

IAATO General Site Booking Guidelines

The following guidelines should be taken into consideration when preparing your itinerary for the IAATO Ship Scheduler.

General Guidelines:

- All Antarctic Treaty and IAATO Site Guidelines will be observed when booking sites.
- No vessel shall book a landing site for the entire day (midnight to midnight inclusive).
- When possible, vessels running activities such as helicopters or submersibles should do so in areas of low traffic in order to keep other landing sites available for general landing purposes. Please see additional activity specific guidelines for helicopters and submersibles in the FOM (Section 07 – Activity Guidelines).
- 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.
- Yachts with lower bandwidth are encouraged to use the Offline Ship Scheduler to make bookings and/or access schedules.
- It is the Operator's responsibility to manage users who have access via their login to the IAATO Ship Scheduler; only those who work for an IAATO Operator may have access to the Ship Scheduler.
- Use of an IAATO Operator's access to the Ship Scheduler, while working for a non-IAATO Operator, is prohibited.
- With appropriate coordination a SOLAS vessel and a Yacht (12 passengers or less and/or less than 50m/300GT) may share a landing site as long as there are no more than 100 passengers ashore, and all other applicable Antarctic Treaty and/or IAATO guidelines are followed.

Vessel Category Specific Guidelines

Category 1¹ Vessels

Category 1 vessels should make every effort to book only one landing slot per site. If booking more than one time slot, the second time slot should be a shoulder (early AM or late PM) landing slot, not a primary landing slot.

A third time slot should only be booked opportunistically 24 hours in advance.*

Category 2² Vessels

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

A third time slot at a site should only be booked opportunistically 24 hours in advance*

Cruise-Only³ Vessels

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

Yachts⁴

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

¹Category 1 vessels are those which carry 13 – 200 passengers.

²Category 2 vessels are those which carry 201 – 500 passengers.

³Cruise-Only vessels are those which carry over 500 passengers.

⁴Yachts are vessels which carry 12 passengers or less.

⁵For ship scheduling purposes, the IMO Polar Code 2 definition of yacht will also be applied: Yachts over 300GT and/or 50m in length.



Time slots

| The site visit time slots are as follows: |
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| 22:01 – 04:00 |
| 04:01 – 07:30 |
| 07:31 – 13:00 |
| 13:01 – 18:30 |
| 18:31 – 22:00 |

Important Notes:

- *The exception to this guideline is short-overnight stays. In this instance a Category 1 or 2 vessel may book a main slot and then several shoulder overnight slots in a row (e.g. 22:01, 04:01) to accommodate overnight-stays (where Site Guidelines allow).
- Dive operations within site areas booked by the mother vessel are to be conducted within the time slot for the general landing and within the allowable limits from the mother vessel set by the operator's insurance policies.
 - Dive operations outside site areas booked by the mother vessel are allowed, however should be conducted in areas of low traffic to keep landing sites free for other operators.
- Good communication between yachts and ships is essential at any time during the Antarctic season. As an IAATO member, Yachts do participate in the ship scheduler. However, there are situations that arise where a time slot could be freed up, if Category 1 / Category 2 vessels and Yachts coordinate at a landing site. In this scenario a Category 1 or 2 vessel allow the yacht to make a landing with them, generally at the end of a vessel landing. This does not violate Antarctic Treaty Guidelines, as long as 100 guests ashore is not exceeded. This opportunistic interaction often is greatly appreciated by guests on all vessels, as they learn more about other types of travel and activities to the Antarctic. Communication and coordination will be key to making a ship/yacht landing a success.