

# IAATO Code of Conduct: Part I:

## Purpose

The purpose of this Code of Conduct is to support important principles and expectations for professional conduct and best practices by all the Onboard Teams of IAATO Operators. While non-exhaustive, this Code is a shared statement of commitment to uphold the ethical and professional standards required to fulfill these principles and objectives.

This Code of Conduct is meant for and to be followed by all staff onboard vessels.

- It is the responsibility of the Captain and Expedition Leader to ensure this document is shared in pre-season briefings and is reviewed before the start of every voyage.
- Where possible, those vessels who comply with SOLAS Chapter IX – *Management for the Safe Operations of ships* – should use and incorporate the IAATO Guidelines and Practices in their Safety Management Systems.

## Scope

This Code sets minimum expectations for personal and professional behaviour. More stringent requirements imposed by third parties (e.g. employing organizations, vessel or camp management) remain fully in effect.

This Code applies to all IAATO Operators and Associates, whether working on vessels or in the home office. We are ALL IAATO.

## Introduction

Emerging markets and a recovering global economy have seen growth in the levels of activity across a majority of sectors within the IAATO community:

- The finalization of the requirements of the Polar Code and increased confidence in the market has resulted in news of new purpose-built ships being designed, built or prepared for Polar Waters.
- Confidence in air/cruise, currently only via the King George Island air bridge, has increased and the activity looks like it will continue to expand.
- Opening of new runways in Antarctica and an increase in potential tourism access to existing runways are being discussed.
- Some high-profile companies have announced in the press that they are entering the polar expedition market.
- Research reports from emerging markets indicate that the interest from these markets will continue.

Growth has come to the attention of the trade media and those who regulate human activities in the Antarctic. Reports have on occasion been misconstrued or exaggerated, and increasingly IAATO is approached by media organisations: “what are you going to do about the tourism in Antarctica?”

IAATO is not the “police”, nor do we regulate tourism in the Antarctic; rather, we manage tourism within the parameters of international and national legal and policy requirements, including those of the Antarctic Treaty System. IAATO Operators also follow guidelines found in the IAATO Field Operations Manual, which often exceed the national or international required standards.

As new vessels, personnel, and activities continue to emerge, there will be more interaction on a daily basis amongst Operators, which will require ever more diligent coordination and communication. The IAATO Code of Conduct and good communication should be followed at all times by all Operators.

### The IAATO Antitrust Admonition

- Trade Associations – groups of competitors – cannot discuss prices, pricing trends or strategies and must use caution in agreeing how to compete.
- Recommendations IAATO might give to the Treaty Parties are, however, entirely appropriate. Trade Associations/Competitors are allowed to lobby governments.
- The benchmark in this situation is that we are trying to protect the environment in which we work, which can be seen as a commodity in our industry, in order to be able to continue doing business there. Antarctica is a finite resource that is the source of our business.
- It is legitimate to have reasonable guidelines on how to preserve this resource as long as there are no ‘hidden’ policies, etc. which might disadvantage some competitors.
- Being under the umbrella of the Antarctic Treaty System does help to protect IAATO from antitrust risk.
  - IAATO cannot legally enforce any regulations or restrictions put on tourism in the Antarctic. Only the Treaty Parties can do this.
  - Our only sanction for bad conduct is to put a member in non-compliance within the association or to terminate their membership if they do not operate according to regulations.

IAATO has clear policies with which to handle such situations and, like any similar association, it has the right to deny membership to any who do not adhere to its published bylaws and policies.

# IAATO Code of Conduct: Part II

## 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. The IAATO 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. Watch officers should be aware of other vessels nearby and possible conflicts between vessel activities.
2. 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.
3. 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.
4. 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.
5. 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.



6. 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.
7. Where appropriate, spread activities across all possible 'experience' platforms (e.g. ship cruising, small boat cruising, kayaking, landings etc.) to decrease pressure on specific landing sites.
8. 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.
9. IAATO activities must be conducted with respect for archaeological and cultural heritage.
10. Helicopter Operations should be run in accordance with the ATCM Aircraft Wildlife Awareness Manual and IAATO Helicopter Etiquette.
11. 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.
12. 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.
13. 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.
14. 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

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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

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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.