



IAATO 2019 ~ Cape Town

Proposal for IAATO Code of Conduct

Background:

During the last 15 years, growth within the Antarctic tourism industry has waxed and waned, principally influenced by global economic trends.

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

- With the requirements of the Polar Code finalized and increased confidence in the market has resulted in news of new purpose-built vessels being designed, built or prepared.
- Confidence in the air/cruise via the King George Island air bridge has increased and the activity looks like it will continue to expand, albeit at a slightly slower rate.
- Some high-profile new companies have announced in the press that they are entering the market.
- Opening of potential new runways and an increase in potential tourism access to existing runways are being discussed.
- Research reports from emerging markets indicate that the interest from these markets will continue.

Inevitably, this growth is becoming apparent at some of the more popular sites in Antarctica. It is also coming to the attention of the trade media and those who regulate human activities in the Antarctic.

During the 2017-18 and 2018-19 season, reports to the Secretariat regarding poor communication and interactions between the vessels increased 5-fold. 2018-19 season incidents will be covered in Section 7: Review of Incidents and Compliance.

As new vessels and activities continue to emerge, eight new Cat 1 & 2 vessels will operate during the 2019-20 season, there will be more interaction on a daily basis amongst the vessels, which will require even more diligent coordination and communication amongst vessels.

IAATO has a long history of proactively identifying issues before they become a problem, and there would seem a need to continue this proactive approach on this topic.

The Field Operations, Marine, and Yacht Committees created a draft Code of Conduct document which was trialed during the 2018-19 season. This document focused on reminders for communication and interactions between vessels – a document which was read and utilised by all onboard, field staff and bridge officers alike.

Proposal:

Following feedback from the season, the Code of Conduct document has been further revised by the Field Operations, Marine, and Yacht Committees. The Committees would ask the IAATO Code of Conduct is accepted as a core IAATO document, and replaces the IAATO Wilderness Etiquette document.