

# 2024–2025 Operational Instructions

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

## 2024–25 IAATO Operational Do's and Don'ts

The document is a quick sheet of important reminders and key takeaways for the season. For more detailed information please review the 2024–25 IAATO Operational Instructions as well as other topics in the Field Operations Manual (FOM).

DO	DON'T
Do ensure you have an up-to-date copy of the Field Operations Manual (FOM) before your season. Either sync your copy of the FOM Sync App or download it through the IAATO Website. Do remember to sync throughout the season	Don't forget to read the IAATO Vessel Code of Conduct (FOM Section 01)
Do make sure all activities are authorized or permitted before carrying them out	Don't forget it is your responsibility to be familiar with all permits/authorizations and operational procedures/guidelines for anyone onboard (i.e. scientists/media/etc.)
Do maintain a minimal safe distance from wildlife (5m/15ft)	Don't approach wildlife closer than minimal safe distances (5m/15ft)
Do follow Biosecurity protocols for people and equipment, including camping equipment (FOM Section 07 Biosecurity Operational Procedures)	Don't kneel/crouch, sit or lay on the ground or snow, use stools or chairs, or leave tripods unattended in wildlife areas
Do make every effort to keep the minimal distances from wildlife	Don't encourage wildlife to crawl on you
Do give wildlife the right-of-way	Don't stay still if wildlife approaches, move away slowly if it is safe to do so
Do be aware of areas where animals exit or enter water or colonies	Don't place equipment near animals
Do maintain quiet when in the presence of wildlife	Don't use selfie sticks to get closer to wildlife
Do keep camera equipment and cleaners securely packed	Don't make noises in attempt to gain wildlife attention
Do keep your camera flash off to respect wildlife	Don't leave camera materials behind including tripods/GoPros/timelapse set ups
Do secure loose items to ensure they cannot blow away	Don't take food ashore unless there is an emergency food or appropriate permit/authorization is in place
Do ensure thorough biosecurity cleaning before arriving in Antarctica and between distinct regions (e.g. Falklands (Malvinas), South Georgia etc.)	Don't interact with National Antarctic Program Stations for tourism visits, even if asked by base personnel. Logistical assistance or special projects may be permitted
Do review Coastal Crevasse Awareness Recommendation (FOM Section 07 Activity Operational Procedures), and report any unreported crevassed areas to IAATO	Don't go into known crevassed terrain without proper assessment, equipment and an experienced guide
Do communicate to the fleet about waterway transits and weather through the Broadcast centre in the Live Ship Scheduler (IAATO Live Ship Scheduler Guide found in FOM Section 08 & 12)	Don't use RPAS in coastal areas for recreational use. RPAS flights for navigational, safety or scientific purpose are allowed with a permit from a Competent Authority and agreement from the Operator
Do be alert and vigilant when operating around ice in any form. Icebergs can be unpredictable and dangerous (IAATO Operational Procedures for Selected Vessels in the Vicinity of Ice, FOM Section 08, 09, & 12)	Don't go into ice caves, under arches, or stand on bergy bits or growlers. Sea ice walks should be adequately assessed by competent guides prior to being carried out
Do stay a minimum distance of twice the height away from any iceberg	Don't enter iceberg ice pools or drive over ice foots
Do keep the appropriate distance from whales and seals (FOM Section 07 Wildlife Operational Procedures)	Don't go over 10kn in Geofenced Whale areas during the specified time periods (IAATO Geofenced Whale Areas, FOM Section 08)
Do remember that communication between a larger vessel and a yacht is best achieved through a friendly dialogue between the EL/Navigator on the Bridge of the ship and the Skipper/Watchkeeper of the Yacht, beginning on Channel 16 VHF	Don't interfere with other Operators' operations
Do submit a PVR within two weeks of the voyage disembarkation date	Don't finish your contract without finishing your voyages PVRs



# 2024–2025 Operational Instructions

## For ALL Working in Antarctic Operations

- A list of new and updated documents is found in the FOM Section 02.
- The FOM is only in Electronic Form.
- The latest FOM Sync App (v4.1.2) for laptop and desktop computers is available on the IAATO website. Both use synchronising capabilities to update. The version number can be found in the bottom right corner of your FOM Sync App.
- The FOM is a living document. Please sync through IAATO's FOM Sync App v4.1.2 throughout the season to ensure you are using the most up to date documents.
- These Operational Instructions summarize the 'Must-Knows' and Updates for the coming season.

### Emergency Contact Information

IAATO Emergency Line (Monitored 24hours):	+1 401 608 2090
Incident Reporting (non-Emergency):	operations@iaato.org shipscheduler@iaato.org;

### Key IAATO Contact Information for the 2024-25 Season:

Ship Scheduler Assistance:	shipscheduler@iaato.org
Online Assessment questions and feedback:	operations@iaato.org
FOM Sync App or Polar Guide App feedback:	operations@iaato.org

## 2024-25 Biosecurity Instructions (FOM Section 07 – Biosecurity)

Please see the 2024-25 Biosecurity Instructions for important biosecurity-centric seasonal instructions and information.

### NEW: 2024-25 HPAI (Avian Influenza) Handbook

There are several places where supporting information and resources around HPAI and other wildlife diseases protocols can be found. Please visit the areas listed below for videos and documentation to support mindful avian influenza operations to lessen risk.

- [IAATO.org Field Staff Resources](#)
- [FOM Section 02 Seasonal Information](#)
- [FOM Section 07 Biosecurity Operational Procedures](#)
- [Supplementary video in FOM Section 06 Briefings \(Web Only\)](#)

**Special note for the 2024-25 season: Due to COVID, HPAI, and other wildlife diseases, IAATO Vessels will not interact with occupied National Antarctic Program Stations for tourism visits, unless it is for previously authorized visits, authorized logistical assistance or special projects. Any changes to policies will be announced to as information becomes available.**



## IAATO Vessel Code of Conduct (FOM Section 01)

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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.

## IAATO Vessel Based Helicopter Operational Procedures (FOM Section 10)

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### Updated for the 2024-25 Season

The IAATO Helicopter Working Group, Field Operations and Marine Committees have created IAATO Vessel Helicopter Operational Procedures. Key considerations from the guidelines are:

- 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 Operational Procedures.
- Helicopter Operators commit to not being seen or heard.
- Helicopter Operators will be cognizant of the Ship Scheduler, and will not start, or conduct air operations within 5nm of where a known booking is taking place. This will include maintaining 5nm distance from any vessel conducting operations at a booked site for the duration of the flight operation.
- If a vessel operating a helicopter has already started flight activities, and another vessel enters within 5nm, the helicopter operations do not have to stop. Close communication must be kept between all vessels.
- Any close passes with helicopters to vessels or guest activities should only happen with all operating parties' explicit consent.
- Operations should not be flown within the following areas without prior agreement with air traffic control of pertinent airfield/station.
  - a. Rothera: From the northern entrance to the Gullet, South anywhere within Marguerite Bay.
  - b. McMurdo: Anywhere within McMurdo Sound.
  - c. Marambio: Within 25nm of any part of Snow Hill Island.
  - d. King George Island: Within 25nm of King George Island.
- Helicopter Operations wishing to commence near stations (see above distances) should be discussed and agreed upon at *minimum 48 hours* before. Any Operational requests by National Antarctic Programs must be followed

**Helicopter operators have agreed to Restricted Activity zones in the Southern Gerlache area. These regions will be designated within both the Live Ship Scheduler and RedPort. Please see FOM Section 10 for details on Restricted Activity Zones.**

## IAATO Operational Procedures for Submersibles/ROV/SCUBA (FOM Section 07)

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- 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.

## IAATO Emergency Contingency Plan (FOM Section 03)

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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 will send the Vessel, Deep Field, Submersible and Helicopter EMER Information via email directly to Operators and Vessels at the beginning of the season.

**The hallmark of IAATO's Contingency Planning is self-sufficiency, as well as communication, cooperation and coordination between IAATO Operators and the Secretariat. IAATO members will not seek assistance from National Antarctic Program Station or South Georgia Government facilities. Medical evacuations should be handled solely by the Operator.**



## IAATO Emergency Medical Response Plan (EMER) (FOM Section 03)

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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.

### Medical Evacuations (FOM Section 03)

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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 Antarctic RCCs for any assistance which may be accomplished under their own resources.
- Depending on the amount of ice and snow on the runway at Frei runway, medical evacuations on the Peninsula by plane may not be possible until mid to late November, and contingencies should be in place to return to port October – late November.
- 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.

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

Guests cannot be disembarked at any Antarctic research station for medical reasons. If landing a passenger near an airfield (e.g. Frei), 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, but only with complete agreement from both Operators medical professionals.

Operators should always be cognizant that plane evacuations, either for weather or runway conditions, may not be possible and vessels and returning to port may be the fastest way to address the medical needs.

## Shore Stranding Equipment (FOM Section 07 – Activity Operational Procedures)

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**GSGSSI requires all operations conducted in South Georgia, including Grytviken, to have the necessary shore stranding equipment accessible to them for all landings.**

### Updated for the 2024-25 season

**Only changes are highlighted below**, for the full set of advice, please refer to the IAATO Field Operations Manual found on the website or through the FOM Sync App v4 .

#### A. Familiarization and inventory

- Stranding gear should be packed in waterproof containers / bags to ensure contents are dry and usable in event of an emergency.
- Field Staff should be prepared to be stranded ashore whenever conducting activities off ship in the Antarctic. This preparation should include keeping extra warm gear as needed in personal kits.
- Inventory of Shore Stranding Equipment and medical equipment should be conducted at regular intervals throughout the season to familiarize all staff and ensure all equipment is in good working order.

## Coordination of Itineraries and the Live Ship Scheduler (FOM Section 08)

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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.

### i. The Live Ship Scheduler (FOM Section 08, Section 09, and Section 12)

The IAATO Live Ship Scheduler (LSS) is active for the 2024-25 season. This system greatly diminishes the need for the email back and forth between the vessels. Using a web-based app which operates on low bandwidth (similar to RedPort), the Scheduler allows changes to be made in real time.

During the 2024-25 season, important seasonal information emails coming from the IAATO Secretariat will continue to be pinned in the IAATO Broadcasts section of the LSS. This will make it easier to find and review pertinent information.

For any questions or feedback about Live Ship Scheduler please email [shipscheduler@iaato.org](mailto:shipscheduler@iaato.org).



## ii. Peninsula Fleet Broadcast System

The 2024-25 Distribution List (Fleet) is for vessel-to-vessel contact for immediate notifications and safety reasons ONLY. The list must not be distributed to anyone outside of the addresses registered on the email circulation list. The email list is pre-populated in the Live Ship Scheduler and emails can be sent to the fleet via the Broadcasting system.

The IAATO Operations team are the only people authorised to add or remove names. Please therefore contact the operations team, at [shipscheduler@iaato.org](mailto:shipscheduler@iaato.org) if a contact needs to be added or removed.

DO NOT use the communication list to broadcast standard schedule changes. If unable to make a schedule change through the LSS or Offline Ship Scheduler, please email [shipscheduler@iaato.org](mailto:shipscheduler@iaato.org) only.

## iii. General Vessel Booking Protocols (FOM Section 08) Updated for the 2024-25 Season

Please be sure to follow the ship scheduler booking guidelines when selecting vessel sites.

### Category 1 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.

A second primary (07:31 or 13:01) time slot will only be booked opportunistically 48 hours in advance.\*

### Category 2 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, the second time slot will be a shoulder (early AM or late PM) landing slot.

A second primary (07:31 or 13:01) time slot will only be booked opportunistically 48 hours in advance.\*

### Cruise-Only 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.

### Yachts

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.\*

A second primary (07:31 or 13:01) time slot will only be booked opportunistically 48 hours in advance.\*

**A new document titled IAATO Ship Scheduler Booking Guidance will be found in FOM Section 08 with highlights of the updates and must-knows for the 24-25 season.**

## iv. Lemaire Channel Booking Updated for the 2024-25 Season

To assist in sharing more detailed booking information, one-hour time slots can now be booked for transit through the Lemaire Channel. These bookings are [for information only](#) and vessels may continue to make free transit at any time.

Protocol is as follows:

- Book the one-hour time slot and direction in which your vessel intends to begin transit
  - **For example:** if intending to transit from 07:30-08:30 from the North, please book the 07:01-08:00 with a N-S direction indication.
- Please refer to the bookings in the time slot before and after your booking for an indication of what other vessels will be in proximity
  - These can be found in both the Live Ship Scheduler and Traditional Reports, with the Live Ship Scheduler reflecting the most current bookings.
  - **For example:** with the above example, refer to the bookings from 06:01-07:00 and 08:01-09:00
- Clear communication and Securite calls must take place between all vessels transiting the area.

## v. Ship Schedule Traditional Report Excel Sheet (FOM Section 02)

The Traditional ship schedule excel sheet will be sent to vessels twice a week on Tuesday and Friday.

Additionally, an up to date traditional report (by vessel or by site) can be exported through the left-side menu in the Live Ship Scheduler at any time or in the ship scheduler section of the database.



## vi. 100 Guests ashore at one time Updated for the 2024-25 Season

Given the expansion of operations to possibly include many activities during the same site booking period, as well as other considerations around site management (e.g. HPAI), **IAATO Members have agreed to maintain a minimum of 1:20 actively guiding staff to passenger ratio** while onshore. For more information on this, please refer to *Field Staff Experience and Staff: Passenger Ratio in the Field* in FOM Section 01. This updated ratio is voluntary for the 2024-25 season, to be made mandatory from 2025-26 season.

A maximum of 100 guest 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 Permit/Authorization in jeopardy; and risks the Operator no longer being allowed to visit the Antarctic.

\*Some sites allow less than 100 passengers ashore at one time – be sure to check the ATCM and IAATO Site Guidelines for restrictions on numbers.

## vii. Station Visits (FOM Section 07 – Area and Site Specific Guidelines – Research Station Guidelines)

Tourism visits and interactions are permitted to Palmer Station during the 2024-25 season. All Palmer visits for the season have been allocated prior to the season, and no more may be requested.

Currently, Vernadsky Station remains closed to tourism; however, the Wordie House key will still be picked up from the Vernadsky personnel Contact information for Vernadsky will be supplied via the Fleet Broadcast System.

Tourism Visits, or any tourism interaction with any other active National Antarctic Program Stations is not allowed during the 2024-25 season, even if you are invited by the station personnel. Logistical support or special projects may be allowed.

## viii. Camping (FOM Section 02)

Camping sites should be considered carefully and adhere to Avian Influenza Protocols. Camping sites in general should not be in areas of high wildlife concentration, and Operators should be prepared to abort a planned camping site if significant wildlife is present.

A list of camping sites for the 2024-25 season can also be found FOM Section 02.

This list may not cover all the camping sites ever used; if an Operator has another site they would like to use, it is permissible as long as Avian Influenza Protocols are followed.

## ix. Site Availability

**Icons for site locations on the Live Ship Scheduler are used for scheduling purposes only and do not reflect ship anchorages or positions. All ships must continue to communicate with nearby vessels and the fleet for activity coordination.**

- i. Please communicate to all other vessels if you are leaving a landing site early, so that others in the vicinity are aware of the possible planning opportunity.
- ii. If your plans have changed and you will not be utilizing a booked site, please release the site as soon as possible so others in the area may utilize it.
- iii. If you arrive to a site that is empty, but another vessel has it booked, communicate to the vessel before using the site for any purpose.

## x. Fildes Bay, King George Island Operations

All medical evacuations, air-cruise passenger drop off and pick up, and use of medical facilities or going into Fildes Bay must communicate with all King George Island stakeholders ahead of arrival.

Please utilize the broadcast list **KGI Stakeholders** – which is pre-populated by IAATO Secretariat within the Live Ship Scheduler – for this communication.

## xi. Specially Protected and Managed Areas

Please note several new/updated ASPAs in areas where tourism occurs:

- i. ASPA 1XX Farrier Col, Horseshoe Island
- ii. ASPA 139 Biscoe Point, Anvers Island

Additionally:

- i. Lystad Bay, Horseshoe Island remains closed to visits/camping as the Turkish Antarctic Program is operating their science program there.
- ii. Unless a visit to Palmer Station has been authorized by the USAP, do not operate activities at the Southern End of Anvers Island in ASMA 7.
  - a. Transit through and activities on the southern side of Bismarck Strait are permissible, however be aware of the ASMA 7 management plan and the other ASPAs in that area.





## xii. Site Guidelines (FOM Section 07 – Area and Site-Specific Guidelines)

*The Antarctic Treaty Site Guidelines are the Law.* Each Operator applies to a National Competent Authority (NCA) for authorization to visit the Antarctic. When a Permit/Authorization 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 Authorization.

## xiii. New and Revised Site Guidelines (FOM Section 07 – Area and Site-Specific Guidelines) New IAATO Site Guidelines for 2024-25

The full set of site guidelines can be found in the IAATO Field Operations Manual on the website or through the FOM Sync App v4.1.2. All new site rules have also been reflected in the IAATO database.

- i. The Field Staff and the Field Operations Committee finalized 17 IAATO guidelines for the 2024-25 season.

Bongrain Point	Kinnes Cove / Madder Cliffs
Chiriguano Bay (marine only)	Leith Cove
Cierva Cove (marine only)	Cape Lookout
Fort Point	Penguin Point, Seymour Island
Hidden Bay (marine only)	Prospect Point
Hovgaard Island	Robert Point
Hydrurga Rocks	Spert Island (marine only)
Jenny Island	Stonington Island (addendum)
Kerr Point, Ronges Island	

## New IAATO Draft Site Guidelines for 2024-25

Only changes are highlighted below, the full set of site guidelines can be found in the IAATO Field Operations Manual found on the website or through the FOM Sync App v4.1.2. All new site rules have also been reflected in the IAATO database.

- i. The Field Staff and the Field Operations Committee have worked on 19 new IAATO *draft* guidelines for the 2024-25 season. **Any feedback on the below draft guidelines can be sent to [operations@iaato.org](mailto:operations@iaato.org) and is most appreciated.**

Astrolabe Island (addendum)	Neko Harbour (addendum)
Charlotte Bay (marine only)	Palaver Point
Curtiss Bay (marine only)	Paulet Island (addendum)
Devil Island (addendum)	Punta Vidt
Enterprise Island (mountaineering activities)	Sandefjord Bay (marine only)
Flandres Bay (marine only)	Skontorp Cove (marine only)
Foyn Harbour (marine only)	Stony Point
Gourdin Island	Tay Head
Melchior Islands	The Naze
	Useful Island

## xiv. 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 on an opportunistic basis. Ship Scheduler bookings take precedence and if another vessel needs to utilize one of the landings, the two vessels involved should discuss which landing each vessel will use.

However, there may be no more than 100 guests ashore at any landing site. For instance, using Cuverville Island for a standard landing and Orne Harbour for a mountaineering excursion.

The peer sites which can be book together are as follows:

Brialmont Cove & Sprightly Island & Spring Point	Heroina Island & Danger Islands (no landed visits)
Enterprise Island & Foyn Harbour	Lindblad Cove & Charcot Bay
Georges Point & Orne Island	Melchior Islands & Omega Island
Goudier Island & Jougla Point	Orne Harbour & Spigot Peak
Half Moon Island - Camara Station (Arg) & Half Moon Island - Chinstrap Colony	Prospect Point & Fish Islands
Hannah Point & Walker Bay	Skontorp Cove & Brown Station & Punta Vidt

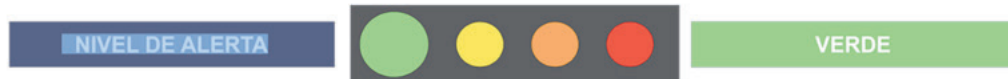
## xv. Booking Deception Island and Volcanic Alerts (FOM Section 7 – Area and Site Specific Guidelines – Full Set of ASMA and ASPA Management Plans – Antarctic Peninsula and Weddell Sea)

In light of the incident on White Island/Whakaari, New Zealand, as well as increased seismic activity in the South Shetland Islands, there have been several questions/concerns surrounding the continuation of activities at Deception Island.

Deception Island has a Treaty Management Plan (ASMA 4), and within this management plan Annex 6 details volcanic alerts and escape. Please review this annex.

Please factor this risk into your booking considerations. For current volcanic alert status, please visit <http://www.deceptionisland.aq/volcanic.php>. An automatic network of volcanic monitoring is in place allowing us to monitor Deception in real-time, 365 days a year, and issue volcanic alerts. For alerts look to the new section within the OAVV online website (in Spanish only): <https://oavv.segemar.gob.ar/monitoreo-volcanico/isla-decepcion/>.

Alerts look like this:



## REPORTES DE ACTIVIDAD VOLCÁNICA

2023

**Nota: Proximamente!**

Alert status is depicted in - Green to Red: Green meaning minimal threat, Red being the most foreboding of conditions. The Secretariat will continue to communicate this information to the members in the event of changes in alerts.

## xvi. Port Lockroy (FOM Section 02 and 07)

**Due to evolving Avian Influenza and other wildlife diseases protocols, UKAHT will supply guidelines for visits to Port Lockroy closer to the season. Please look for updates from Port Lockroy in the FOM and in emails to Operators and the ship scheduler broadcast system.**

## xvii. South Georgia Island (FOM Section 13)

GSGLSI requires all operations conducted in South Georgia, including Grytviken, to have the necessary shore stranding equipment accessible to them for all landings.

In order to minimise conflict in the South Georgia region, updates have been made at the request of the Government of South Georgia and South Sandwich Islands.

### Booking South Georgia Site Visits

- When booking a site that has others in the immediate area, you will only be able to find one of these sites. This is considered the Main Site and must be booked in order to conduct operations there.
- Official Visitor Sites that are not in the Main Visitor Sites List may still be utilised, permits and/or authorizations permitting, as long as the Main Site is booked by the vessel at that time.





## Main (Bookable) Sites for South Georgia Island

Cape Rosa - KIN01	Moltke Harbour - ROY02
Cobblers Cove - COB01	Nordenskjöld Glacier - NOR01
Cooper Bay Macaronis - COO03	Ocean Harbour - OCE01
Drygalski Fjord - DRG01	Peggotty Bluff - KIN02
Elsenhul Inner Bay - ELS01	Possession Bay Brighton Beach - POS01
Fortuna Bay Whistle Cove Kings - FOR02	Prince Olav Harbour - POH01
Godthul - GOD01	Prion Island - PRI01
Godthul Walk - GOD02	Right Whale Bay - RIG01
Gold Harbour - GOL01	Rookery Point Walk - ROO01
Grytviken - GRY01	Rosita Harbour - ROS01
Hercules Bay Macaronis - HER01	Royal Bay Kings - ROY04
Husvik - HUS01	Salisbury Plain - SAL01
Jason Harbour - JAS01	Sandebugten Walk - GOD03
Larsen Harbour - LAR01	Shackleton Walk (Fortuna/Stromness) - FOR03
Leith Harbour - LEI02	St. Andrews Bay - STA01
Leith Harbour Walk - LEI01	Stromness - STR01
Maiviken - MAI01	Welcome Islands - WEL01

## xviii. Offline Ship Scheduler (FOM Section 09)

The Offline Ship Scheduler is a tool that allows a vessel access to the Ship Scheduler system via email instead of connecting to the IAATO Database or Live Ship Scheduler in order to decrease data usage.

Using the Offline Scheduler allows a vessel to:

- Request the most up to date traditional report
- Make changes to their itinerary (booking/ releasing sites)
- Monitor specific site releases or see all site releases within the last 24hrs

Additional information on how to use the Offline Ship Scheduler can be found in the FOM Section 09.

## Whale Avoidance (FOM Section 08)

### IAATO Operators commit to the following:

A 10kn speed restriction for vessels operating in IAATO geofenced time-areas. All IAATO operators will participate.

The limit excludes emergency or other extenuating circumstances in which case the need to exceed the speed limit should be recorded in the logbook and communicated to the Secretariat as soon as practicable at [shipscheduler@iaato.org](mailto:shipscheduler@iaato.org).

Whale watching and whale avoidance mitigation training should be undertaken by all bridge teams while operating in any areas where whales are routinely seen.

The geofenced time-areas are as follows (These areas will be highlighted in the Live Ship Scheduler and RedPort):

- November 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.
- November 1 through May 30 in the South Shetland Islands including the area surrounding Elephant Island.

### A. South Georgia Voluntary Speed Restriction for the 2024-25 Season

During the 2024-25 season, GSGSSI will continue to implement a voluntary speed limit of 10 knots to reduce the risk of whale strikes in South Georgia. In the event that this speed limit must be exceeded, contact the Government Officers at South Georgia Island as soon as practicable at [go@gov.gs](mailto:go@gov.gs).

Waypoints which define the speed restriction polygon can be found in FOM Section 13 and should be taken into consideration for itinerary planning. These areas will be highlighted in the Live Ship Scheduler and RedPort.

### B. Acoustic Awareness Zone in the vicinity of the "Gullet", Adelaide Island (FOM Section 08)

Guidelines on speed and vessel operations for IAATO vessels passing through an operational area where B1 killer whales are observed. Specific guidelines and figures can be found in FOM Section 08 and should be taken into consideration for itinerary planning. This area will be highlighted in the Live Ship Scheduler and RedPort.



## Permits and Authorizations

**It is important to note that each ship visiting Antarctica has a different permit and/or authorization from their NCA, which will dictate what sites they may be permitted to visit and what activities they may conduct with their passengers.**

All permits and authorizations must be easily accessible (and translated to English, if applicable) on the bridge for all bridge officers and expedition staff.

### A. Citizen Science (FOM Section 16)

Information about citizen science projects can be found in the FOM. It is recommended to discuss permitting or authorization needs with the citizen science project lead in advance of the Antarctic season, engaging with your National Competent Authority as necessary. Please remember to add citizen science activities to your Post-Visit Report (PVR) Form.

### B. IAATO Statement on the Use of Remotely Piloted Aircraft Systems (RPAS) and RPAS for Navigational Use Guidelines (FOM Section 07 – Activity Operational Procedures)

IAATO members have banned the recreational use of RPAS in coastal areas. RPAS can be used recreationally in the Deep Field with the proper authorization and Operator permission.

Near coastal flights for navigational safety or scientific purposes are allowed with the appropriate authorizations / permits from Competent Authorities and Operator permission. IAATO has also created RPAS for Navigational Use Guidelines (FOM Section 07 – Activity Operational Procedures).

## Reporting

### A. Post-Visit Reports (PVRs) (FOM Section 02 and 04 – Reporting Forms)

ALL South Georgia Island and Antarctic visit data can be entered into one PVR.

- i. Falkland Island (Malvinas) sites have been removed from the database and do not need to be included in the PVR.
- ii. Please record all Government and National program science support to Part 4 of the PVR. This does not include citizen science, which should be record in Part 1 Section D Q5.
- iii. During the 2023-2024 season, the activity 'Avian Influenza Pre-Activity Assessment' was added to the PVR. Remember to record this activity in your PVR, only including the number of staff/crew actually involved.
- iv. ALL 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.
- v. Nationality Records do not have to be in alphabetical order.
- vi. Please use the drop-down menu in Part 1, Section C Record of expedition numbers by Nationality, to avoid any spelling errors.
- vii. Dates in PVR Part 2 excel sheet do not need to be in chronological order – they will be sorted when submitted to the database.
- viii. **All days in coastal waters** (Antarctica and/or South Georgia) **must be recorded on PVR Part 2.**
  - a. For example: When looking for whales in the Gerlache Strait, please enter Wildlife Watching on Vessel under activities.
  - b. Sites reported do not indicate ship position during off-ship activities, only where activities took place. For example: Snow Hill Island recordings should reflect the Emperor Penguin colony only if visitors accessed the full colony on the island, or Ice Edge Landing if visitors only viewed the penguin highway.

**Please submit your PVRs within two weeks of the completion of your voyage.  
If you have any questions, email [pvr@iaato.org](mailto:pvr@iaato.org).**

### B. Crevasses (FOM Section 07 – Activity Operational Procedures)

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 new crevasse recommendation note. If you do go on snow fields, please ensure that you have adequate training and equipment to carry out a crevasse rescue.

**The IAATO Field Operations Committee has created a *Coastal Crevasse Awareness Recommendation* and associated annex. All staff should review this document prior to the season.**

If you encounter any crevasse that is not listed in *Coastal Crevasse Awareness Recommendation Annex 1*, please email [shipscheduler@iaato.org](mailto:shipscheduler@iaato.org) and the fleet broadcast for information as soon as is practical.



## C. Forms (FOM Section 04)

Many items and situations encountered in the Antarctic require reporting to be completed and sent to IAATO, National Competent Authorities, and the Home Office. A central location for any of these is FOM Section 04 – Reporting Forms.

- **IAATO Incident Report Form**
- **IAATO Wildlife Incidents:** Whale Collisions and Seabird Strikes
- **IAATO Reporting Crevasses at Coastal Landing Sites:** Awareness of crevasses for the entire IAATO fleet is essential to having a safe, enjoyable, and accident-free season. If you do come across a previously unreported crevassed area, please inform IAATO ([shipscheduler@iaato.org](mailto:shipscheduler@iaato.org)) and the fleet at your earliest possible opportunity.
- **CCAMLR Marine Debris e-form opportunistic debris collection:** Marine debris found, please submit your data sheets and images to [data@ccamlr.org](mailto:data@ccamlr.org).
- **CCAMLR Marine Debris e-form entanglements:** Sightings of wildlife entanglements, please submit your data sheets and images to [data@ccamlr.org](mailto:data@ccamlr.org).
- **IAATO / Non-IAATO Visitor Encounters:** 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. Please send any photos and/or information of non-IAATO vessel to [operations@iaato.org](mailto:operations@iaato.org).
- **IAATO Observation Checklists and Responsibilities**
- **IHO Hydrographic Data**

**In this time of enhanced communication and increased scrutiny of private-sector travel, it is important to report everything, both positive and negative. This will aid the IAATO Secretariat in helping those in the field more quickly.**

## IAATO: Polar Guide App

Not to be confused with the IAATO FOM Sync App for computers, the IAATO Polar Guide App for phones and tablets 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 is appreciated: please email [operations@iaato.org](mailto:operations@iaato.org).

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