

2020-2021 Operational Instructions

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

- All updated documents are listed in the FOM Section 2 – Seasonal Information - New and Updated Documents
- The FOM is only in Electronic Form;
- The latest *FOM Sync App (v4)* for laptop and desktop computers is available on the IAATO website, and on the flash drive sent to vessels. Both use synchronising capabilities to update;
- The FOM is a living document. Please sync through IAATO's FOM Sync App v4 to ensure you are using the most up to date documents;
- These Operational Instructions summarize the FOM 'Must-Knows' for the coming season.

Introduction

It is imperative to remember we ALL have a deep-seated responsibility to ensure our activities cause no more than a minor or transitory impact on the Antarctic environment. Whatever our role in the company or field, we each play an integral part in making sure this commitment is met.

IAATO's success in managing safe, environmentally responsible Antarctic travel is based on a long history of teamwork. As a team, we rely on communication, cooperation, co-ordination and awareness to deliver our *mission and vision*. As individual players, we do our part at the heart of IAATO, trusting each other to always keep IAATO's bigger picture goals in mind.

The IAATO Secretariat will, as always, do their part to help facilitate this for all of us.

Attached are the 2020-21 Operational Instructions. They summarise the 'Must-Knows' for the coming season. The aim is to make it easy for you to quickly identify the practical day-to-day management of IAATO visitor operations, including the changes that have occurred since last season.

Please make sure that you are familiar with all the *FOM* documents that relate to your operation. As field staff and crew, you are responsible for knowing and understanding your legal obligations under your Company's authorisation/permit.

Our industry and the environment in which we work is demanding and dynamic! Within that, we also have a great responsibility to each other, to our clients and to Antarctica.

In the FOM and Operational Instructions you have a great knowledge base from which to run your operations. During the season, new information is distributed in Operational Updates or to the vessels themselves. And finally remember - Team Work - communication - cooperation - co-ordination will lead to success for us all.

#WEAREIAATO

IAATO Vessel Code of Conduct

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

Make sure this document is part of the pre-season briefing for officers and staff, and is reviewed before the start of every voyage. This document can be found in the FOM – Section 8.

Biosecurity

Introduction of non-native species is one of the highest priority concerns in Antarctica due to increased human activity coupled with a potentially more hospitable environment caused by warming, particularly in the Peninsula region.

We remind operators to follow biosecurity measures and to include the vacuuming of clothing prior to landing in the Antarctic.

Field staff and passengers should all receive a copy of the 'IAATO Don't Pack a Pest' pdf prior to their voyage. The document is available in English, Chinese, Dutch, French, German, Japanese, Korean, Portuguese, Russian and Spanish.

During recent seasons, two well-established, non-native plant species were discovered on the 'no-go' fluvial plain area behind the buildings at Whalers Bay, Deception Island.

Remember that in addition to the first thorough bio-security cleaning before arriving in Antarctica, comprehensive cleaning should also take place between distinct regions (e.g., between Falkland Islands (Malvinas) and South Georgia; between South Georgia and Antarctica).

The Bio-Security Declaration should be completed in each region, by everyone going ashore, including all passengers, staff and crew.

Recent research indicates that tourist support staff, along with scientists and science support personnel, are more likely to transport non-native species than tourists. It is believed that this is due to field staff using the same clothing and gear in other areas of the world. Please make sure you CLEAN YOUR OWN GEAR and try to have Antarctic-specific gear so you do not have to clean after each non- Antarctic landing or port call. The study found that camera bags and backpacks were the primary source of transmittal. Remember: Take it new or take it clean.

All field staff and crew who are assigned to gangway duty should be familiar with the decontamination guidelines. Care should be taken to decontaminate boots, clothing, hiking poles, tripods, bags, etc., before and after each landing to mitigate any potential introduction of non-native species or cross contamination. Boot-washing stations should be established at the gangway and on the Zodiac deck where appropriate. Where aircraft are used, similar procedures should be in place.

A specific disinfectant, Virkon®, is recommended. Virkon is highly effective and degrades naturally in the environment. It must be allowed to dry on equipment between landings.

A poster outlining the IAATO Don't Pack a Pest is available for download, and it is mandatory to display these guidelines to clients near boot-washing stations. The posters can also be found on the [IAATO website](#).

The Committee for Environmental Protection (CEP) has updated the manual for prevention of the introduction for non-native species. The manual includes references to the various protocols that are in place across the Antarctic community, including IAATO's.

COMNAP has developed a useful checklist for providers to help ensure activities are 'bug-free'. COMNAP have also prepared a training module on non-native species. Alongside the checklist these are particularly useful for air/land operators. There are also additional guidelines for the cleaning of vehicles. This is intended for any operators taking ATVs, skidoos, etc., into the field.

These IAATO, Treaty and COMNAP documents can also be found in the [FOM – Section 7 – Biosecurity](#).

Special note for the 2020-21 season: IAATO Vessels will neither visit, nor seek any assistance from, occupied National Antarctic Program Stations.

Special Note about South Georgia Biosecurity Inspections:

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 expedition team. For 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.

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 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.

Government Officers conduct a standardized inspection of clothing, footwear and bags to check for biosecurity risks.

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

Vessels with a pass rate of less than 85% are classed as unacceptable, and GSGSI 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.

Further information can be found in the 2019-20 South Georgia Biosecurity Handbook.

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

Pass Rate Risk Thresholds

Special Note for the 2020-21 Season: IAATO Operators should be in touch with the South Georgia Government Officer well in advance of the visit, so appropriate COVID-19 protocols can be discussed.

Cleaning Tips from the Field:

- To get complete buy in from the guests, start biosecurity briefings and checks early, especially if you are going to different regions. For instance, on a Falklands (Malvinas), South Georgia, and Antarctica expedition, start biosecurity briefings before the Falklands (Malvinas) arrival.
- Assign a crew/staff member to be present at the gangway/side-gate to check guests as they depart and return to the ship.
- Especially on South Georgia beaches, have scrub brushes available before guests embark the small boats back to the ship. This will help with the initial cleaning.
- Have the appropriate tools to assist – large paper clips and hand scrubbing brushes are a must. Pay particular attention to Velcro.



Waste Management in Antarctica

Vessel Waste Management is an important component of the Antarctic Permitting process and *is the Law* for each vessel. IAATO believes waste management is a specific area where there is a vulnerability for vessels to fall short of required International Standards. We urge all staff and crew to remain vigilant that *all requirements/restrictions are adhered to at all times*.

IAATO Emergency Contingency Plan

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

IAATO Emergency Medical Response Plan (EMER)

IAATO members have agreed that operators should have a clear understanding of their clients' medical capabilities and that operators will provide mutual support in the case of a medical emergency through the IAATO EMER Plan. Each Operator is responsible for providing the appropriate vessel and company management information in the database prior to the season.



Medical Evacuations

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

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

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

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

If another IAATO-operated vessel or aircraft is available to transport a passenger back to the mainland, this option should be considered.

Any information about an occurring Medical Evacuation (when it happened and from where) should be reported to the IAATO Secretariat as soon as possible. IAATO has an ongoing dialogue with competent authorities, and IAATO is often approached about medical evacuations which are in the process of or have happened.

Whale Avoidance

IAATO operators have committed to one of the following:

- A 10kn speed restriction within geofenced time-areas.
(This excludes emergency or other extenuating circumstances).

OR for IAATO operators with a whale strike mitigation training program in their Ship Management Systems (SMS):

- An extra watchman on the bridge for the sole purpose of being on whale lookout within the geofenced time-area proposed. Appropriate records of this action must be recorded in the ship's log.

The geofenced time-areas are as follows:

- January 1 through May 30 in the Gerlache Strait and adjacent waters, in the area between 63.65°S and 65.35°S, including Dallmann Bay west to 64.2°W;
- February 1 through May 30 in the Marta Passage entering Crystal Sound, 67.8°W to 67.0°W.

For Operators choosing Option 2, details of the whale strike mitigation training program included in their SMS must be shared with the IAATO Secretariat (alynnes@iaato.org) before the season.

Crevasse Reporting

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

As average temperatures increase, particularly in the Peninsula region, glaciers are retreating and thinning. This is exposing crevasses, weakening other permanent ice and snow slope areas and increasing activity at tidewater glaciers. As a result, field staff are noticing an increase in the occurrence of crevasses, bergschrunds and ice 'holes' developing in weakened, softening ice. Remember to review the crevasse advice note.

The Field Operations Committee continually update the advice note to assist field staff in the recognition of hazards on snow fields, which is in the FOM (Section 7 / Activity Guidelines). If you do go on snow fields, please ensure that you have adequate training and equipment to carry out a crevasse rescue. Feedback on the advice note is welcomed.

Commonly used landing sites that have known crevassed sections include:

Cuerville – all permanent snow-covered areas, particularly the snow peak and ice cliffs on the southern half of the island.

Damoy – at the top of the hill leading up from the hut, close to the outlook over Port Lockroy.

Neko Harbour – all higher ground to the east of a line drawn between the upper part of the rookery and the exposed rocky knoll look out point near the glacier.

Portal Point – going onto the neck and any area beyond. Current position reported: S 64°30.017' W 061°46.258'

Danco – permanent snow covered slopes to the south of the penguin colonies.

Orne Harbour – along the SW side of the ridge. Current position reported: S 64°37.900' W 062°33.409'

Port Charcot – along the higher slopes.



There may be crevasses of varying depth, size and extension present in all landing areas with permanent snow cover.

Prior to landing visitors at any landing site with snow slopes, experienced individuals should assess the area and put necessary precautions in place to minimize the risk of a crevasse incident.

- Review records and incident reports from previous seasons
- Send an advance party, roped, to probe a safe route
- Station staff at key route change points i.e. corners in the flagged route

Only experienced individuals or groups should approach un-surveyed areas and should be roped up using the correct equipment.

A guide team experienced in crevasse rescue should remain in the area with a crevasse rescue kit until all visitors have left the area.

IF IN DOUBT STAY AWAY!

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

IAATO Statement on the Use of Remotely Piloted Aircraft Systems (RPAS) and RPAS for Navigational Use Guidelines

During Virtual IAATO 2020, IAATO members reaffirmed their ban on the recreational use of RPAS in coastal areas. RPAS can be used recreationally in the Deep Field with the proper authorisation.

IAATO has also created RPAS for Navigational Use Guidelines which can be found in the FOM - Section 08.

IAATO Vessel Based Helicopter Operation Etiquette

1. At all times, Pilots, Expedition Leaders and Vessel Master recognize the desirability to keep helicopters out of the sight / hearing range of all other vessels at all times.
2. Any close passes with helicopters to vessels or guest activities should only happen with all operating parties' explicit consent.
3. When planning helicopter operations with other vessels in the vicinity, noise pollution to guest wilderness experience should be considered.
4. All vessels in close proximity (within 5nm) to helicopter operations (Government, IAATO or other) should be notified of planned air operations.
5. Pilots should be attentive to signs of wildlife disturbance at all times and corrective action should be taken where practical to avoid or mitigate the effects of aircraft operations and/or safety considerations such as bird strikes.

The IAATO Helicopter Working Group and Field Operations Committee have created IAATO Helicopter Guidelines, and they were adopted at virtual IAATO 2020. These guidelines can be found in the FOM - Section 8 and 10.

Co-ordination of Itineraries and the Live Ship Scheduler

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

1. The Live Ship Scheduler

The IAATO Live Ship Scheduler is active for the 2020-21 season. The manual for the Live Ship Scheduler can be found in the FOM – Section 8 – Vessel Operations.

For any questions or feedback about Live Ship Scheduler during the season please email shipscheduler@iaato.org

2. 100 Guests ashore at one time

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



3. Station Visits

Keeping COVID-19 out of Antarctica is the #1 priority of the National Antarctic Programmes (NAPs). Station Visits will not be allowed by any National Program for the 2020-21 season. Stations will be blocked in the database and bookings will not be able to be made. Should the situation change and a station open up at a later time, the Secretariat will notify the Members and it can be booked at a later date. Currently only Medical transfers are allowed to transit Marsh, with no contact made with any of the stations. Should this change, you will be notified immediately.

4. Camping at Brown Station

A reminder, whether occupied or not, camping is not allowed at Brown Station. Skontorp Cove is a separate site and camping is permitted there.

For further station visit etiquette, please refer to the FOM – Section 7 – Area and Site Specific Guidelines - Research Station Guidelines

5. Site Guidelines

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

6. New and Revised Site Guidelines

There have been some revisions to existing Site Guidelines as well as some new Site Guidelines added to the current ATCM Site Guideline portfolio. These changes/additions may have an effect on your ship's schedule. Please see the below list of updates:

7. Revised Site Guidelines:

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

i. Hannah Point and Torgersen Island landings are restricted prior to January 10.

- The scheduler has been set to reject any landings booked before that date. For Hannah Point, if you wish to visit the area without landing by offering a zodiac cruise of Hannah Point, we suggest you book a visit to Walker Bay (by Hannah Point), the small natural bay which is formed by the Point. For Torgersen Island, you may Zodiac cruise prior to January 10, but you must check with the Palmer Station Manager (pal.manager@usap.gov) during the season for final confirmation. Special attention must also be paid to the Palmer ASMA (ASMA 7) and ASPAs near Palmer Station. **No Visits to Palmer Station are permitted for the 2020-21 season.**
- Prion Island, South Georgia will be closed for the entire season.

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

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

The peer sites are as follows:

- Goudier Island & Jougla Point
- Skontorp Cove & Brown Station
- Prospect Point & Fish Islands
- South Bay & South Bay/Johnsons Dock
- Hannah Point & Walker Bay
- Port Charcot & Pleneau Island
- Georges Point & Orne Island
- Enterprise Island & Foyen Harbour
- Half Moon Island - Camara Station (Arg) & Half Moon Island – Chinstrap Colony

9. Port Lockroy (Goudier Island)

The UKAHT has produced an information sheet which provides important information you should note before visiting Goudier Island. The information sheet can be found in the FOM – Section 07 – Area and Site Specific – Peninsula Guidelines.



10. Post-Visit Reports (PVRs)

ALL Falkland Islands (Malvinas), South Georgia Island and Antarctic visit data can be entered into one PVR.

- i. ALL Falkland Islands (Malvinas), South Georgia Island and Antarctic PVRs can be exported separately on the PVR homepage by clicking on the flag to the right of the desired PVR.
- ii. We have modified the required cells to be a darker grey color on the excel sheet for easier viewing. Please do not forget to complete all dark grey required cells before submittal. If ANY fields are missing in the PVR, the system will not allow it to be uploaded until all fields are filled in.
- iii. There are now drop downs for both Organization name and Vessel name.
- iv. Nationality Records do not have to be in alphabetical order.
- v. Be careful of entering country names vs nationalities as this can cause problems when submitting your PVR.
- vi. Please use the drop-down menu in Part 1, Section C.
- vii. Dates in PVR Part 2 do not need to be in chronological order – they will be sorted when submitted.
- viii. All time slots in coastal waters (Antarctica and/or South Georgia) must be recorded on PVR Part 2.

For example: When looking for whales in the Gerlache Strait, please enter Ship Cruising in Part 2 of the PVR.

Please submit your PVRs within two weeks of the completion of your voyage.

Photos and Reports of Non-IAATO Vessels

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

In FOM – Section 04 – Reports there is a form entitled *IAATO / Non-IAATO Visitor Encounters*. Please send any photos and/or information of non-IAATO vessel to operations@iaato.org.

Logins for the Field Staff Section of IAATO's Website and the IAATO Online Assessment

The Field Operations section of the IAATO website <https://iaato.org/field-staff-resources/> is a good source of the latest information where you can read news and get updates related to Antarctic tourism. To access the field staff section, a login is required, which will give you access to the Field Operations Manual, the Online Assessment, and other useful information. To gain access to the Field Staff section of the website, Operators must register their field staff in the IAATO database.

If you have not received a login for the Field Staff section of the website, please contact your Operator.

The IAATO Online Assessment

IAATO encourages all field staff to take the online assessment before each season. The intent behind this service is to provide a free-to-the-user training mechanism for new field staff to test their knowledge of matters relevant to Antarctic guiding. The online assessment also serves as a mechanism for established field staff to refresh their knowledge and become familiar with new information prior to the season commencing. The FOM changes annually with new questions added to reflect this.

The South Georgia Government have made it mandatory for all field staff going to South Georgia to pass the relevant season's online assessment, and include the completion certificate as part of the South Georgia clearance procedures.

There are different assessments to choose from depending on your role and where you are working. The current assessments are:

- Peninsula - for Expedition Leaders
- Peninsula - for Expedition Guides
- Peninsula & South Georgia - for Expedition Leaders
- Peninsula & South Georgia - for Expedition Guides
- Ross Sea - for Expedition Leaders & Staff
- Cruise only - for field staff
- Vessel Crew and Officers
- Home Office Staff
- Potential Staff
- IAATO Observers



The new online assessments can be accessed in the Field Operations Section at iaato.org or this login site:
<https://candidate.speedexam.net/signin.aspx?site=iaato>

FAQs about the Online Assessment:

1. What happens if I have forgotten my password (applies to either the Field Staff Website and/or Online Assessment)?

Please press the Forgot Password Button:

Username

Password

 [Forgot your password?](#)

A link will be provided by email to reset your password. Please check your SPAM for the email.

2. Which Assessment should I take?

Please ask your employer which Online Assessment is the correct one for you.

3. When do I have to take the Assessment?

Crew and Field Staff should take the assessment before departing for the field.

Other staff categories may take the assessment at their leisure, preferably prior to the start of the season.

4. How do I know I have passed the Assessment?

After finishing the assessment, you can review the results. A 'Certificate of Achievement' will be immediately available to download upon passing the assessment. You can review your results under 'Exam History'; click on 'Exam Name' and 'Review'

To Download your certificate:

- i. Click Exam History (in the left hand column)
- ii. Find the Assessment.
- iii. Next to the name of the exam taken and passed will be a certificate symbol.
- iv. Click on the certificate symbol and print.

For further assistance please contact the following:

For Field Staff Logins: edelaney@iaato.org

For Online Assessment Assistance: survey_test@iaato.org

Electronic FOM

The Field Operations Manual is now a completely electronic living manual. The Field Operations Manual is available for download via the FOM Sync App (v4) or can be found on the flash drives which have been sent to the vessels. Sync files often to ensure users have the most up to date documents.

To Sync onboard, Vessels will need to add the following URLs to the IT system Whitelist:

apps.iaato.org/iaato

apps.iaato.org/fomsync/token

apps.iaato.org/fomsync/token_mobile

iaato.app.box.com

South Georgia Permit Holder Assessment

The GSGSSI has launched a new Permit Holder Briefing & Assessment during the 2019-20 season.

The new briefing applies to all Visit Permit Holders, and after successful completion, grants dispensation to make first landing outside of Grytviken (replacing the traditional briefings which took place at King Edward Point every 3 years).

The seasonal briefing can be completed online and provides essential information pertinent to the visit and seasonal updates to ensure the Permit Holder has the latest information and is aware of their important responsibilities. This learning is consolidated by taking an online assessment and evidenced by a Permit Holder Briefing Certificate. The pass mark is 80%.

Permit Holders are invited to take the briefing and assessment by following the instructions in the Permit Holder Briefing document found in the FOM – Section 13.



2020-21 IAATO Flash Drives

Each vessel will receive one set of three (3) flash drives. These flash drives will be sent from the Operator's home office.

The Flash Drive Set will consist of:

- i. IAATO Field Operations Manual (FOM) and FOM Sync App v4
- ii. IAATO Briefings and Animations
- iii. IAATO Education and Outreach

Should the vessels come across any non-IAATO vessels during the season, IAATO staff or crew are recommended to reach out and share the information on the Outreach flash drive.

To Sync the Flash Drives:

1. Plug in the Field Operations Manual Flash Drive (this is the drive with the regular USB and USB-C connections)
2. Double Click on the FOM Sync App Icon
3. The sync process will then start automatically and update the information on the Flash Drive.

Guidelines and Posters

The IAATO mandatory briefing, wildlife watching, general guidelines and bio- security documents are available in all languages (English, Chinese, Dutch, French, German, Japanese, Korean, Portuguese, Russian, Spanish and Tagalog)

The IAATO and ATCM Posters are only available in English, and have been updated/reformatted this season. Following feedback from the Operators, posters have been shrunk to A3 size and are available in [Electronic Forms](#).

IAATO: Polar Guide App

The App has been designed to enable users to stay apprised with the latest Antarctic Treaty, International Maritime Organisation (IMO) and IAATO vessel information for effective yacht and ship operations. It facilitates support of Antarctic science and conservation; and aims to enhance visitors' experience in Antarctica by highlighting selected citizen science projects.

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

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

Constructive feedback on the App is appreciated: please email operations@iaato.org

The FOM is a living document and relies on your feedback and input. The IAATO Secretariat is here to assist you with any queries or issues. Please do not hesitate to get in touch; we are here to help and support you. For feedback on the FOM please contact IAATO Operations operations@iaato.org

Have a safe and successful Antarctic season.

With very best wishes, The Secretariat Team

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