

6.1. Management of landings

Landings may only be made at approved landing sites (Annex 2). Permit holders must refer to their permit. The Code of Conduct Whilst Ashore and the Wildlife Protection Guidelines below, must be strictly followed at all times.

In addition, Visit Permit Holders on IAATO vessels must ensure their staff, crew and visitors adhere to IAATO guidelines and bylaws.

It is the responsibility of Visit Permit Holders to ensure that all personnel on board the vessel including staff and crew are fully briefed and adhere at all times to current visit permit conditions, including Codes of Conduct and Visitor Site Guides. Failure to do so could result in a permit being immediately revoked, suspended or alterations made to the conditions of a permit (including the itinerary of a visit) and may preclude the possibility of, or place restrictions on, future permitting.

Visitor Site Guides will normally be provided to permit holders on USB sticks in advance of their visit or on arrival at Grytviken. These may also be downloaded from the GSGSSI website www.gov.gs or on Dropbox <https://bit.ly/2HzyTJQ>

No overnight stays ashore are permitted, except by authorised expeditions. There are a number of refuge huts located in South Georgia, which are for emergency use only. Any use of the huts and their contents must be reported immediately to the Government Officer, who can arrange replenishment. Huts must be kept securely fastened at all times to prevent entry by wildlife and reduce damage from the elements. GSGSSI accepts no liability arising from their use and remind you that they are only for emergency use.

All cruise ship and charter vessel shore parties should stay in radio contact with the ship and have with them appropriate medical and emergency equipment and trained and experienced staff. Rapidly deteriorating weather or sea conditions may, for example, make return to the ship hazardous and necessitate a longer stay ashore than planned.

Vessel operators and charterers should review all major incident and contingency plans on a regular basis. All IAATO staff involved in the oversight of passengers ashore should have passed the IAATO online field staff assessment.

Extreme care must be exercised at all times in proximity of seals, especially those in breeding colonies. Fur seals can be extremely aggressive from November to January. (see [Annex 8](#) for the IAATO guidelines on fur seals).

6.2. Prohibited Areas

It is strictly forbidden to approach within 200m of the old whaling stations at Leith, [Stromness*](#), Husvik and Prince Olav Harbour. This includes approach from the sea and the use of old jetties at these stations is therefore prohibited. The buildings and jetties are in a highly dangerous state of disrepair and there is a high risk of exposure to airborne asbestos and flying debris.

*Check [Stromness site management plan](#) for site specific details regarding the exclusion zone.

Prohibited Areas legislation (2013) makes it an offence to enter these areas without permission. Visit permit holders and visitors must refer to this legislation (available on the GSGSSI website) and to the maps attached to the Order (Annex 7) if in any doubt about the demarcation of these areas.

6.3. Unexploded ordnance

Unexploded ordnance from the 1982 conflict and subsequent military exercises may be found on South Georgia. Visitors finding any item of unexploded ordnance or suspect item should carry out the following procedure:

1. **DO NOT TOUCH!**
2. Note its position and place a marker nearby; a GPS plot is ideal.
3. Make a note of its size, shape, colour, markings, condition and quantity; if possible take a digital photo.
4. Inform the Government Officer as soon as possible.

7. Code of Conduct Whilst Ashore

When ashore:

- Visitors must know their capabilities and also the dangers posed by South Georgia's environment, and act accordingly. Plan activities with safety in mind at all times.
- Visitors should take note of, and act on, the advice and instructions from leaders and staff. Do not stray from the group.
- Be prepared for severe and changeable weather. Ensure that equipment and clothing are of sufficient strength and quality to withstand Antarctic conditions. South Georgia's weather is unpredictable, when ashore be prepared for the worst, however pleasant it may seem when setting out.
- Do not walk on to glaciers or snowfields without proper equipment and experience. Surface conditions are constantly changing, particularly in the present period of glacial retreat.
- Avoid walking on fragile vegetation; a footprint on a moss bank may remain there a long time. Trampling of vegetation, especially in wet and peaty soils, can cause significant erosion over time. Moss beds and the margins of streams and lakes are particularly fragile.
- Do not collect anything. This includes shells, stones, plants, skulls, bones, teeth and eggs. No items or scientific specimens may be removed from South Georgia without an export permit from GSGSSI. Under the Wildlife and Protected Areas Ordinance the removal of any item without a permit is an offence.
- Be careful when taking photographs or filming. Never disturb plants or animals to get better pictures. Do not use flash photography for animal photographs. A respectful distance from wildlife should be maintained between you and the animal, including the use of 'selfie sticks' and other equipment.
- Always give wildlife the right of way (see wildlife protection guidelines).
- Firearms must not be brought into South Georgia.
- Remove all rubbish.
- Do not pollute lakes or streams.
- Do not remove, disturb or destroy any historical artefacts.
- Do not paint or engrave names or graffiti on rocks or buildings; or deface or vandalise any field huts or other structures.
- Avoid marked sites where scientific experiments are being conducted and do not disturb any scientific equipment.
- Do not smoke. Do not light camp fires.

8. Wildlife Protection Guidelines

It is the responsibility of everyone to minimise their personal impact on the environment by observing the following guidelines. The guidelines are legally enforced through the Wildlife and Protected Areas Ordinance (2011, as amended). In addition, IAATO staff must ensure that IAATO codes of conduct are adhered to.

- Do not disturb mammals or birds and always maintain a respectful distance.
- Do not use vessels, small boats, or other means of transport in ways that disturb wildlife, whether at sea or on land.
- Stay on the edge of animal groups, approaching slowly and quietly. Do not use flash photography. Avoid surrounding the groups. Back-off immediately if mammals or birds show any sign of being disturbed. If animals are responding to your presence, you are too close.
- Never disturb territorial seals, or seals in breeding colonies to effect a landing, or cause disturbance by cruising offshore in close proximity.
- Do not offer food to any animal. This avoids animals becoming dependent on unnatural food sources, prevents the spread of avian diseases and protects visitors from potential injury.
- Rigorously adhere to biosecurity measures (see section 4 and separate Biosecurity Handbook).
- Be alert whilst ashore, particularly in tussac grass. Take care to avoid stumbling inadvertently upon a fur seal or a nesting bird, or causing damage to seabird burrows, both in tussac and on scree. Return to the shore if a high density of burrows is encountered.
- Do not touch animals. This may cause substantial stress and disturbance, and may jeopardize the bond between parent and offspring and lead to an aggressive response from the animal.
- The use of Unmanned Aerial Vehicles (UAVs), (also known as drones and quadcopters) for recreational purposes is not permitted. UAVs can only be operated, if permitted in advance by GSGSSI (Regulated Activity Permit for approved use in support of either science or media).

The Wildlife and Protected Areas Ordinance (2011) is available online at www.gov.gs. Failure to comply with Wildlife Protection Guidelines and Biosecurity Protocols could result in prosecution for the individual(s) involved.

Bird Strike: It is important that we collect accurate and complete data on bird strikes. The information collected is not used to penalise the reporting vessel, but will help us better understand the issue and develop appropriate mitigation measures. It is an infringement of your Visit Permit not to report bird strikes. **All bird strikes (including birds released unharmed) must be recorded and reported in the GSGSSI Bird Strike Proforma emailed to the Government Officers each time a bird strike occurs.**

Part 3 – After Your Visit

9. Departing from South Georgia

All vessels should notify the Government Officer at King Edward Point of their departure from South Georgia (ideally by email).

A Post Visit Report form should be completed and returned to GSGSSI by email (admin@gov.gs & ross.james@gov.gs) within 30 days of departing South Georgia. This can be downloaded from the GSGSSI website.

Non-IAATO vessels:

Please complete the Post Visit Report provided for you in Excel spreadsheet format. All columns must be completed.

IAATO member vessels:

Once you have finished entering your IAATO Post Visit Report onto the IAATO website you will need to convert to the GSGSSI Post Visit Report format. Information regarding how to convert the Post Visit Report has been sent out by IAATO, however please see below information in case this is helpful.

To convert the IAATO Post Visit Report form to the GSGSSI Post Visit Report format:

- Complete the IAATO PVR form and upload to IAATO database/website
- Use IAATO tool to download relevant South Georgia data to input into the GSGSSI PVR
- Email completed GSGSSI PVR to ross.james@gov.gs and admin@gov.gs

Annexes

- [1. Tourism Management Policy](#)
- [2. List of approved visitor sites](#)
- [3. Visitor biosecurity declaration](#)
- [4. Visit permit holder landing declaration](#)
- [5. Private vessel observer coverage](#)
- [6. Prohibited Areas Maps](#)
- [7. Charts and Maps](#)
- [8. IAATO guidelines on and advice for fur seal interactions](#)
- [9. Number and placement of rodent monitoring stations on vessels](#)
- [10. The Use of Human Occupied Vehicles \(HOV\) and Remotely Operated Vehicles \(ROV\)](#)

Glossary

BAS – British Antarctic Survey

BFAI - British Forces South Atlantic Islands

Expedition – Any activity which requires an overnight stay ashore on South Georgia

SGSSI - Government of South Georgia & the South Sandwich Islands

HMG – Her Majesty's Government

IAATO - International Association of Antarctica Tour Operators

MoD – Ministry of Defence

MoU – Memorandum of Understanding

SG - South Georgia

SGSSI MZ - South Georgia & the South Sandwich Islands Maritime Zone

SSI - South Sandwich Islands

Vessel – Any vessel with a load line length of more than 24 metres

Visit - A visit is defined as an entry into territorial waters (i.e. within 12nm of territorial baselines). Visit activities commence with the first landing (or other activity detailed on the post visit report form).

Visitor – any person arriving in South Georgia including for reasons of tourism, science or administration.

Yacht – A yacht is any vessel with a load line length of less than 24metres

Tourism Management Policy



TOURISM MANAGEMENT POLICY

The principle objective of the tourism management policy for South Georgia & the South Sandwich Islands (SGSSI) is to enable visitor access, whilst ensuring the continued protection of the Territory's unique environment, including its flora, fauna and cultural heritage. This is achieved by managing all visitor landings so that authorised visitors may continue to have access to approved landing sites in a safe and regulated manner, whilst minimising any impact.

GSGSSI aims to facilitate visits that are safe, responsible, environmentally-sensitive and contribute to sustainable management, creating future ambassadors for the Territory.

This document sets out general and specific policies and regulations governing visits to South Georgia & the South Sandwich Islands.

Applicants who believe that exceptional circumstances apply, which necessitate a departure from the following, should include details with their applications.

General Principles, which apply to all visits to South Georgia.

A "visit" is defined as an entry into territorial waters (i.e. within 12nm of territorial baselines). Visit activities commence with the first landing (or other activity detailed on the post visit report form). The use of civil or private aircraft (as well as UAVs) within 12nm of territorial baselines is prohibited except by permit.

All visits to South Georgia require a permit from the Government of South Georgia & the South Sandwich Islands (GSGSSI).

It is the responsibility of the visit applicant to delegate responsibility to one individual (referred to as 'the Permit Holder'), normally the vessel Expedition Leader or Yacht Skipper / Master, who will be responsible (on behalf of the applicant) for all on board during the vessel's time in South Georgia and the South Sandwich Islands.

All visitors aged 16 years or over, with the exception of professional (paid) staff and crew on board a vessel, must pay a visitor fee, unless exempted from doing so by the Commissioner.

All visitors must be vessel borne and no overnight stays ashore are permitted without permission from the Commissioner. Any application to stay overnight ashore will be regarded as an "expedition" and treated accordingly (see the Expedition section).

The operators or owners of all commercial and privately owned vessels and yachts wishing to visit South Georgia & the South Sandwich Islands must submit a completed current "Application to Visit South Georgia & the South Sandwich Islands" document. This must clearly specify all dates and proposed itineraries.

Operators or owners of vessels carrying more than 10 persons must ensure the visit application form is submitted to GSGSSI no later than 60 days before the intended arrival date in South Georgia or a late processing fee will be applied and may result in delays.

Any proposed changes to the information submitted with the application must be notified to GSGSSI before the vessel enters the SGSSI Maritime Zone.

Landings will only be permitted at those sites or site categories specified on the permit to visit.

Failure to comply with the South Georgia visitor policy, legislation, other government regulations, codes of conduct or visitor management plans could result in a permit being immediately revoked, suspended or alterations made to the conditions of a permit (including the itinerary of a visit) and may preclude the possibility, or place restrictions, on future permitting.

Unless a regulated activity permit has been issued, visit permits will only be issued in respect of approved South Georgia landing sites. Any landings on the South Sandwich Islands will be considered for scientific purposes. Where landings are not permitted, zodiac cruising may in certain circumstances be permitted.

All vessels must call at Grytviken to complete customs and administrative formalities, GSGSSI briefings, biosecurity audits (as required) and the payment of harbour dues and customs fees as specified in the SGSSI Harbour Administration Charges. Unless otherwise exempted in advance by the Government, this must be the first landing in the Territory. Authorisations for exemption will normally only be given to IAATO vessels carrying an Expedition Leader who has completed the online briefing and assessment for the current season and secured 85% or more on their last biosecurity audit.

All vessels carrying 12 or more passengers must carry a Master or Chief Deck Officer with previous experience of operating in South Georgia or Polar Regions within the previous 5 years.

All applications for vessels to visit must include incident contingency plans and details of SOLAS equipment, medical capabilities, including the management of trauma injuries, as well as emergency and medical evacuation contingency plans. These must include vessel operator contact details and vessel contact details. There are no Search and Rescue (SAR) facilities on South Georgia and vessels must be self-sufficient in every respect.

All visit applicants must have adequate vessel / yacht and liability insurance arrangements (including medical insurance) to cover any incident occurring in South Georgia & the South Sandwich Islands. The medical policies must either cover all crew, staff, passengers, or, applicants must ensure that each person (crew, staff and passengers) on board has adequate insurance arrangements to cover the cost of medical evacuation and repatriation. All passengers should be made aware of the limitations involved in effecting a medical evacuation from South Georgia & the South Sandwich Islands. Insurance policy coverage must clearly extend to South Georgia & the South Sandwich Islands and include any specialist activities being undertaken.

Commercial Vessels

Commercial vessel operations are all vessels carrying fee-paying passengers as well as vessel operators receiving contributions and benefits in kind from any non-fee-paying passengers, guests or unpaid crew.

Vessels carrying in excess of 850 passengers are not permitted to visit South Georgia and the South Sandwich Islands or to enter within Territorial Waters unless exercising right of free passage or as a result of force majeure.

Members of IAATO

IAATO Member vessels carrying fewer than 201 passengers (IAATO Category 1) may be permitted to land at all approved landing sites, including those restricted sites that require special permission.

IAATO Member vessels carrying 201-500 passengers (IAATO Category 2) are only permitted to land at sites approved for IAATO Category 2 ships and are not permitted to carry out landings at restricted sites requiring special permission.

IAATO Member vessels carrying 500-850 passengers (CR Category) are only permitted to carry out landings at Grytviken.

Visit permit holders on IAATO vessels must ensure that in addition to any terms and conditions of their visit permit, IAATO operational guidelines are adhered to.

Non-members of IAATO

All non-IAATO commercial vessels are normally only permitted to land passengers at Grytviken*.

* For the purposes of this document, a vessel whose operator or owner has Membership of IAATO (Operator, Provisional Operator or Associate) will be regarded as an IAATO Member vessel, but they must be members of good standing.

Under exceptional circumstances, commercial non-IAATO vessels may be given permission to visit South Georgia, if the visit is of a unique nature in support of a specific project, which will not involve the vessel returning to South Georgia. All such vessels will be required to embark a GSGSSI approved observer at the vessels expense.

Observers

The Government may designate observers to oversee commercial yachts, cruise ships or expedition vessels on their arrival at Grytviken or during the whole or part of a vessel's duration in South Georgia & the South Sandwich Islands waters. Vessels carrying 12 or more passengers and visiting for the first time, or those under new management will, subject to practical considerations, always be required to embark a GSGSSI observer during the course of the visit.

A fee will be charged for vessels requiring the embarkation of an approved observer.

Privately Owned Vessels (Not carrying fee-paying passengers)

Privately owned vessels carrying 10 persons or less on board (including professional employed crew) may be permitted to land passengers at all approved landing sites.

Privately owned vessels carrying 11- 20 persons on board (including professional crew) may be permitted to land passengers at approved landing sites, but may only land at restricted sites when accompanied by a GSGSSI designated observer (to oversee landings).

Privately owned vessels carrying more than 20 persons on board (including professional crew) will only be permitted to land passengers at Grytviken. Landings at all other approved landing sites may be permitted if accompanied by a GSGSSI designated observer (to oversee landings).

Expeditions

Visitors intending to spend nights ashore are classed as expeditions.

Expedition applications must be submitted to GSGSSI no later than 60 days before an expedition arrives in South Georgia (or the South Sandwich Islands) and will be assessed by a panel of experts who will advise the Commissioner on the application (and whether a Regulated Activity Permit should be granted).

An administrative fee of £1,000 will be charged for the assessment procedure.

All expeditions must be supported throughout by an expedition support vessel and participants must have adequate personal insurance to include medical evacuation and repatriation. Insurance policy details must be provided with the application. Support vessels must have adequate insurance as specified in the general principles. No support (including Search and Rescue cover) will be available from GSGSSI for expeditions. Expedition groups must be self-sufficient.

A post expedition report must be submitted to GSGSSI within 30 days of completing an expedition and departing from South Georgia.

General policy

Submission of an application will be taken by GSGSSI to mean that the applicant has read and understood the terms under which permitting operates, and that the vessel and company on whose behalf the application has been made will comply with the terms and conditions of their permit, including ensuring compliance with all policies and regulations governing behaviour ashore.

It is the responsibility of both visit applicants, vessel operators and visit permit holders to ensure that all persons going ashore are fully briefed and adhere at all times to current visit permit conditions including Codes of Conduct and Visitor Management Plans. Failure to comply with the South Georgia visitor policy, legislation, other government regulations, codes of conduct or visitor management plans could result in a permit being immediately revoked, suspended or alterations made to the conditions of a permit (including the itinerary of a visit) and may preclude the possibility of, or place restrictions on, future permitting.

GSGSSI accepts no liability for the safety of visitors to South Georgia or the South Sandwich Islands. All visits are at the visitors' own risk. It is the responsibility of the Permit Holder to assess the safety of all anchorages, landing sites, activities and structures (e.g. jetties and boardwalks) before use and to advise all visitors in their care or under their responsibility of potential risks. GSGSSI will not accept any liability whatsoever for injury to, or damage sustained by, any individual, howsoever arising. All visitors must be covered by adequate insurance as outlined above. Visit applicants must also ensure that all clients have been informed about the remote nature of the Territory and medical evacuation limitations.

Vessels must observe the dates specified on permits. If a Permit Holder wishes to change any dates specified on a visit permit (whether for individual sites or the duration of the visit), then the Permit Holder must consult with, and get the agreement of, the Government Officer at KEP before any alterations can be made to itinerary dates or to the IAATO ship scheduler system.

Government of South Georgia & the South Sandwich Islands

Notes

A season commences on 1st July and ends on 30th June of the following year.

Additional information

Acronyms

GSGSSI	Government of South Georgia & the South Sandwich Islands
SG	South Georgia
SSI	South Sandwich Islands
HMG	Her Majesty's Government
MoD	Ministry of Defence
MoU	Memorandum of Understanding
BFSAI	British Forces South Atlantic Islands
SGSSI MZ	South Georgia & the South Sandwich Islands Maritime Zone
IAATO	International Association of Antarctica Tour Operators

Contact details for the Government of South Georgia & the South Sandwich Islands

Government of South Georgia & the South Sandwich Islands
Government House
Stanley
Falkland Islands, South Atlantic FIQQ 1ZZ

Tel: +500 28200
Email: info@gov.gs

Details of the Territorial Baselines may also be obtained from the Government website gov.gs or the GSGSSI Office in Stanley.

Annex 2

LIST OF APPROVED VISITOR SITES



This List details the Approved Visitor Sites on South Georgia. The position of each visitor site is shown on the accompanying map. There are some “unofficial place-names” in current local usage and these are indicated with quotation marks in the text. Names in bold type refer to approved visitor sites that are **rat-free Specially Protected Areas**.

When filling out the 'Intended Itinerary' section of the Visitor Application Form, correct names and precise locations of intended landing sites are required. Include all possible secondary (alternative) sites that may be visited, and also any Extended Walks. Approved sites where no landings are permitted and activities are limited to inshore small-boat / Zodiac cruising and / or ship cruises must also be listed and the site details included (stating “No Landing”).

Similarly, when completing the Post-Visit Report, use the List to correctly identify the sites visited for each activity undertaken.

Note that the List does not include the place-names of additional anchorages and landing sites used by specially permitted expeditions, or of geographic areas where mountaineering and scientific research activities may occur. However, these sites and their associated activities are to be listed on the Application Form and Post-Visit Report, using place-names given on the British Admiralty Marine Charts and/or the BAS 2017 map to describe the principal geographic features visited, and if appropriate, the site's latitude and longitude.

General area names such as Cooper bay, Bay of Isles, King Haakon Bay, Royal Bay, Fortuna Bay, and Possession Bay contain more than one landing site. You must use the specific landing site names rather than general names. For example:

Bay of Isles:	Prion Island, Salisbury Plain, Rosita Harbour
Possession Bay:	Possession Bay Brighton Beach, Possession Bay Brown Pt, Prince Olav Harbour
King Haakon Bay:	Peggotty Bluff, Cape Rosa
Fortuna Bay:	Whistle Cove, Anchorage Bay, Shackleton Walk
Royal Bay:	Moltke Harbour, Little Moltke Harbour, Koppen Point, Royal Bay kings, Royal Bay macaronis.
Cooper Bay	Cooper Bay Centre Cove, Cooper Bay Albatross Cove, Cooper Bay macaronis, Cooper Bay Main Beach, Cooper Bay Chinstraps (<i>note all currently closed with the exception of the macaronis</i>)

Note also that Drygalski Fjord does not include Larsen Harbour (neither of which are landing sites).

The general name may be used for non-landing activities such as ship or small boat cruises.

Visits to Prion Island and Cape Rosa are restricted and subject to the conditions of the respective Site Visitor Management Plans



LIST OF APPROVED VISITOR SITES AT SOUTH GEORGIA (2020/21)

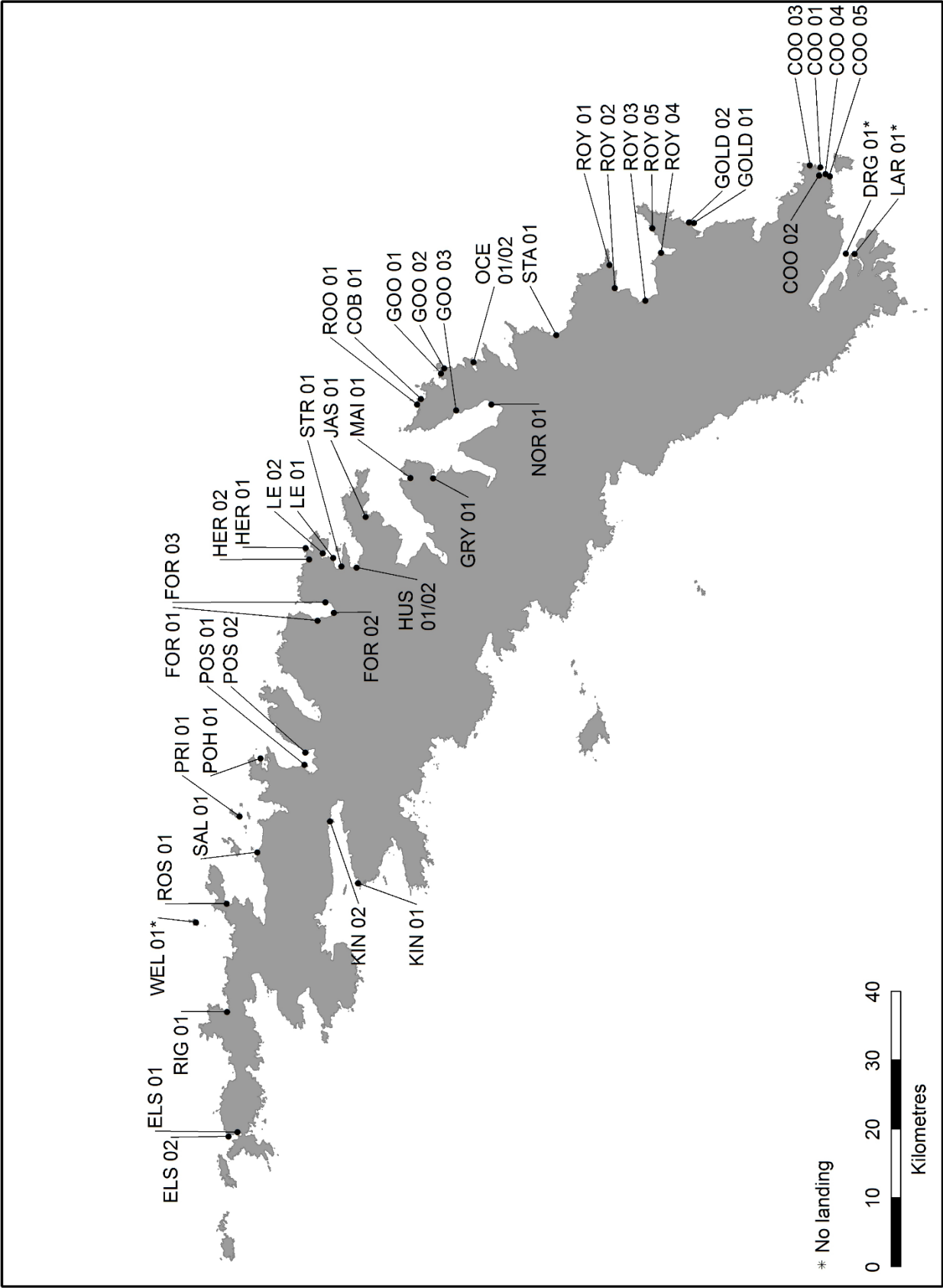
Following the completion of Phase 3 of the SGHT rat eradication project in 2015, all approved landing sites must be treated as rodent free. Biosecurity checks must be rigorously implemented prior to and during every landing.

Sites marked (*) are appropriate for Category 2 vessel landings (more than 200 pax on board)

SITE CODE	SITE PLACE-NAME	LANDING SITE DESCRIPTION
COB01	Cobblers Cove	N shore of Cobblers Cove
COO01	Cooper Bay centre cove	Beach of the centre cove of 3 coves comprising Cooper Bay (site closed at present)
COO02	Cooper Bay "Albatross Cove"	Beach of E'most of the 3 coves in Cooper Bay (site closed at present)
COO03	Cooper Bay macaronis	Small beach lying between the macaroni landing beach and "Albatross Cove"
COO04	Cooper Bay main beach	Beach of W'most and largest of 3 coves in Cooper Bay (site closed at present)
COO05	Cooper Bay chinstraps	Beach in front of chinstrap colony close W of Cooper Bay (site closed at present)
DRG01	Drygalski Fjord	(no landing)
ELS01	Elsehul Inner Bay or Undine Hbr	Main beach below tryopts
ELS02	Elsehul	(Outer bay, no landing)
FOR01	Fortuna Bay Anchorage Bay	W shore of Fortuna Bay, N of Perruque Point
FOR02	Fortuna Bay Whistle Cove kings*	Head of Fortuna Bay, at W end of main beach near King Penguin colony
FOR03	Fortuna Bay Shackleton Walk	E shore of Fortuna Bay, close S of Hodson Point, for Shackleton Walk to Stromness
GOD01	Godthul	Beach below old whaling shore depot ruins
GOD02	Godthul walk	Beach at whaling shore depot for walk in Godthul to gentoos, lake and ridge
GOD03	Sandebugten Walk	Beach at Sandebugten for walk across Reindeer Valley to Godthul
GOL01	Gold Harbour	Beach at Gold Harbour in vicinity of King Penguin colony
GOL02	Gold Harbour Walk	Beach at Gold Harbour for walk to cliffs above Gold Head
GRY01	Grytviken*	Beaches between cemetery and Museum also including King Edward Point
HER01	Hercules Bay macaronis	N shore of Hercules Bay near Hercules Point, near macaroni landing site
HER02	Hercules Bay waterfall	Head of Hercules Bay on small beach near waterfall
HUS01	Husvik	Shore 200m SE of whaling station
HUS02	Olsen Valley Walk	Extended walk from Olsen beach to Carlita Bay (site closed at present)

LIST OF APPROVED VISITOR SITES AT SOUTH GEORGIA (2020/21) continued, page 2

SITE CODE	SITE PLACE-NAME	LANDING SITE DESCRIPTION
JAS01	Jason Harbour	Beach close to N of Hut Point and hut
KIN01	Cape Rosa	S shore of King Haakon Bay on small beach in Cave Cove close to E of Cape Rosa (Restricted, refer to SVMP)
KIN02	Peggotty Bluff	N shore of King Haakon Bay on beach close to Peggotty Bluff
LAR01	Larsen Harbour	(no landing)
LEI01	Leith Harbour Walk	Small beach on N shore of Stromness Harbour for walk to Leith Harbour
LEI02	Leith Harbour	Beach in front of football field 200 m S of whaling station
MAI01	Maiviken Walk	Beach at Grytviken for walk across Bore Valley to Poa Cove in Maiviken
NOR01	Nordenskjold Glacier	E shore of Cumberland East Bay near Nordenskjold Glacier and Sorling Valley
OCE01	Ocean Harbour	Beach at head of Ocean Harbour in front of whaling station ruins
OCE02	Ocean Harbour Walk	Ocean Harbour to Sorling Valley walk
POH01	Prince Olav Harbour	Beach 200 m from whaling station
POS01	Possession Bay Brighton Beach	W shore of Possession Bay on Brighton Beach, S of Purvis Glacier
POS02	Possession Bay Brown Point	E shore of Possession Bay on large beach N of Brown Point
PRI01	Prion Island	Main beach, E coast, proceed directly to boardwalk (Restricted, closed 20 Nov – 7 Jan inclusive, refer to SVMP) (CLOSED 2020/21 Season)
RIG01	Right Whale Bay	Binder Beach in vicinity of King Penguin colony
ROO01	Rookery Point Walk	N shore of Cobblers Cove for walk to Rookery Point macaroni colony
ROS01	Rosita Harbour	Beach at head of Rosita Harbour in Bay of Isles
ROY01	Royal Bay Koppen Point	N shore of Royal Bay on rocky shore below the ruins of the German 1882-83 station
ROY02	Moltke Harbour *	N shore of Royal Bay on beach at Moltke Harbour
ROY03	Little Moltke Harbour	N shore of Royal Bay on beach at Little Moltke Harbour adjacent to Ross Glacier
ROY04	Royal Bay kings	S shore of Royal Bay on beach at W entrance point of "Brisbane Bay" in front of the Weddell Glacier, close to King Penguin colony (site often referred to as Will Point)
ROY05	Royal Bay macaronis	S shore of Royal Bay on small beach close to macaroni colony, 5 km W of Cape Charlotte
SAL01	Salisbury Plain*	Beach in front of conspicuous tussac-covered bluff adjacent to King Penguin colony
STA01	St Andrews Bay *	Beach in vicinity of the King Penguin colony
STR01	Stromness*	Beach 200 m N of whaling station including walk up Shackleton Valley to waterfall.
WEL01	Welcome Islands	(no landing) South Georgia Approved Visitor Sites (2018)



Annex 3 Visitor Biosecurity Self Audit Declaration



For Administrative Use Only	
VESSEL	
DATE	
VISIT NO	

I confirm I have viewed the South Georgia Briefing Film and understand the biosecurity requirements in the GSGSSI Biosecurity Handbook.

I have thoroughly biosecured my:

- Outdoor clothing (waterproof trousers, coat etc. including pockets and Velcro fastenings)
- Equipment (bags, camera tripods etc.)
- Boots (including the use of a Virkon dip)

No	Name (print)	Signature
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		

Name of EL / Officer:

Signature:

Annex 4 Visit Permit Holder Landing Declarations



IMPORTANT LEGAL INFORMATION.

Please read this in full before signing this form:

It is the responsibility of the Permit Holder (e.g. Expedition Leader or Yacht Skipper) to ensure that the following checks have been made and that all persons going ashore receive the following briefings prior to arriving in South Georgia:

1. Passenger landings are only permitted at the individual's own risk. By alighting from any vessel the individual concerned accepts the potential for risk of injury or damage.
2. The Permit Holder confirms that all staff have reviewed, and will fully adhere to, all current permit conditions, biosecurity measures, codes of conduct and visitor management plans.
- ~~3. All visitors to Prion Island are required to remain on the boardwalk and adhere to the conditions of the visit permit and staff instruction at all times. Extreme care must be taken using the boardwalk or ashore at other landing sites. An individual must not proceed if deemed unsafe to do so by the Permit Holder or any of the ship's staff.~~
4. It is an offence to enter the Whaling Station Prohibited Areas at Husvik, Leith, Stromness and Prince Olav harbours. All visitors must stay outside the boundaries of these areas at all times and adhere to the Prohibited Areas Ordinance Order.
5. It is the responsibility of the Permit Holder to ensure that all individuals are informed about potential dangers and risks, (including lack of search and rescue / medical evacuation capability) so as to enable the individual to assess and communicate any concerns they may reasonably have to the Permit Holder and/or the ship's staff before landing.
6. The Government of South Georgia and the South Sandwich Islands will not accept any liability whatsoever for injury to, or damage sustained by, any individual, howsoever arising.

I have read and understood the above. I agree to be bound by its conditions and I have ensured that this information has been conveyed to all persons on board who may land on South Georgia.

If the first landing is not at King Edward Point, confirmation that this declaration has been signed must be communicated to the Government Officer at King Edward Point prior to any landing taking place.

Signed.....

Dated.....

Vessel.....

Operator..... (if applicable)

Annex 5 Government of South Georgia & the South Sandwich Islands



Observer coverage on private vessel and authorised commercial non-IAATO vessels

GSGSSI Observer carriage requirements

Carriage of an observer may be required at the discretion of GSGSSI if circumstances dictate.

Under the GSGSSI Tourism Management Policy visiting vessels may also be required to carry a designated observer under the following conditions:

1) Privately Owned Vessels (*vessels not carrying fee-paying passengers or receiving contributions and benefits in kind from any non fee-paying passengers, guests or unpaid crew, which are in excess of an individual's pro rata contribution towards consumables for a voyage.*)

Privately owned vessels carrying 11- 20 persons on board (including professional crew) may be permitted to land passengers at approved landing sites, but may only land at restricted sites when accompanied by a GSGSSI designated observer to oversee landings.

Privately owned vessels carrying more than 20 persons on board (including professional crew) will only be permitted to land passengers at sites other than Grytviken if accompanied by a GSGSSI designated observer to oversee landings.

2) Commercial non-IAATO Vessels (*vessels carrying fee paying passengers which are not members of the International Association of Antarctica Tour Operators.*)

Under exceptional circumstances, commercial non-IAATO vessels may be given permission to visit South Georgia, if the visit is of a unique nature in support of a specific project, which will not involve the vessel returning to South Georgia.

All such vessels will either be required to carry a GSGSSI designated observer for the duration of the visit or the visit will need to be overseen by one of the listed IAATO Yacht Services Providers or Operators, noting that this oversight must include observer coverage for the duration of the visit by a suitably experienced IAATO Expedition Leader.

Terms of Reference for GSGSSI approved observers

- GSGSSI will employ all observers at a fixed daily rate of pay from the point of embarkation to their disembarkation. All travel costs will be covered by GSGSSI and then recovered from the owner / operator of the vessel.
- Observers shall be accommodated on board the vessel in suitable accommodation and shall be granted access to communications equipment in order to undertake their duties.
- All other associated observer mobilisation costs will be recovered from the vessel operator by GSGSSI.
- Observers will be required to sign a contract with GSGSSI and will be covered by GSGSSI's employer's liability insurance.
- Observers must ensure that vessel owners (or staff) have studied all relevant briefing information carefully and adhere to their conditions of permit including the rigorous implementation of biosecurity measures. Pre arrival briefings will need to be given.
- Observers must oversee and help to advise on all landings so as to ensure that they are conducted in accordance with GSGSSI permit conditions, in particular respecting all wildlife protection and biosecurity measures as well as safety issues.
- Any breaches of permit conditions or concerns on the part of the observer must be reported to GSGSSI staff at the earliest opportunity.

The following persons are eligible to be considered as GSGSSI designated observers:

- i) GSGSSI Government Officers
- ii) Former IAATO Expedition Leaders with relevant experience.
- iii) Senior cruise ship or yacht expedition staff with relevant experience.
- iv) Individuals who can demonstrate to GSGSSI that they possess suitable experience for the oversight of visitor landings in accordance with GSGSSI visit permit conditions.

Annex 6 Prohibited Areas



Prohibited Whaling Station Areas

In accordance with Prohibited Areas Ordinance 2010 and the Prohibited Areas Order 2013, Prohibited Areas have been declared around the whaling stations at Husvik, Stromness, Leith, and Prince Olav Harbours.

This is necessary to protect persons from danger to their health and safety, and to protect the heritage of the areas.

It is an offence to enter these areas, as shown on the accompanying maps, without permission of the Commissioner, except for a person aboard any vessel entering any area of sea within these closed areas due to stress of weather or by reason of Force Majeure.

The areas include the areas of sea, and the jetties shown on the plans (see over).

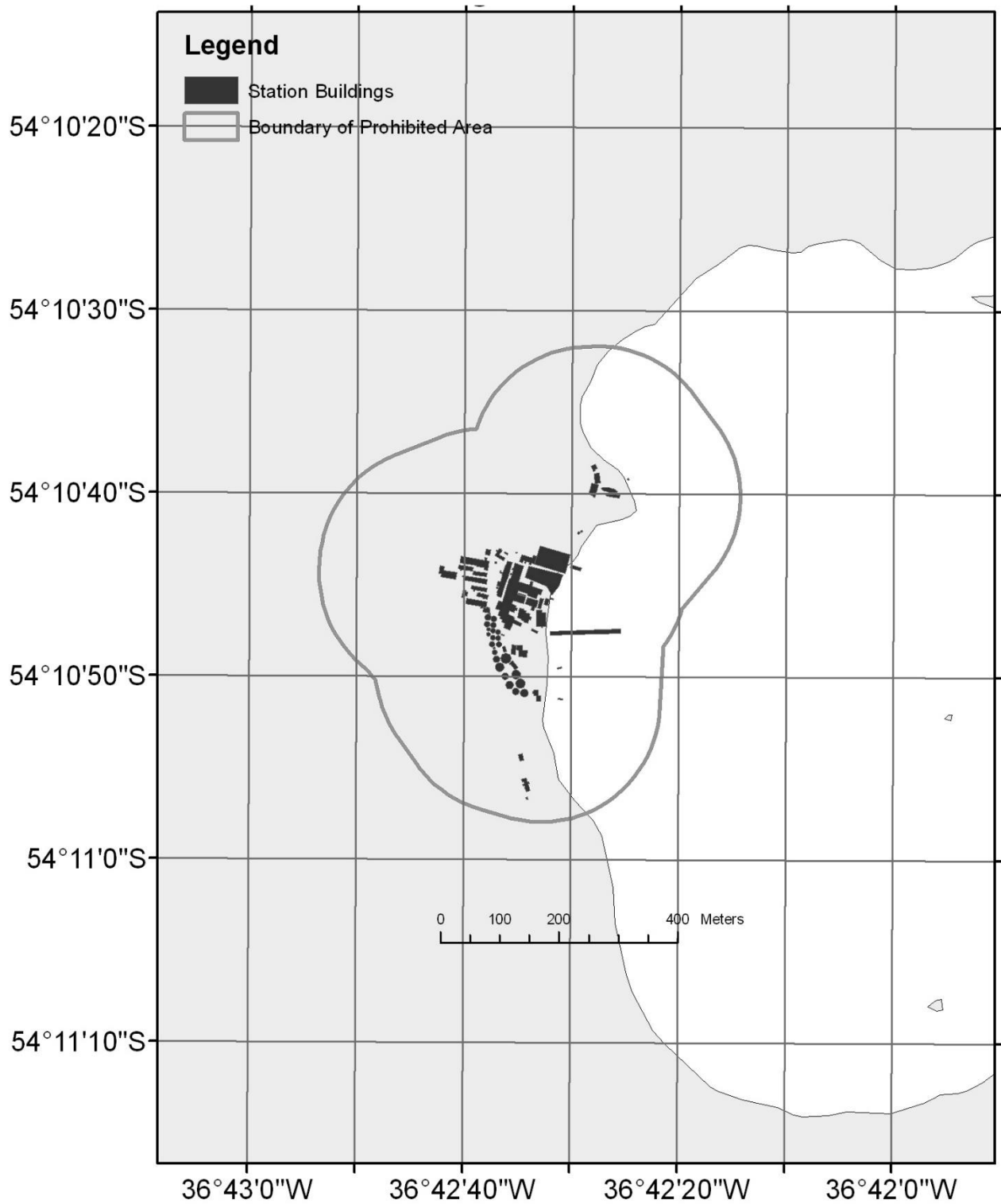
In particular note that the following areas are within the prohibited areas and access is not permitted:

- All jetties at all four stations
- Both cemeteries and the football pitch at Leith Harbour
- Stromness cemetery
- The coastal walk into Stromness from Husvik

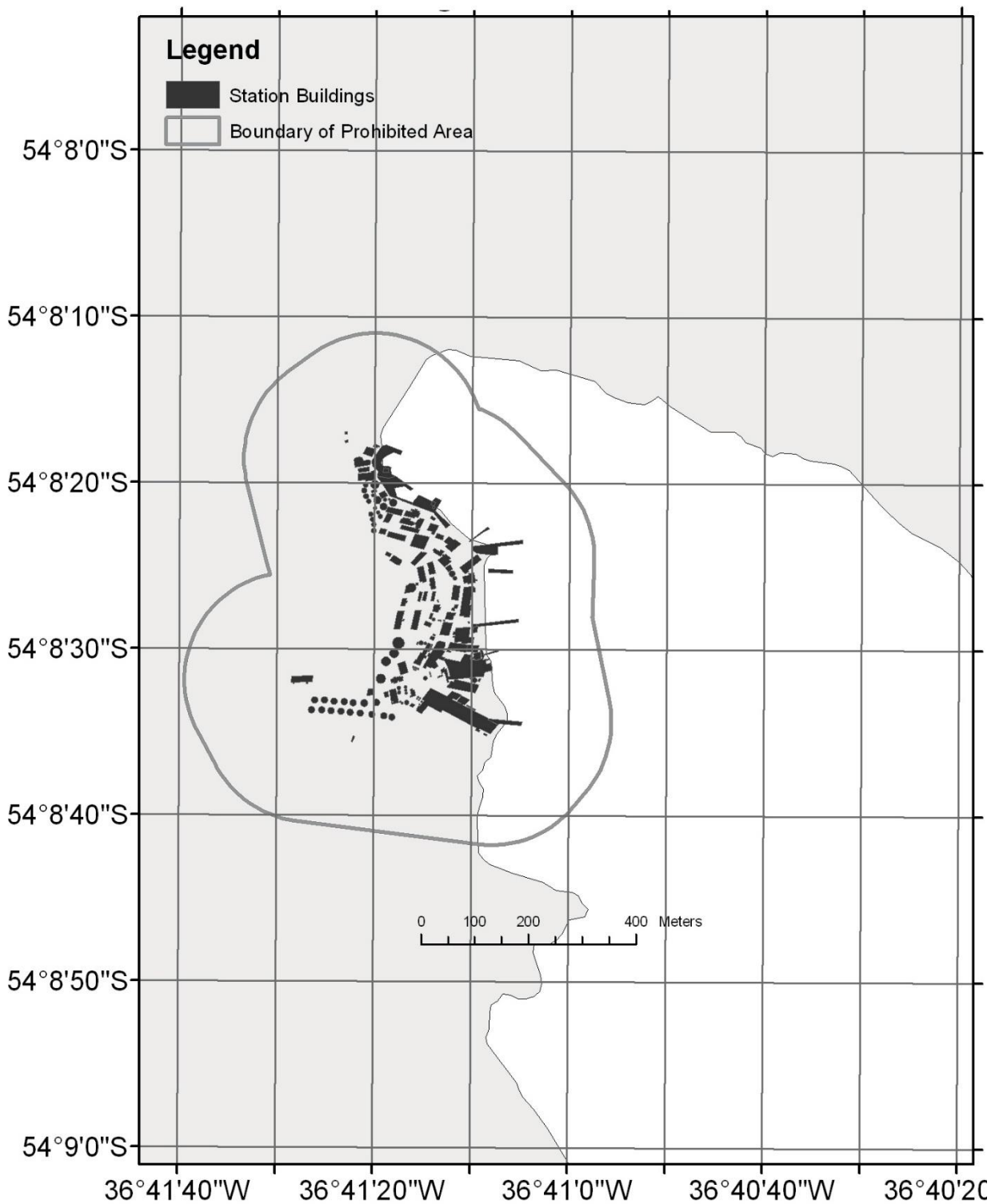
Boundaries are partially marked with signposts around the main approach routes. Visitors must ensure that they stay outside the areas marked on the plans.

Visitors should refer to the Prohibited Areas Ordinance 2010 and Prohibited Areas Order 2010. A copy of the Ordinance is available in South Georgia from the Government Officer at King Edward Point and may be downloaded at www.gov.gs

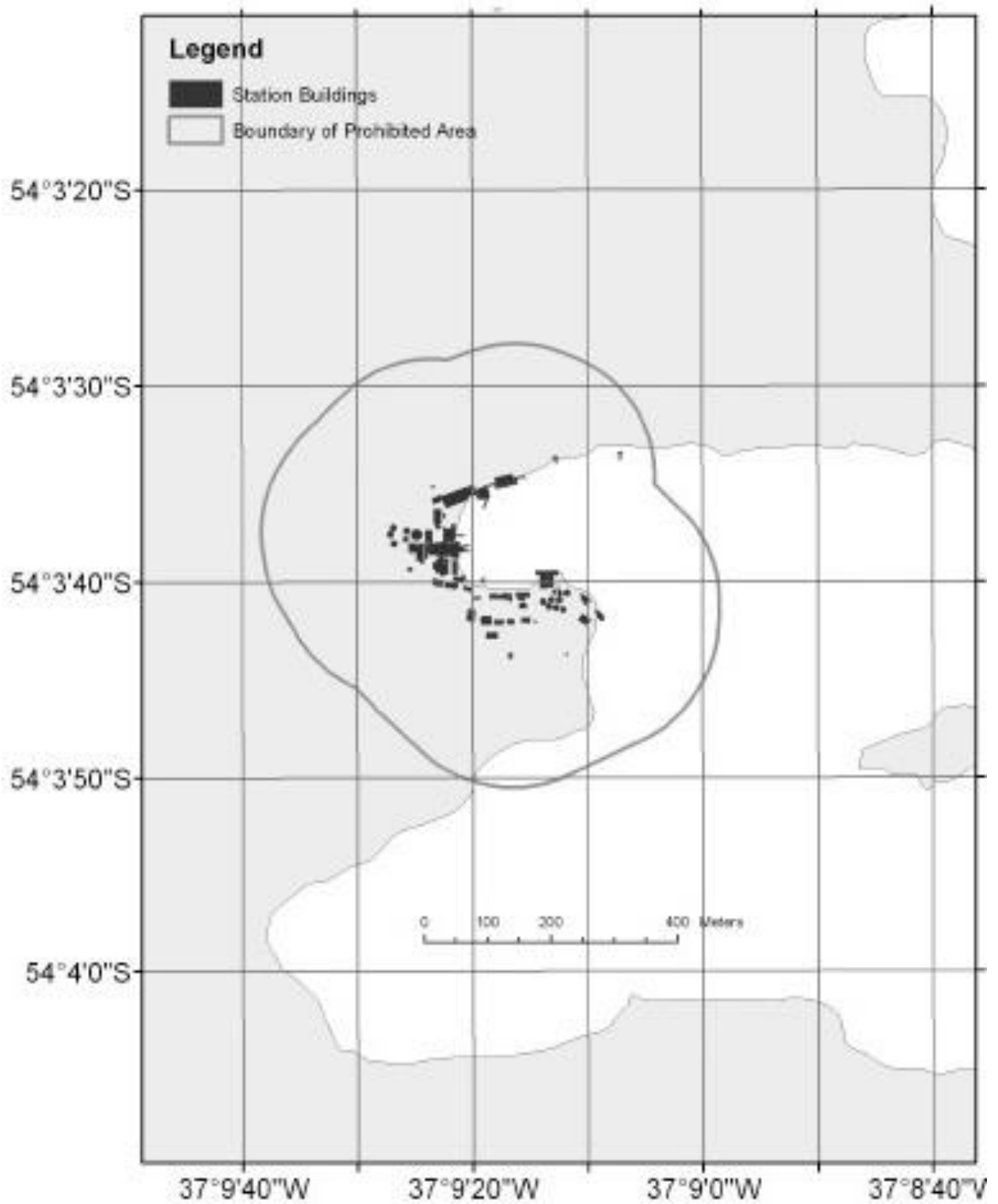
Husvik Whaling Station Prohibited Area



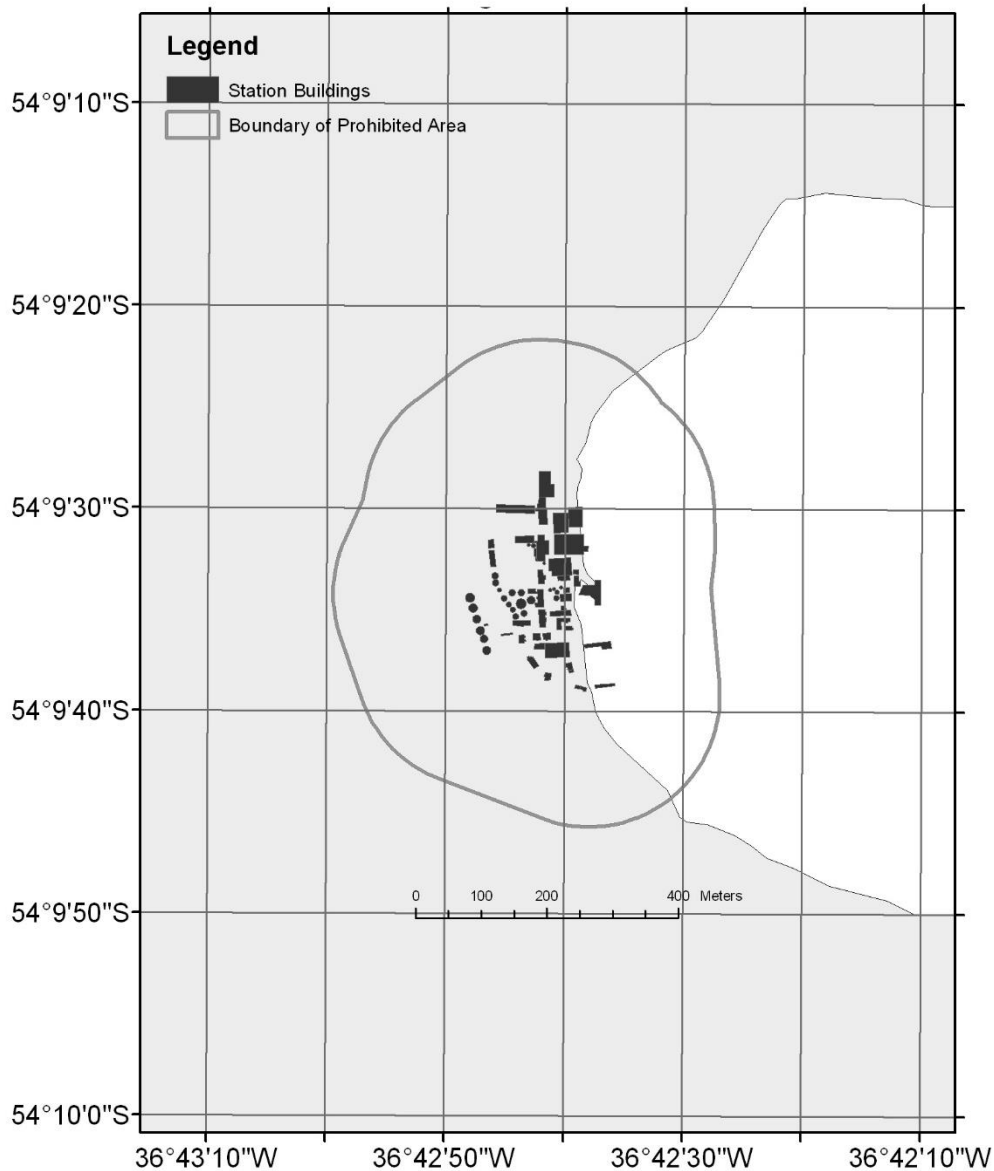
Leith Whaling Station Prohibited Area



Prince Olav Whaling Station Prohibited Area



Stromness Whaling Station Prohibited Area



At Stromness the northern boundary limit of the exclusion zone is less than 200m subject to the following conditions:

- (a) Visitors are only permitted to land at the demarcated northern boundary of the safety exclusion zone at the approved Stromness landing site in the absence of wind from the southwest (from the direction of the station buildings); and
- (b) The approved landing site is only to be used for landing and embarking and visitors must otherwise comply with the usual 200 metre exclusion zone.

All other landings must take place at the mouth of the stream (or further to the north of the approved site)

Annex 7 Charts and Maps



Admiralty Chart 3596 Approaches to South Georgia (ENC GB203596)

Admiralty Chart 3597 South Georgia (due to be replaced with 3595, 3594 & 3598)

Admiralty Chart 4213 South Georgia (ENC GB104213)

Admiralty Chart 3582 Bay of Isles, Fortuna Bay, Prince Olav Harbour, Gold Harbour and
Right Whale Bay (ENC GB43582B, GB53582A,
GB53582C, GB43582D, GB53582E)

Admiralty Chart 3583 Larsen Harbour, Cooper Sound and Drygalski Fjord (ENC GB503583)

Admiralty Chart 3586 King Haakon Bay, St Andrew's Bay, Ocean Harbour and Hound Bay
(ENC GB53586A, GB53586B, GB53586C)

Admiralty Chart 3587 Leith Harbour, Stromness and Husvik in Stromness Bay
Jason Harbour, Maiviken, King Edward Cove, Grytviken
Cobbler's Cove, Godthul (ENC GB63587A, GB53587G, GB63587B,
GB53587C, GB53587D, GB53587E)

Admiralty Chart 3588 Approaches to Stromness and Cumberland Bays (ENC GB403588D)

Admiralty Chart 3589 Stewart Strait, Undine Harbour and Elsehul (ENC GB53589B,
GB403589, GB53589C, GB53589D)

Admiralty Chart 3595 South Georgia – Central Sheet (ENC GB303595)

Admiralty Chart 3594 (due to be published?)
South Georgia – Western Sheet

Admiralty Chart 3598 (due to be published?)
South Georgia – Eastern Sheet

Admiralty Chart 3593 South Sandwich Islands (ENC GB203593 plus ENC GB43593A,
Candlemas Islands -Nelson Channel, ENC GB43593B Saunders Island-
Cordelia Bay and GB43593C, Southern Thule-Douglas Strait)

Fishing Vessels are required to have charts 3587 and 3588 or equivalent electronic versions.
All other vessels are strongly advised to carry them

Maps

Directorate of Overseas Surveys D.O.S. 610 South Georgia 1:200 000

Directorate of Military Survey 1501 SN24-9 1-GSGS South Georgia

British Antarctic Survey. 2017. South Georgia, 1:200 000 scale map. The Shackleton Crossing, 1:40 000 scale map. BAS (Misc 12A and 12B). Cambridge

British Antarctic Survey. 2010. Thatcher Peninsula, 1:25 000 scale map (Series BAS 25, Sheets 4A & 4B) Cambridge

British Antarctic Survey. 2014. Busen Region, 1:25 000 scale map (Series BAS 25, Sheets 5A & 5B) Cambridge

British Antarctic Survey. Barff Peninsula (in production), 1:25 000 scale map (Series BAS 25) Cambridge

South Georgia Explorer 1:250 000 Visitors Map. Dist: NHBS, Totnes, UK

Note that the BAS 2017 map may be obtained from Stanfords in the UK (www.stanfords.co.uk)

Annex 8 IAATO guidelines on and advice for fur seal interactions

Understanding Fur Seal Behaviour and Advice for interactions



The Antarctic Fur Seal (*Arctocephalus gazella*), once hunted to near extinction, has seen a dramatic rebound in its numbers, now exceeding 5 million individuals worldwide, with over 95% using South Georgia as a breeding site. Fur seals are highly mobile on land and in water, and can be extremely aggressive during the breeding season (November – January). In the, late summer (February - April), females and pups move away from the beaches up into

the tussock, often a surprising way inland. When surprised by human visitors, they can be easily startled and are likely to show an aggressive response.

It is important to note the special nature of fur seals: Both behaviour and numbers of fur seals on a landing beach should be considered when planning an excursion.

Every individual is different, and each interaction with fur seals needs to be judged as such. The below descriptions and advice have been compiled from Field Staff and Fur Seal Biologists to help assist field staff and passengers make the best possible choice when interacting with fur seals.

Understanding fur seal behaviour:

- Fur seals can move extremely quickly on land, but are not able to stop quickly: be sure to give a galloping fur seal plenty of room.
- During the breeding season, males will arrive on the beaches first and set up territories, generally five square meter areas which they will defend forcefully, especially when females begin coming ashore and start to pup.
- Fur seals know the boundaries of their own territory, but these boundaries are not easily distinguishable to the visitor. There is always a risk of disrupting these territorial boundaries when landing. Care should be taken to stick to the periphery of seal congregations as much as possible.
- Fur seals which are disturbed will move into other territories, disturbing harems, causing fights between seals, and risk harm to self and/or other seals - especially pups. This movement can create a domino effect where seals then move and disturb moulting penguins or other wildlife.
- During the breeding season (November – January) fur seals are especially sensitive to human presence, sight and smell. Human presence near harems may illicit an extremely aggressive response from either females or males.



- Be aware of behaviour that indicates a seal has been disturbed. Such behaviours include, but are not limited to:



- An increase in alert or vigilance, or Head turning,
- Change in posture from lying to erect,
- Hurried movement in any direction, including moving into another fur seal's "territory" or towards you,
- Open mouth threat displays, snorting or whimpering,
- Aggressive displays or bluff charges in your direction.

- When any of the above behaviours

are observed, be especially alert.

- Often males give more warning when on the attack, whereas females and pups may bite first and then run away.
- Pups are often left alone while the mother is out at sea feeding. Single pups are not abandoned.
- At congested breeding beaches during the height of the season, it may not be possible to land due to the sheer number of seals and forceful defence of territories. Zodiac cruising is often a preferable option to protect the seals and visitors alike.

Advice for viewing fur seals on land:

- Fur seals can travel much more quickly than humans over loose or slippery terrain.
- Avoid sudden movements and or eye contact on land or in boats that might frighten the fur seals.
- On beaches, avoid getting between fur seals and the sea: walk 'above' them.
- Be aware fur seals are highly mobile on land and might charge (and potentially bite) if approached too closely: Keep an "escape" path open in case a hasty retreat from a charging seal is needed.



- When moving near fur seals, travel as a group as quickly and quietly as possible.
- Do not lie down in the vicinity of adult fur seals, especially bulls.
- Any seal response other than a raised head should be avoided.
- If any individual(s) move toward or have a hurried entry into the water, you should retreat slowly and carefully.
- When walking onshore, harems

require larger buffer zones – single seals may require less distance, but circumstances are variable especially during the breeding season (Nov – Jan).

- Do not disturb or surround harems – groups of females (with or without accompanying pups) and one dominant male.
- Fur seal pups are often very inquisitive and may approach close to passengers. Do not touch or entice fur seal pups. Although small, pups can cause injuries.
- Stay away from jousting bull fur seals.
- Be aware of animals in tussock grass, a field guide should lead carrying walking stick or equivalent to keep the seal at a distance.
- When in tussock covered areas, where seals cannot see visitors and visitors cannot see seals, it is advisable to maintain a regular noise level so the animals are alerted to human presence and not startled inadvertently, which could lead to an aggressive response.
- Fur seals have noxious bacteria in their mouths, which can quickly cause infections. Any fur seal bites should be examined by a medical professional, and thoroughly cleaned and monitored – the smallest scratch can become infected.



Annex 9 Number and placement of rodent bait boxes on vessels

We are switching from traditional toxic rodent bait, to a non-toxic formulation. The non-toxic bait is highly palatable to rats and mice. It is advantageous as it avoids the risk of non-target mortality, reduces the chance that animals become 'bait-shy'/de-sensitised to toxic bait if it is needed and reduces the amount of harmful toxins that could end up in the environment.



It is a safer and more effective method for monitoring however, **it should be noted that non-toxic bait will only indicate the presence of rodents and cannot be used to deal with a rodent problem.** The aim of monitoring is not to eliminate a rodent infestation. Monitoring tools are only there to tell us if there is an issue – if a vessel has signs of rodents on board, further additional measures will be agreed with GSGSSI to manage the problem.

Minimising the risk of rodents getting on board is essential, and includes the use of well-fitting rodent guards to mooring lines at gateway ports prior to arrival in SGSSI.

The new non-toxic bait is yellow and has an ingredient which fluoresces under ultraviolet light; not only does this better show crumbs of bait, but also stains rodent faeces and urine so they may be more easily detected.



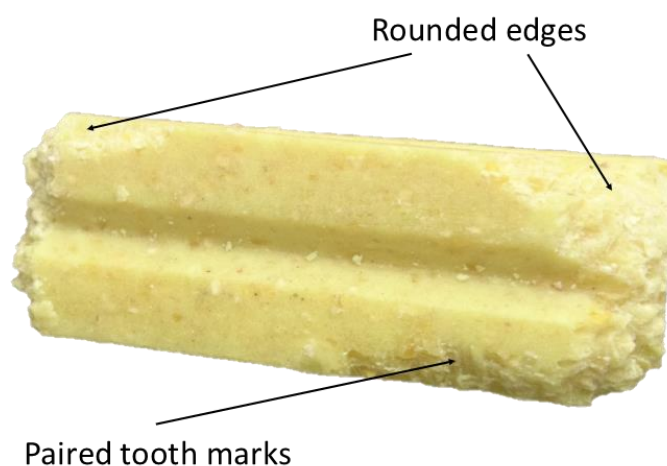
What to Do

You will be provided with a copy of this document along with the pre-baited boxes or stations and a key to open them with. The boxes should be deployed as soon as possible (according to the instructions overleaf), and at least 24 hours prior to entering the SGSSI Maritime Zone. The boxes should remain in board throughout your visit to South Georgia, and for vessels which will return to South Georgia again, should remain in place until the next visit.

On entry to the Maritime Zone you will be asked to declare if your vessel is rodent-free. To do that, you must first check all the bait stations and look to see if the bait has been nibbled or damaged; If it has you must report it. The yellow non-toxic bait is perfectly safe to handle. You should also check to see if there are any other signs of rodents on board such as chewed food packaging or droppings in the galley or waste storage area. On arrival to Cumberland Bay, Government Officers will check the bait stations again.

What to Look For

Check the bait block for any signs of chew marks; it should have fairly crisp edges; if it has become rounded something may have chewed it. Rodents may leave paired grooves or tooth marks in the surface of the bait. Look for other rodent signs nearby, such as faeces and chewed food, packaging and wood.



The picture (left) shows the relative size and shape of rat and mouse faeces, (right) shows a non-toxic block that has been nibbled by mice. Rats will leave heavier chew marks and take more (or all) of the bait.

A number of discrete areas on vessels are more favourable to rodents for entry, exit or to live should they become established on board. These areas should be the focus of monitoring.

Rodent monitoring stations should be placed in quiet, sheltered areas, and fixed where necessary to prevent movement in heavy seas. Stations should not be placed on deck where they will get drenched by breaking seas.

Table 1 Locations of Rodent Monitoring Stations (for vessels LOA >24 metres)

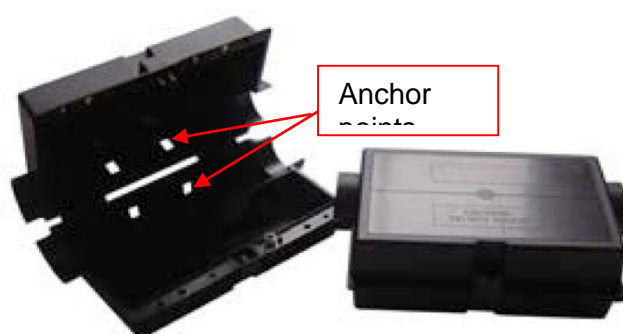
Location	Type
1 Foc'sle (mooring line locker or Bosun's locker)	Rodent entry / exit point
2 Aft mooring deck	Rodent entry / exit point
3 Zodiac storage or shelter deck	Rodent entry / exit point
4 Cargo receiving areas	Rodent entry / exit point
5 Dry food & provision stores	Rodent harbourage
6 Waste storage areas	Rodent harbourage

Vessels with a load line length of more than 24 metres:

Rodent monitoring stations should be placed in each of the areas described in Table 1 where those areas exist, such that a vessel may have up to a maximum of 6 rodent monitoring stations. Note that some vessels will not have all of these distinct areas, and will require fewer bait boxes.

Yachts less than 24 metres LOA:

Yachts should place 1 rodent monitoring station inside the vessel in an area with suitable conditions for rodents, and 1 rodent monitoring station on a sheltered area of deck while at anchor or alongside.



Rodent monitoring stations can be collected from the GSGSSI offices in Stanley, Falkland Islands, prior to departure for South Georgia.

If the vessel will not be calling in the Falklands prior to landing in South Georgia, it is the responsibility of the vessel to ensure that alternative rodent monitoring stations are in place, and that these are acceptable to GSGSSI.

If you need to source your own bait boxes and bait, you must use solid bait blocks, ideally non-toxic like ours- Detex (<https://www.bellabs.com/bell-labs/product/us/pest-control/detex-with-lumitrack>), otherwise traditional toxic solid wax bait blocks are acceptable but must be used according to manufacturer's safety instructions. Loose bait such as pellets or grains are unsuitable as they will not readily show signs of disturbance by rodents.



SOLID WAX TOXIC BAIT BLOCKS (acceptable alternative)



LOOSE BAIT PELLETS (unacceptable)

The Use of Human Occupied Vehicles (HOV) and Remotely Operated Vehicles (ROV)



Summary

The following policy sets out how GSGSSI will manage the use of manned and unmanned submersibles to explore the marine environment around SGSSI.

Policy

Human Occupied Vehicles

Manned Submersibles or Human Occupied Vehicles (HOV) allow exploration to depths well beyond diving limits, and make accessible areas which have never been investigated before. Done safely and responsibly these activities can contribute to a greater understanding of the marine environment.

Part 1 details the GSGSSI Policy for the use of HOVs.

Remotely Operated Vehicles

Remotely Operated Vehicles (ROV) are un-manned submersible vehicles which can be independent or tethered via an umbilical cord to a vessel or support tender. This policy deals with ROVs which are suspended in the water column; tracked ROVs will require a separate Regulated Activity Permit (RAP) and will not be permitted for recreational use.

ROVs have the capability for filming, surveying and rescue/recovery. ROVs allow underwater exploration to depths well beyond diving limits, often exploring areas which have never been investigated before. Additionally, ROVs do not require human presence below the surface, but through the medium of film, allow those unable to dive to experience and learn about this unique ecosystem. Used safely and responsibly, ROVs can contribute to a greater understanding of the marine environment.

Part 2 details the GSGSSI Policy for the use of ROV.

Reason for the Policy

Recent advances in HOVs and ROVs has led to an increased demand for their use in South Georgia waters. These activities present an opportunity for GSGSSI to enhance the understanding of the marine environment, and to further instil a sense of understanding and wonder in our visitors.

This policy will deliver those benefits in a safe and environmentally sensitive manner and will be reviewed to ensure it continues to do so. We will only permit the use of HOVs and ROVs if confident that any impacts from the activities can be mitigated.

Part 1: GSGSSI Policy for the use of Human Occupied Vehicles (HOV)

This policy applies to the use of HOVs in the SGSSI maritime zones however, the use of HOVs for science and commercial filming, or any activity which contacts the seabed, or takes samples from the environment will in addition require a separate Regulated Activity Permit (RAP).

Prior to using HOVs, ensure that you have completed the relevant application form and have been granted permission on your Visit Permit.

Pre-requisites

- Every HOV should have an operating manual available to the HOV Pilots, as well as the Bridge Officers and Expedition Leader. This Operating Manual should adequately describe the functions and capabilities/limitations of the vehicle; equipment on-board the vehicle and operating details including diving and surfacing.
- The HOV Pilot must be trained and experienced in the use of the HOVs in similar conditions to those which may be expected in South Georgia and the South Sandwich Islands.
- All certificates, qualifications and insurances must be valid and evidenced to GSGSSI.
- HOVs operating in South Georgia must be suited to the challenging environment and the Operating and Maintenance Procedures should take these conditions into account.
- Particular consideration should be given to recovery operations if conditions on the surface deteriorate during the dive. As with all operations in SGSSI there is no external rescue capacity.
- The vessel must be suitable for carrying, deploying and retrieving a HOV safely.
- A risk assessment and systems test should be undertaken before every dive. This would include but not be limited to:
 - Possibility of entrapment from ice overhead.
 - Ice, current, and sea condition assessment. Additionally, surface weather should be considered, especially in areas known for katabatic winds, which can impede the recovery of the submersible and/or support tenders.
- A pre-site survey should be conducted by ship's Captain and/or Ice Pilot, Expedition Leader, HOV Pilot and evidence of that pre-site survey maintained for inspection if requested to produce records by an Officer of the Government. This should include but not be limited to:
 - Review of charts and bathymetry.
 - Weather and sea conditions.
 - Underwater hazards (including wrecks and unexploded ordinance).
 - Sub-surface conditions (tides and currents).
 - Surface hazards (including proximity to ice and vessels).
 - Proximity to known wildlife aggregations (including breeding beaches, whale aggregations).

Briefing

- The Captain and/or Ice Master, Expedition Leader, HOV Pilot, Surface Officer and Watch officers should have a site-specific briefing before every HOV operation.
- Briefings should include:
 - Emergency procedures
 - Overview of operation procedures from client perspective

- Safety practices for changes in weather conditions and ice conditions
- Familiarisation of communication strategies between the guide and clients
- Environmental awareness
- Dive depth and Time

Diving in the Vicinity of Ice

- No HOV activities should occur under fast ice.
- No HOV activities should occur under large concentrations of ice, which may inhibit recovery in the event of an emergency or uncontrolled surfacing.
- No HOV activities should occur in the vicinity of unstable sea ice.
- No HOV activities should occur in the region of a glacial terminus, where calving is possible.
- Adequate distance from large ice bergs should be maintained. Be aware icebergs not only break from the top down, but also send shooters from the lower parts of the iceberg.
- Bridge personnel should remain vigilant and report all weather, sea state and ice changes.
- Clear communication between the ship and HOV must be kept at all times.
- When in doubt, return the HOV to the surface for recovery.

Clothing and equipment

- Vehicle occupants and/or Surface Support should be appropriately clothed for sub-Antarctic Waters.
- Support Divers should be outfitted with appropriate polar diving gear, and have appropriate training and qualifications for the role.
- Adequate Emergency equipment for Surface Support and Vehicle occupants should be available for the entire operation. Emergency equipment available for vehicle occupants should be sufficient for the HOV's emergency life support window.
- Equipment should be regularly inspected and maintained.

Deployment

- Deployment of the HOV should be in accordance with the ship's and HOV's standard operating procedures and environmental operating procedures.
- Any activities that take place within a protected or managed area must be done in accordance with the relevant management plan provisions.
- The HOV should always operate within the parameters for which it was designed and rated. This includes, but is not limited to:
 - The maximum rated depth.
 - The maximum number of persons on board.
 - The maximum distance the HOV can operate from the ship.

Reporting

Following HOV operations a 'GSGSSI Dive Record & Report' should be completed and returned to GSGSSI within 30 days.

Wildlife and Seabed Considerations

- Adherence to this policy is a condition of your Visit Permit. Collection of samples is prohibited unless a RAP for sample collection has been issued by GSGSSI. Collection of samples will only be considered for a RAP if their collection is of scientific significance.
- The HOV Pilot must strive to maintain appropriate distances from wildlife so as not to cause disturbance, stress or aggressive responses – birds and seals should not be approached closer than 30 metres, whales should not be approached closer than 100 metres.
- Disturbance to wildlife, from the presence of an HOV, or the noise or light it emits, will require the HOV to back away, or abort the dive.
- HOVs will not operate within 200 metres of the beach of any visitor landing site or known wildlife aggregation such as a colony or breeding beach.
- The HOV should not make contact with the seabed, underwater structure, or animal. Any contact must be reported to GSGSSI in the 'Dive Record & Report'
- While hovering close to the seabed or underwater structures, care should be taken to prevent thrusters disturbing the delicate benthic community. Sensitive areas should be noted and reported in 'Dive Record & Report'
- 'Chumming' marine animals is an offense in South Georgia and the South Sandwich Islands. Never seek to engage in activities that would alter the natural behaviour of animals and attract them to the area of operation.

Other Considerations

- A strict 'no touch' policy applies to the seabed and any structure or object found underwater, including both natural and manmade structures (e.g. wrecks). An additional RAP is required to undertake any activity which deviates from the 'no touch' policy.
- It is worth special note that there may be unexploded ordnance in some areas. If unexploded ordnance is found, retreat from the area immediately and upon surfacing, report the location, depth, type, and number of unexploded ordnance to GSGSSI.

Objects must not remain on the seabed after the dive. If placing an object on the seabed or jettisoning an object during the dive is intended, this activity will require assessment and an additional RAP.

Part 2: GSGSSI Policy for the use of Remotely Operated Vehicles (ROV)

This policy applies to the use of ROVs in the SGSSI maritime zones however, the use of ROVs for science and commercial filming, or any activity which contacts the seabed, or takes samples from the environment will in addition require a Regulated Activity Permit (RAP). Tracked ROVs or any ROV which contacts the seabed is not permitted for recreational use.

Prior to using ROVs, ensure that you have completed the relevant application form and have been granted permission on your Visit Permit.

Pre-requisites

- ROVs operating in South Georgia must be suited to the challenging environment and the Operating and Maintenance Procedures should take these conditions into account.
- The Ship's Captain and ROV Pilot should have a briefing on Emergency Procedures and Communication protocol between the support tender and the bridge.
- A risk assessment and systems test should be undertaken pre-dive. This would include but not be limited to:
 - Ice, Current, and Sea conditions assessment. Additionally, surface weather should be considered, especially in areas known for katabatic winds, which can impede the recovery of the ROV and/or support tender.
 - A test of operating systems and thrusters before the ROV is deployed underwater.
- All equipment should be inspected and maintained daily during operational periods.
- All Operations and Maintenance should be logged.
- The ROV must have a support vessel and driver who are not involved in actively assisting with the ROV. The driver is responsible for maintaining safe distances to ice and wildlife, as well as observing any potential weather deterioration.
- A pre-site survey should be conducted by ship's Captain and/or officer on watch, and ROV Pilot. This should include but not be limited to:
 - Review of charts and bathymetry.
 - Weather and sea conditions.
 - Underwater hazards (including wrecks and unexploded ordinance).
 - Sub-surface conditions (tides and currents).
 - Surface hazards (including proximity to ice and vessels).
 - Proximity to known wildlife aggregations (including breeding beaches, whale aggregations).

Briefing

- Pre-Operations Briefings should include:
 - Where the ROV will be deployed
 - Time away from the vessel
 - Who and how many personnel will be in the ROV support boat

ROV Operations in the Vicinity of Ice

- If an ROV has an umbilical cord it may be vulnerable to entanglement. There is a possibility the cable can be caught around protrusions of ice, either damaging or causing the ROV to be lost on recovery. Therefore, ROV dives near or under fast/brash ice should be undertaken with the utmost care.
- ROV activities should not be performed in front of high activity glaciers.
- Whilst ROV activities may occur in the region of a glacial terminus, because of possible calving, glacial activity should be assessed, and the support tender should always keep a safe distance of **at least** 200 metres from tide water glaciers to avoid both direct hits and the largest waves. For high activity glaciers this should be increased to 400 metres.
- Support Vessel should keep the recommended 2x the height of the iceberg away from icebergs. Be aware icebergs not only break from the top down, but also send shooters from the lower parts of the iceberg.
- Support driver and Bridge personnel should remain vigilant and report all weather, sea state and ice changes.
- Clear communication between the ship and the ROV support tender must be kept.
- When in doubt, return the ROV to the surface for recovery.

Clothing and equipment

- Surface Support Operators should be appropriately clothed.
- Emergency Equipment should be regularly inspected and maintained.

Deployment

- Deployment of the ROV should be in accordance with the ship's and ROV standard operating procedures and environmental operating procedures.
- Any activities that take place within a protected or managed area must be done in accordance with the relevant management plan provisions.
- All equipment should be checked prior to entering the water.
- Communication should be maintained between the bridge and ROV support boat for the duration of the activity. The bridge officer and support boat driver should monitor the weather during the activity and notify all involved of any adverse changes.
- ROV activity should be logged.

Reporting

Following ROV operations a 'Dive Record & Report' should be completed and returned to GSGSSI within 30 days.

Wildlife and Seabed Considerations

- Adherence to this policy is a condition of your Visit Permit. Collection of samples is prohibited unless a RAP for sample collection has been issued by GSGSSI. Collection of samples will only be considered for a RAP if their collection is of scientific significance.
- The ROV operator must maintain appropriate distances from wildlife so as not to cause disturbance, stress or aggressive responses – birds and seals should not be approached closer than 30 metres, whales should not be approached closer than 100 metres.

- Disturbance to wildlife, from the presence of an ROV, or the noise or light it emits, will require the ROV to back away, or abort the dive.
- ROVs will not operate within 200 metres of the beach of any visitor landing site or known wildlife aggregation such as a colony or breeding beach.
- The ROV should not make contact with the seabed, underwater structure, or animal. If contact is made this must be reported to GSGSSI in the 'Dive Record & Report'
- While hovering close to the seabed or underwater structures, care should be taken to prevent thrusters disturbing the delicate benthic community. If contact is made this must be reported to GSGSSI in the 'Dive Record & Report'
- 'Chumming' marine animals is an offense in South Georgia and the South Sandwich Islands. Never seek to engage in activities that would alter the natural behaviour of animals and attract them to the area of operation.

Other Considerations

- A strict 'no touch' policy applies to the seabed and any structure or object found underwater, including both natural and manmade structures (e.g. wrecks). An additional RAP is required to undertake any activity which deviates from the 'no touch' policy.
- It is worth special note that there may be unexploded ordnance in some areas. If unexploded ordnance is found, retreat from the area immediately and upon surfacing, report the location, depth, type, and number of unexploded ordnance to GSGSSI.

Objects must not remain on the seabed after the dive. If placing an object on the seabed or jettisoning an object during the dive is intended, this activity will require assessment and an additional RAP.