

# IAATO Marine Safety Notice 2009/1

## IAATO Actions to Enhance Marine Safety [IAATO 20th Annual Meeting, Providence, RI, June 9, 2009]

The IAATO Marine Committee proposed the following actions, which were subsequently adopted at the 20th Annual Meeting, and which were precipitated by the "Report of Investigation in the Matter of Sinking of Passenger Vessel EXPLORER (O.N. 8495) 23 November 2007 in the Bransfield Strait near the South Shetland Islands," and other recent incidents.

### Proposed Changes in Standard Operating Procedures:

1. Participation in the IAATO vessel tracking scheme with hourly reporting will be a requirement of membership for all IAATO SOLAS passenger vessels while operating in Antarctic waters by October 1, 2010.
2. Members using SOLAS passenger vessels with open lifeboats in Antarctica are strongly encouraged to refit these vessels with partially or totally enclosed lifeboats.
3. By the 2010-2011 season, IAATO members with SOLAS passenger vessels must, as far as is reasonable and practicable, comply with the Guidelines for Ships Operating in Polar Waters.

### Proposed IAATO Bylaw Change:

1. IAATO Bylaws Article X Operational Procedures, Section B, bullet point 7 should be amended from:

*Organizers should have a Captain, Ice Master or bridge officers with polar experience*

to:

*Organizers operating vessels that will travel south of 60°S. latitude must have a Captain or appointed Ice Pilot with Antarctic experience suitable for their intended operation. Depending on the intended operation, it may be necessary to have additional relevant Antarctic experience among the bridge officers.*

### Additional Actions:

1. Marine Committee agrees to develop by July 31st 2009 additional recommendations for IAATO member vessel operators.
2. IAATO to provide a forum – perhaps through a meeting and/or through a web-based discussion – for operators to develop guidance for member-operators to enhance or review their office Crisis Management Plans (for example, through the creation of a checklist of key factors to take into consideration). This could provide an opportunity for those members who have had an incident in Antarctica, and are willing, to share their experiences in dealing with an emergency in Antarctica.
3. The Marine Committee to continue to develop the Tiered-Risk Assessment.