

# IAATO Vessel Code of Conduct

## Article 1: Guiding Principles

IAATO seeks to ensure that the following objectives and guiding principles are promoted by its Members:

1. Adhere to all applicable international and national legal and policy requirements, including those of the Antarctic Treaty System.
2. Support the mission of IAATO: advocate and promote the practice of safe and environmentally responsible private-sector travel to the Antarctic.
3. Treat all Visitors to the Antarctic (IAATO or other) with dignity and respect, while exercising the highest level of professional and ethical behavior, and working cooperatively to resolve differences.
4. IAATO Members will work cooperatively to share experiences and lessons learned.
5. Provide a safe workplace while protecting the fragile Antarctic environment.
6. The creation of Antarctic Ambassadors is recognized as being particularly important to enriching and enhancing the standing of Antarctic visitation.

## Article 2:

### Part 1: General Practices

1. IAATO Vessel Code of Conduct does not supersede existing maritime safety practices.
2. All MARPOL, SOLAS and STCW (as amended), and all safety related Antarctic Treaty System Decisions, Measures, Resolutions, and other rules and regulations must be followed.
  - a. Where possible, non-SOLAS/MARPOL IAATO Vessels should also follow and practice MARPOL, SOLAS, and STCW.
3. All STCW, as amended and all training-related Antarctic Treaty System Decisions, Measures, Resolutions, and other rules and regulations must be followed.
4. All MARPOL and Antarctic Treaty System Decisions, Measures, Resolutions, and other rules, regulations and, and IAATO Waste Management Statements must be followed.
5. All stakeholders should safeguard the natural environment with a view to achieving sound, continuous and sustainable economic growth geared to satisfying equitably the needs and aspirations of present and future generations.

6. Where possible, Expedition Leaders and Vessel Masters recognise the desirability to keep vessels out of sight from each other as far as is practicable. This has become increasingly more difficult as the number of vessels increase, so courteousness and spatial awareness are critical.
7. Where possible, Expedition Leaders and Vessel Masters recognise the desirability to keep noise from their vessel and activities from impacting others, even when a vessel is transiting. This may require extra thought and spatial awareness.

### Part 2: Specific Practices

1. The IAATO Ship Scheduler Guidelines should be followed.
2. Watch officers should be aware of other vessels nearby and possible conflicts between vessel activities.
3. When transiting a narrow channel (e.g Peltier or Errera Channels) where another vessel is present, "Securite, Securite, Securite" messages must be broadcast over Channel 16.
4. If a vessel is involved in activities in a narrow channel, upon hearing the "Securite" call, the vessel engaged in the activities should immediately respond over Channel 16 and notify the incoming vessel of any potential hazards/risks to navigation.
5. Be conscious of the ship wake when other vessels are around and offering activities. When sailing past a vessel engaged in activities, be sure to communicate your vessel's intentions, and inquire what activities are in progress.
  - a. Avoid disturbances such as waking, buzzing, bumping, or crowding other vessels.
  - b. This is particularly important when Zodiacs/small boats and kayakers are on the water, as not only could a ship wake make kayaking less enjoyable, it could potentially cause an emergency.
  - c. It is particularly important to be aware of Submersible activities. Ship and/or small boat operations should avoid transiting near submersibles when they are deployed.
6. Coordinate with vessels in the area who may be watching wildlife, or when watching wildlife yourself.
  - a. Call the bridge of the nearby vessel and describe the encounter, including how long you may stay in the area.
    - i. Agree to a plan – will the other vessel join? Or how will the vessels avoid each other?
    - ii. Should vessels work cooperatively to watch wildlife together, it is important IAATO Wildlife Watching Guidelines are followed.

7. Vessels should work co-operatively to ensure that they give a 'buffer' time of a recommended 30 – 60 minutes between visits at landing sites.
  - a. If another vessel arrives early to a site, whether anchoring or not, make sure the bridge officer and/or EL communicate, and arrange a plan.
8. Where appropriate, spread activities across all possible 'experience' platforms (e.g. ship cruising, small boat cruising, kayaking, landings etc.) to decrease use of the most visited landing sites.
9. Visitor activities should be designed and programmed in such a way as to protect the wilderness and natural heritage composed of ecosystems and biodiversity and to preserve protected wildlife, and provide educational experiences.
10. IAATO activities must be conducted with respect for archaeological and cultural heritage.
11. Helicopter Operations should be run in accordance with the ATCM Resolutions, the Electronic Antarctic Flight Information Manual (AFIM), the Wildlife Awareness Manual (WAM) and IAATO Helicopter Etiquette.
  - a. All helicopter transponders must be turned on for T-CAS recognitions.
    - i. All IAATO Operators should be registered with and participate in the COMNAP Operational Tracking System.
12. Both Ships and Yachts should assure they have a working AIS and Channel 16 at all times. Remember to enter transit information into the AIS each time.
13. Respect radio communications: many ships use same available UHF/VHF channels. If possible, come to an agreement between vessels, changing channels for the conflicted time to avoid miscommunication.
14. IAATO Members are not the only visitors to the Antarctic. Whilst IAATO Members book through the IAATO ship scheduler to avoid conflicts, there are those outside of IAATO who do not have access to the ship scheduler. While IAATO vessels make every effort to use the ship scheduler efficiently there could be extenuating circumstances which cause other vessels to be at an anchorage.
15. All IAATO SOLAS vessels or yachts with lengths greater than 50m and/or over 300GT should utilize the ship scheduler platform for coordination of activities.

## Article 3: Communication

1. **Communication is key:** There should always be a mutual respect, good communication and consideration between all working in the Antarctic environment. Good communication by expedition staff, officers, crew, both internally and between different vessels is essential for safety and environmental considerations.
2. Vessels should communicate about ice and weather conditions such as crevasses, unexpected currents and/or winds, and high mortality events. This sharing of information will increase safety.
3. When in doubt call on the radio.
4. Should you come across a visitor who is not following Antarctic Treaty System or IAATO guidelines, speak to them and explain the concerns. If the issue cannot be resolved, please follow the appropriate procedures for reporting the interaction.

## Article 4: Conduct specific to ships and yachts

1. In accordance with worldwide practice, if a yacht is already at an anchorage that conflicts with the ship anchorage, the yacht is in no way obliged to move to accommodate the ship.
2. When anchoring, sailing yachts often run lines ashore. When navigating small boats near an anchored yacht, care should be taken to avoid anchor lines.
3. Communication between a larger vessel and a yacht is best achieved through a friendly dialogue between the EL or navigator on the bridge on the ship and the skipper of the yacht, beginning on Channel 16 VHF.
4. Remember if a yacht has to move to accommodate a ship, this is done voluntarily.
  - a. Ship officers should also be aware that if an arrangement has been made with a yacht for it to move to give way to the ship, this might take some time as when yachts anchor they normally do a complete system shut down, unlike a ship, and so may need more time to prepare to move.