



Falkland Islands Maritime Authority



Port & Harbours Information Booklet

Revision 4.
Issued 01/06/2023

This guidance booklet contains useful information for mariners visiting the Falklands Islands

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Contents

0	EMERGENCY CONTACT DETAILS	5
1	INTRODUCTION.....	5
2	CONTACT INFORMATION.....	6
3	THE FALKLAND ISLANDS MARITIME AUTHORITY (FIMA).....	7
	Coastal State Obligations	7
4	GENERAL INFORMATION	8
	Harbour Authorities.....	8
	Radio.....	8
	Time Zone	8
	Charts & Nautical Publications.....	8
	Territorial Waters.....	9
	Wind and Sea.....	9
	Tides and Currents.....	9
	Shipping Forecasts and Navigational Warnings.....	9
	Ship and Port Security.....	9
	Communications.....	10
	Currency.....	10
	Connections	10
	Unexploded Ordnance.....	10
5	HARBOUR REGULATIONS & SAFETY – ALL VESSELS	11
	Estimated Time of Arrival.....	11
	Reporting In /Out	11
	Harbour Entry Report.....	11
	Harbour Exit Report.....	12
	Pleasure Craft.....	12
	Personal Watercraft.....	12
	Use of Vessel’s Boats.....	12
	Washing, Painting and Hot Work	12
	Radio Watch.....	12
	Bunkering	12
	Diving	13
	Vessel Identification.....	13
	Pilot Ladders	13
	Gangways	13
6	FALKLAND ISLANDS VOLUNTARY SHIP REPORTING SYSTEM (FIREP)	14
	Categories of ships required to participate in the system	14
	Geographical coverage of the system.....	14
	Format, content of reports, times and geographical positions for submitting reports, authority of whom reports should be sent and available services	15
	Communication required for the FIREP system	16
	Rules and regulations in force in the area of the system.....	16
	Radio communication equipment.....	16
7	LOCAL SERVICES	20
	Shipping Agents	20
	Provisions.....	20
	Medical Services	20
	Repairs.....	20
	Waste Oil, Sewage & Exhaust Gas Waste.....	20
	Sparrow Cove (Port William) – Small boat mooring	20
	Falkland Islands Yacht Club	20



Port Welfare 20

8 DESIGNATED HARBOURS 23

Berkeley Sound 23

Port William 23

Stanley Harbour..... 23

9 ANCHORAGES IN PORT WILLIAM AND STANLEY HARBOUR 24

Port William 24

Stanley Harbour..... 25

Designated Anchorages for Jigger Licencing and Inspection 26

10 PILOTAGE & TOWAGE 27

Pilotage 27

Towage..... 27

11 PORT FACILITIES 27

Falklands Interim Port and Storage System (FIPASS)..... 27

FIPASS Berthing Policy 27

FIPASS Berthing Priorities Policy 28

Vessels berthing outside normal working hours 28

Communication..... 28

Access and Safety requirements at FIPASS 28

Bunkers 29

Fresh Water..... 29

FIPASS Operational requirements..... 29

Temporary Dock Facility (TDF)..... 29

Public Jetty & Pontoons 29

East Jetty..... 30

The Camber Dock 30

The Canache 30

S.A.M.S. Marina 30

Maiden Harbour Marina 30

12 MARPOL REGULATIONS 31

PREVENTION OF POLLUTION FROM SHIPS 31

13 BUNKERING OPERATIONS 33

PROVISION FOR LOADING / DISCHARGE / FUEL TRANSFER 33

14 AIDS TO NAVIGATION WITHIN FALKLAND ISLANDS WATERS 36

15 VHF CHANNEL ALLOCATION 37

16 BIOSECURITY 38

Prohibited Items for Import..... 38

Disposal of International Catering Waste and other Biohazards 38

Disposal of Non-ICW 40

Ballast Water Marine Biosecurity 40

Inter-Island Biosecurity 40

Rats 40

Clothing, Footwear and Outdoor Equipment 40

Contact Details 41

Falklands Wildlife..... 41

Falkland Islands Countryside Code 41

17 CUSTOMS AND IMMIGRATION SERVICE 43

Contact Details 43

Declared Customs Ports 43

Undeclared Customs Ports 43

General Requirements and Information 43

Inwards and Departure Reporting Arrangements (other than Yachts)..... 44

Inwards and Departure Reporting Arrangements (Yachts)..... 44



Falkland Islands Maritime Authority



Applicable Customs Services Charges, Fees and Harbour Dues etc.....	45
Passenger Tax	47
Embarkation Tax	48
18 TERRITORIAL BASE LINES	49



0 EMERGENCY CONTACT DETAILS

<u>EMERGENCY SERVICES</u>	<u>+500 999</u>	<u>VHF 16</u>
FALKLAND ISLANDS MARITIME AUTHORITY	+500 54648	24Hrs
STANLEY PORT CONTROL	VHF 16/10	24Hrs

1 INTRODUCTION

The information contained within this document has been produced to assist all users of designated ports and declared harbours within the Falkland Islands. These are Berkeley Sound, Port William and Stanley Harbour, as well as Fox Bay on West Falklands.

There is a deep-water port at Mare Harbour operated by the Ministry of Defence (MoD) however this is outside of the scope of this booklet. Should further information regarding its use be required the Headquarters Staff of the British Forces South Atlantic Islands (BFSAI) should be contacted.

The purpose of this publication is to give users of the marine environment a better understanding of their obligations and duties under Falkland Islands' legislation when visiting the Islands and using Port Facilities. This publication is not in itself of legislative effect, but failure to comply with advice contained herein may lead to prosecution under the relevant Ordinance or Regulation. Further reference should be made to the full Falkland Islands Legislation available from www.legislation.gov.fk.

If you require further information or guidance, please contact the Harbour Master or your shipping agent.



2 CONTACT INFORMATION

Falkland Islands Maritime Authority / Harbour Master

Telephone +500 27233
 Duty Officer Mobile +500 54648
 VHF Radio Channels 16 & 10
 Call sign STANLEY PORT CONTROL
 Email maritime.authority@sec.gov.fk

Customs and Immigration Service/Collector of Customs/Head of Immigration:

Telephone +500 27340 Fax: +500 27342
 Duty Officer Mobile: +500 52255
 VHF Radio Channels 16 & 12
 Call sign CUSTOMS
 Email – General Enquiries admin@customs.gov.fk
 Email – Ships' Reporting shipsclearance@customs.gov.fk

Royal Falkland Islands Police:

Telephone +500 28100 Fax: +500 28110
 Email reception@police.gov.fk
 VHF Radio Channel 16
 Call sign STANLEY POLICE

FIPASS (Floating Port) Duty Operations Manager:

Telephone: +500 22636 Fax: +500 22637
 VHF Radio: Channel 15
 Call sign: FIPASS
 Email: fipass@atlink.co.fk

Bio-Security Officer:

Telephone: +500 27355
 Email: Biosecurity2@naturalresources.gov.fk

Environmental Officer:

Telephone: +500 28427
 Email: environmental.officer@sec.gov.fk

Shipping Agencies:

All visiting ships will be required to make arrangements with a local shipping agency. The primary agencies and their contact details are:

Falkland Islands Company:	Tel: +500 27630	Email: agency@FIC.co.fk
Stanley Service Ltd:	Tel: +500 22622	Email: agency@stanley-services.co.fk
Sullivan Shipping Services:	Tel: +500 22626	Email: agent@sullivanshipping.com

MARTECH Ltd, provide an agency service for visiting yachts. Their contact details are:

Tel: +500 55339 Email: martech@horizon.co.fk



3 THE FALKLAND ISLANDS MARITIME AUTHORITY (FIMA)

The Falkland Islands Maritime Authority has the responsibility to prevent the loss of life on the coast and at sea, produce legislation and guidance on maritime matters within the waters of the Falkland Islands. We are responsible for:

- the safety of everybody in a vessel in FI waters
- the safety of all seafarers on FI flagged vessels
- making sure all equipment on FI vessels is fit for purpose
- making sure all seafarers on FI vessels have correct documentation
- the environmental safety of FI coast and waters
- the accuracy of hydrographic data on charts
- co-ordinating maritime search and rescue within Falkland waters
- implementation of the port state control inspection regime

Coastal State Obligations

The Falkland Islands Maritime Authority has a process in its QMS Manual to ensure that all III Code Coastal State obligations and responsibilities are identified, implemented, enforced, controlled, monitored and improved. The key coastal state obligations are:

1	Radio communication services
2	Met services and warnings
3	Search and rescue services
4	Hydrographic services
5	Ships' routeing
6	Ship reporting systems
7	Vessel traffic services
8	Aids to navigation
9	Pollution prevention
10	Pilotage

We will meet the objectives of this process by:

- Implementing policies through issuing national legislation and guidance, which will assist in the implementation and enforcement of the requirements of all safety and pollution prevention conventions and protocols to which Falkland Islands is a party to.
- Continually review national legislation and conventions to ensure that Coastal State Obligations are implemented and enforced.
- Update and revise legislation, guidance and procedures to ensure consistent implementation of obligations. Coastal State Obligations guidance and procedures are found within this Port and Harbours Information Booklet.
- Enforce Coastal State Obligations.
- Control and monitor all obligations to identify significant issues and address them to prevent reoccurrence.
- Respond to safety and pollution incidents as appropriate.



- Cooperate with flag States and/or port States, as appropriate, in investigations of maritime casualties.
- Evaluate and review performance in respect of exercising rights and meeting obligations.

4 GENERAL INFORMATION

Harbour Authorities

The Falkland Islands Maritime Authority operates within the Directorate of Emergency Services and Island Security (DESI).

The harbour office is manned 0800-1630, seven days a week. Outside these hours a Duty Maritime Officer can be reached 24/7 for any emergencies.

Directorate of Emergency Services and Island Security, Old Design Office, Ross Road, Stanley, FIQQ 1ZZ, Falkland Islands.

Tel: +500 27233 E-mail: maritime.authority@sec.gov.fk

Radio

Use call-sign STANLEY PORT CONTROL on VHF Ch. 16 or 10 (24 hours), for routine and emergency contact with the Harbour Authority.

Time Zone

Time zone UTC-3 is maintained throughout the year. Outside of Stanley some settlements operate on a local time zone one hour ahead of Stanley.

Charts & Nautical Publications

The following is a list of charts recommended for ships and yachts visiting the Falkland Islands:

British Admiralty Chart No.	Title
1614	Stanley Harbour and Approaches
2505	Approaches to the Falkland Islands
2512	The Falkland Islands
2536	Port William to Choiseul Sound
2547	Port Salvador to Port William
2550	Plans in East Falkland Island
2582	Plans in Falkland Sound

This list is not exhaustive and visitors to other parts of the Islands are recommended to consult the British Admiralty Chart Atlas for further requirements. A limited range of charts and flags are available from Byron Marine Ltd, H Jones Rd. Tel: +500 22245 and e-mail info@byronmarine.com

It is also recommended to read the entries for the Falkland Islands contained within the Admiralty Sailing Directions, South America Pilot NP6 Vol 2.



Territorial Waters

The Territorial Waters of the Falkland Islands extend out to 12 nautical miles from the baselines. A more accurate description of the baselines controlling the Territorial Limits is on page 48.

Wind and Sea

Strong Westerly winds prevail, frequently attaining gale force. The weather is extremely changeable, and a careful watch should be kept on anchor positions and moorings.

Tides and Currents

Tidal Range in the Harbours reaches a maximum of 2 metres at springs.

Tidal Streams in Stanley Harbour Entrance (The Narrows) are approximately 0.5 knots but can attain a rate of 1.5 knots or more.

Shipping Forecasts and Navigational Warnings

The Shipping Forecast for the Falkland Islands Conservation Zone (FICZ) open waters is broadcast each day at 0830 and 16:05 on VHF Ch.10 by the Maritime Authority, preceded by any local navigational warnings.

The Shipping Forecast can also be heard on the Falkland Islands' Local Radio Station, frequency 530 KHz MW in English only:

Monday to Friday: - 0700, 1808 & 2030

Saturday: - 0900 & 1815

Sunday: - 1815

Ship and Port Security

SOLAS Chapter XI-2 and the associated International Ship and Port Facility Security (ISPS) Code imposes additional duties on ships on international voyages and the port facilities which serve them. Our Port Facility Security Plan has been approved by the UK Department for Transport and notification of compliance has been communicated to the International Maritime Organisation.

Cruise vessel passenger screening facilities have been installed in a purpose-built building at the Public Jetty and passenger and baggage screening facilities are available at FIPASS.

Vessels should submit their Ship Pre-Arrival Information documents to their Shipping Agent prior to their arrival in Falkland Island ports, who will forward them to the Port Facility Security Officer (PFSO). ISPS notifications must be received by the Maritime Authority not less than 24 hours before arrival. Cruise ships landing by tenders or zodiacs are required to land a of their security or expedition team for the duration of tendering or zodiac operations member to provide assistance to the shore security provider.

Masters and/or Ship Security Officers (SSO's) can contact the Port Facility Security Officer to discuss any security matters. Maritime.authority@sec.gov.fk

The Harbour Master is the designated Port Facility Security Officer.



Communications

SURE South Atlantic Ltd operate an International Telephone, Facsimile & Internet Service
Tel: +500 20800 E-mail: info@sure.co.fk

Currency

The Falkland Islands Pound (FKP) is linked to Pound Sterling (GBP) and both are accepted by retailers. Euro and US dollars are also accepted at many retailers. The majority of retailers are able to process card transactions, and the 2 supermarkets offer a cash-back facility. There is a single ATM machine located at the Stanley Services petrol station. The bank is only open weekdays between 0900 - 1500.

Connections

There are two passenger flights per week to RAF Brize Norton in the UK on Ministry of Defence chartered aircraft.

A commercial airliner, operated by LATAM operates once a week on a Saturday. This connects to Punta Arenas and Santiago in Chile, with onwards connects worldwide.

A shipping service to and from the UK on a monthly basis is operated by Ministry of Defence charter vessels. There is also a scheduled shipping service operated by South American Atlantic Services (SAAS) to and from Uruguay with periodic calls to Chile.

A weekly international courier service is available through DHL.

Unexploded Ordnance

The Falklands were declared clear of mines in November 2020. There remains a small possibility that unexploded mines, shells, mortars, grenades and ammunition may still be found throughout the Falkland Islands, following the war with Argentina in 1982.

If you think you have found an unexploded ordnance take the following actions:

- **DO NOT TOUCH;**
- Mark its position on the ground;
- If possible, make a note of its size, shape, colour, markings, condition and quantity;
- Report it to Stanley Police (+500 28100 or 999).



5 HARBOUR REGULATIONS & SAFETY – ALL VESSELS

This publication does not list every regulation pertaining to shipping in the Falkland Islands but is written as a reminder of some of the more important points of which Masters and Owners should be aware.

Estimated Time of Arrival

Except in an emergency, the Maritime Authority and the Customs & Immigration Service, require at least 24 hours' notice of any vessel's arrival.

ETA's are to be given for the time the vessel is expected to cross the 'Reporting Line'. The 'Reporting Line' is a line joining the positions 51° 31'S 57° 44'W (Volunteer Point) and 51° 41'S 57° 43'W (Cape Pembroke) and forms the outer limit of Berkeley Sound and Port William. This information can be passed direct from the vessel by e-mail shipreporting@sec.gov.fk or alternatively by an agent or representative ashore to the Maritime Authority. For Fishing Vessels intending to undertake transshipment operations either alongside or at anchor, it is important to note that the expected date of transshipment on a Transshipment or Export Licence application form does not constitute an ETA. When known, departure times should also be given.

For yachts and small craft that do not have or only have limited onboard internet facilities, notice of estimated arrival date should, wherever possible, be provided immediately prior to their departure from the preceding port.

Reporting In /Out

When a vessel approaches the 'Reporting Line' irrespective of whether the vessel intends to anchor in Berkeley Sound, Port William or berth alongside in Stanley Harbour; a verbal report to the Maritime Authority, STANLEY PORT CONTROL on VHF Ch. 10 must be made. Vessels are also requested to inform the Maritime Authority when they have anchored or secured alongside. If a vessel is intending to berth on FIPASS it is required to contact the Duty Manager using C/S FIPASS, on VHF Ch. 15 where berthing arrangements will be confirmed, and weather information provided.

If you have any difficulties communicating, it may be necessary to request your agent or representative to pass this information to the Maritime Authority.

Prior to departing, vessels are required to request approval to slip from alongside or departure from an anchorage, and finally report outbound when passing the Reporting Line eastbound.

Harbour Entry Report

- I. Vessel name
- II. Radio Call sign
- III. Type of vessel (e.g. Trawler, Jigger, Reefer etc.)
- IV. Number of crew and passengers
- V. Name of local agent
- VI. Date of entry
- VII. Local time of entry (time of crossing Reporting Line)
- VIII. Last Port of call
- IX. Intentions (e.g. Transshipment/Bunkering/Anchorage/Repairs/Medical etc.)
- X. Location of above intentions (Stanley Harbour/FIPASS/Port William/Berkeley Sound)
- XI. Type & Quantity of oil on board (for Tankers this should be cargo + bunkers)



Harbour Exit Report

- I. Vessel name
- II. Radio Call sign
- III. Type of vessel
- IV. Number of crew and passengers
- V. Date of exit
- VI. Local time of exit
- VII. Intentions (e.g. fishing in FICZ, leaving zone, steaming to a port etc.)
- VIII. Depart from (e.g. FIPASS, Port William etc.)

There is no requirement for vessels to report when crossing the reporting line on transit from Stanley Harbour/Port William to Berkley Sound or vice versa.

Pleasure Craft

Reports from sailing vessels and other pleasure craft although not mandatory are requested even if the vessel is 'day tripping', remaining inshore and returning to Stanley the same day.

Personal Watercraft

Guidance on the safe use of Personal Watercraft can be found on the Personal Watercraft Partnership website: [Recreational - Personal Watercraft Partnership \(pwp.org.uk\)](http://pwp.org.uk)

Owners of Personal Watercraft (PW) which includes but is not limited to; Jet Bikes, Jet Skis and Motor-Driven Craft are requested to keep speed below 4kts within 200m of the South Shore of Stanley Harbour. PW owners are also requested reduce speed when passing other moored vessels and keep well clear of vessels indicating they are involved in diving operations.

Use of Vessel's Boats

Vessels wishing to launch their own boats should seek permission from STANLEY PORT CONTROL on VHF Ch. 10 before doing so. A further report should be made upon completion.

Washing, Painting and Hot Work

Washing with fresh water is permitted. Only Detergents that are not hazardous to marine life are permitted in small quantities. Only spot painting of the ships side is permitted. Hot work is by permission of Harbour Control. Vessels at FIPASS must contact the Duty Operations Manager.

Radio Watch

Vessels anchored in Falkland Islands Harbours are to keep a listening watch on VHF Ch. 16 and 10 at all times.

When at anchor within port limits of Berkeley Sound, Port William or Stanley Harbour routine traffic should be made through STANLEY PORT CONTROL on VHF channel 10.

Bunkering

Only tankers or reefer vessels which have been licensed may dispense bunkers to other vessels either alongside or at sea within the Territorial Waters of the Falkland Islands. See the section on Bunkering Operations or contact Stanley Services or the Harbour Master for more information.



Diving

Any vessel intending to deploy a diver must inform the Harbour Authorities and seek approval before the divers enter the water. Vessels must fly the International code flag "A" while undertaking diving operations. Strict regulations govern diving activities including provision of method statement.

Underwater repair and maintenance work that requires the services of a professional diver or dive team must ensure employment is legal. For further advice contact the Harbour Master.

It is requested that anyone wishing to undertake recreational diving within the Designated Port Area inform STANLEY PORT CONTROL of their intentions.

Attention is drawn to the following areas designated as restricted areas where diving activities or the anchoring of vessels is PROHIBITED except for the sole purpose of dealing with an emergency situation.

- 1) THE BILLY ROCK AREA: The area lying within a circle 1000 metres in radius, the centre point being;
 - a) latitude 51°40.480'S, longitude 57°42.440'W.
- 2) THE BLANCO BAY AND DOCTORS POINT AREA OF PORT WILLIAM: The area bounded by
 - a) latitude 51°39.68'S, longitude 57°48.70'W and;
 - b) latitude 51°40.00'S, longitude 57°50.30'W.

Vessel Identification

All vessels using the Falkland Island Harbours must be correctly marked with their name on the port and starboard bow and at the stern with name and port of registry. Masters and Owners are required to ensure that the vessels Automatic Identification System (AIS) is fully operational and transmitting the correct information. In addition, all Falkland Islands licenced fishing vessels must display their radio call sign either on the hull or superstructure.

Pilot Ladders

All vessels operating within the Designated Ports of the Falkland Islands are required to provide a correctly marked and tested pilot ladder. Before use, Masters are to ensure that the pilot ladder is correctly secured to the ships structure and conforms to SOLAS regulations to enable Customs, Maritime Authority, Fisheries Department Officials and others to board safely.

Gangways

For vessels berthing at FIPASS, an in date and approved SOLAS gangway must be provided with handrails and a safety net to enable Customs, Maritime Authority, Fisheries Department Officials and others to board safely.



6 FALKLAND ISLANDS VOLUNTARY SHIP REPORTING SYSTEM (FIREP)

Categories of ships required to participate in the system

1.1. Ships participating in the ship reporting system:

Vessels entering the area to the west of West Falkland, proceeding to and from anchorages or passing through the reporting area.

1.2 Vessels not required to Participate in the Voluntary system:

Pursuant to SOLAS 1974 Convention, as amended, the FIREP does not apply to warships, naval auxiliaries, other ships owned or operated by a Contracting Government and used, only on Government non-commercial service. However, such ships are encouraged to participate in the reporting system.

Any vessels licenced to fish within the FICZ are not required to participate in this system.

Geographical coverage of the system

1.2. The voluntary ship reporting system FIREP is operated by Falkland Islands Maritime Authority

1.3. The operational area of FIREP covers the northern and western part of the islands around West Falklands.

The area is bordered as follows:

- (1) From white rock point (51° 24.0'S, 059° 12.0'W)
- (2) Due North to outside 12NM (51° 00.0'S, 059° 12.0'W)
- (3) North West to a point north of Grand Jason (50° 45.0'S, 061° 00.0'W)
- (4) Due West to a point north west of Jason West Cay (50° 45.0'S, 061° 50.0'W)
- (5) Due South to a point west of Weddell Island (51° 55.0'S, 061° 50.0'W)
- (6) South East to a point west of landfall outside 12NM (52° 15.0'S, 061° 20.0'W)
- (7) Due East to Cape Meredith (52° 15.0'S, 060° 40.0'W)

1.4. The reference charts (Datum: World Geodetic System 1984 (WGS 84)), which include the operational area of FIREP, are:

.1 UKHO chart nos.

- 2512: The Falkland Islands
- 2513: Eagle Passage to New Islands
- 2514: New Islands to Pebble Island



Format, content of reports, times and geographical positions for submitting reports, authority of whom reports should be sent and available services

1.5. Procedures of reporting

- .1 The FIREP report should be sent to the Maritime Authority by email (shipreporting@sec.gov.fk), 24 hours prior to entering the ship reporting area. A further report must be sent on crossing the line both when entering and leaving the area.
- .2 The type of report abbreviation must be included in the subject matter of the email as follows:

Type of report and abbreviation letters	Description of report
Sailing Plan (SP)	Sent 24 hours before planned arrival into the reporting area
Position Report (PR)	On crossing the reporting line inbound to the area
Deviation Report (DR)	For deviations from the reported passage plan or for alerting to designator Q changes
Final Report (FR)	On crossing the reporting line outbound from the area

3.2 Format

The voluntary ship report shall be drafted in accordance with the format shown in Appendix 3. The information requested from ships is derived from the Standard Reporting Format show in paragraph 2 of the Appendix to resolution A.851(20).

3.3 Content

A report from a ship to FIREP 24 hours before entering the reporting area (SP) must contain the following information:

- A. Ships name and call sign
- B. Date/Time of position (state time zone either UTC or LT)
- C. Position (of report)
- E. Course
- F. Speed
- G. Last Port of Call
- H. ETA. Date/Time of entry in system and point of entry
- K. ETD. Date/Time of exit from reporting system and point of exit
- L. Intended route/passage plan
- O. Maximum draft (in metres)
- P. Cargo on board (incl. list of dangerous cargo with IMDG numbers)
- Q. Defects/deficiencies
- W. Total number of persons on board (Pax, Crew and total)
- X. Remarks and additional information



A report from a ship to FIREP on entering or leaving the reporting area (PR or FR) should contain the following information:

- A. Ships name and call sign
- B. Date/Time of position (state time zone either UTC or LT)
- C. Position (of report)
- E. Course
- F. Speed
- X. Remarks and additional information (including changes to intended passage plan if entry report)

Note:

- (a) On receipt of a report, operators of the FIREP will establish the ship's position and information supplied
- (b) The master of the ship should inform FIREP of any change to the information notified, including designator Q (DR)

3.4 Geographical position for submitting reports

- .1 Ships entering the FIREP operational area shall submit a report when crossing the line from any direction or on departure from the operational area on crossing the line
- .2 Further reports should be made whenever there is a change in navigational status or circumstance, particularly in relation to designator Q in the reporting format

3.5 Authority

The Authority for the FIREP is the Falkland Islands Maritime Authority, situated in Stanley, Falkland Islands. Additional details given in Appendix 2.

Communication required for the FIREP system

- 4.1 The language used for communication shall be English, using IMO Standard Marine Communication Phrases, where necessary.
- 4.2 Details of communication and contact information are given in Appendix 2.

Rules and regulations in force in the area of the system

5.1 Regulations for preventing collisions at sea

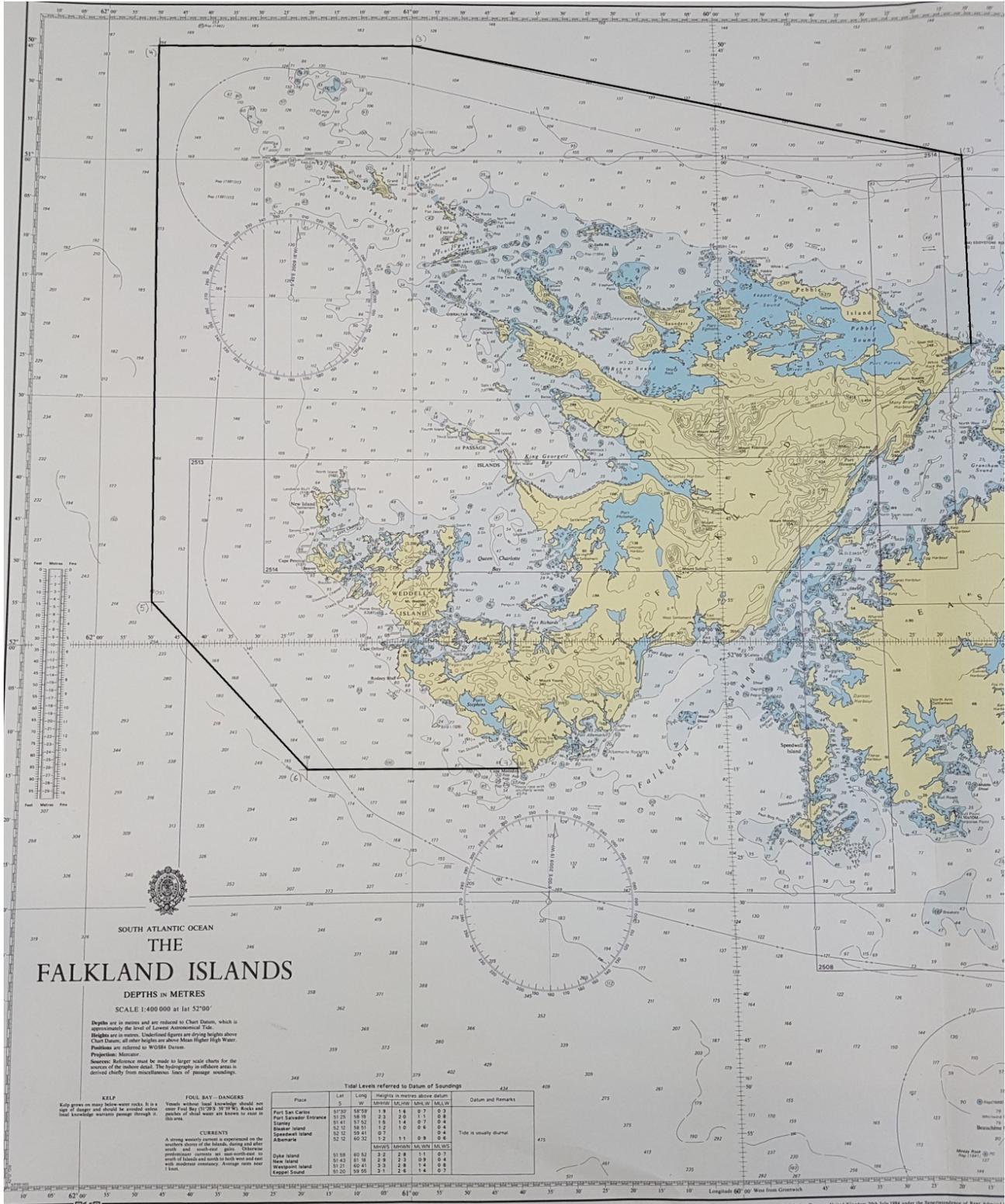
The International Regulations for Preventing Collisions at Sea (COLREG) are applicable throughout the operational area of the FIREP.

Radio communication equipment

The FIREP system is a non-verbal voluntary reporting scheme. VHF coverage is available via "Stanley Port Control" on VHF 10 and 16, when within range.



Appendix 1- Map of the operational area of FIREP
(not to be used for navigation)





Appendix 2 - Contact information FIREP and assigned VHF Channels for the Falkland Islands Maritime Authority

VHF Channels	Operational use
VHF Channel 10	Stanley Port Control – general assistance and reporting
VHF Channel 16	Stanley Port Control – emergency assistance and reporting

The “Stanley Port Control” operators, Harbour Master and Falkland Islands Maritime Authority are located in Stanley, Falkland Islands

All ships’ reporting for FIREP must be done via email to shipreporting@sec.gov.fk

H24 contact information

- 1) The Maritime Authority are monitoring VHF Channels 10 and 16 between the hours of 0800 and 1630 LT, Monday – Sunday
- 2) Outside of these hours VHF Channels 10 and 16 are monitored by the Joint Control Room located in the Royal Falkland Islands Police Station in Stanley
- 3) The Maritime Authority/Harbour Master’s office can be contacted
by phone +500 27233 (Office Hours)
by phone +500 54648 (24h)
by email maritime.authority@sec.gov.fk

Address

Falkland Islands Maritime Authority
Directorate of Emergency Services and Island Security
The Old Design Office
Ross Road
Stanley
Falkland Islands
FIQQ 1ZZ



Appendix 3- Drafting of reports to the Falkland Islands voluntary ship reporting system (FIREP)

Designator	Function	Information required
A	Ship	Name of the ship; call sign and if available IMO and/or MMSI number
B	Date and time of report	A 10-digit group giving day, month, year and hours and minutes (24hr clock) in Local Time (UTC-3) (e.g. 0412211055)
C	Position	A 5-digit group giving latitude in degrees and minutes, decimal, suffixed with S and a 6-digit group giving longitude in degrees and minutes, decimal, suffixed with W
E	True course (°)	A 3-digit group
F	Speed in knots	A 3-digit group
G	Port of departure	Last port of call for the vessel given in UN LOCODE
H	Date/Time of entry	A 10-digit group of day, month, year and hours and minutes (24hr clock) in Local Time (UTC-3) giving ETA into reporting area
K	Date/Time of exit	A 10-digit group of day, month, year and hours and minutes (24hr clock) in Local Time (UTC-3) giving ETD from reporting area
L	Route information	A brief description of the intended route as planned by the master, along with list of waypoints (and intended anchorage positions, if applicable) for the passage
O	Maximum draught (m)	A 2-digit or 3-digit group giving the maximum draught of the vessel in metres (e.g. 6.1 or 10.4)
P	Cargo on board	Nature of cargo; quantity and class of any IMO dangerous goods, if applicable
Q	Defects, deficiencies	Details of any defects and deficiencies affecting the equipment of the ship or any other circumstances affecting normal navigation and manoeuvrability
W	Total number of persons on board	State total number of persons on board, number of crew and number of passengers
X	Miscellaneous	Type and estimated quantity of fuel bunkers on board when entering the reporting area Any other remarks or additional information, including changes to the intended passage plan given in the 24 hours report



7 LOCAL SERVICES

Shipping Agents

	Telephone	Fax	Email
Falkland Island Company Ltd	+500 27630 +500 54011	+500 27603	agents@fic.co.fk
Stanley Services Ltd	+500 22622 +500 51676	+500 22623	agency@stanley-services.co.fk
Sullivan Shipping Services Ltd	+500 22626	-	sullivanops@horizon.co.fk

Provisions

Services for the delivery of provisions should be arranged through local agent.

Medical Services

Medical, pharmacy and dental services are available at the King Edward VII Memorial Hospital in Stanley, for all enquiries telephone +500 28000. MCA approved ENG1 seafarer medicals are also available at request.

Repairs

Minor repair facilities are available including hull, machinery and electrical. It is recommended arrangements are made through agents.

Waste Oil, Sewage & Exhaust Gas Waste

The disposal of small quantities of waste oil in bulk may be arranged through Stanley Services Ltd. There are no on-shore facilities available to handle Sewage or Exhaust Gas waste from ships.

Sparrow Cove (Port William) – Small boat mooring

The Falkland Islands Yacht club has provided a mooring at Sparrow cove on the Northern shore of Port William (51°39.203'S 057°48.848'W). This mooring is owned and maintained by Ken Passfield, a Falkland Islands Yacht club member, mooring which is available free of charge to any vessel up to 50ft.

This buoy is ideal for use as an arrival's buoy for out of hours arrival where you can tie up to in this sheltered bay until it was time for your port arrival.

Falkland Islands Yacht Club

The Falkland Islands Yacht Club was established in 2010. The club's mission is to promote boating activities around the Falkland Islands and to provide information and assistance to visiting yachts. For further information, please contact: fiycsecretary@gmail.com.

Port Welfare

A Falkland Islands Port Welfare Board was established in 2015 to improve the welfare of merchant seafarers, fishermen and their dependents within the Falkland Islands through assisting and advising those responsible for providing welfare facilities and ensuring co-ordination between them.



Falkland Islands Maritime Authority



Membership of the Committee is drawn from a number of organisations and includes the Falkland Island Fishing Companies Association (FIFCA), the Lighthouse Seafarer's Mission, the Falkland Islands Maritime Authority and the King Edward VII Memorial Hospital.

Organisations report on recent activities and specifically highlight any issues that they consider may have local or international significance. The Committee keeps under review the adequacy of existing welfare facilities and monitors the need for the provision of additional facilities.

The Falkland Islands Port Welfare Board will provide evidence-based recommendations to the Government, when appropriate, on improvements or changes required in relation to welfare and better protection of fishing crew working in Falkland Islands' waters.

For more information contact email: fifca@horizon.co.fk or telephone +500 22317.



LIGHTHOUSE SEAFARERS MISSION

The **Lighthouse Seafarers Centre** is a Christian Charity whose role is to offer support to any and all Seafarers coming into the Falkland Islands.

Primarily working with and supported by the local Fishing Industry, we seek to offer assistance by way of social and welfare means.

Lighthouse Haven is available with full board upon arrangement where we have five beds available.

Transport is available (staffing permitted) between FIPASS, Stanley and the Public Jetty, and the Mission.

2nd hand clothing*

Telephone*

WiFi*

Showers*

Internet/Phonecards

Laundry facilities
(for a small fee)

Small free library

Coffee/tea/biscuits
(free to all seafarers)

Hospital visits

Prayer/Quiet Room

Games & entertainment

TV - All KTV channels

*free to Fishermen,
courtesy of Industry

LIGHTHOUSE SEAFARERS MISSION

FIPASS Road • Stanley • Falkland Islands

Available facilities to ALL seafarers

Open hours: 24/7 while vessels in in port
All other times by arrangement

+500 22780 • Port Chaplain, Maurice Lake: +500 51779



8 DESIGNATED HARBOURS

Berkeley Sound

A deep-water bay with good holding ground, Berkeley Sound is used frequently for the transshipment of frozen fish and squid and for licensed bunkering operations from tankers and reefers.

There are no designated anchorages within Berkeley Sound and Masters are free to choose their own anchor position using the ordinary practice of good seamanship. Vessels should advise Stanley Port Control of their anchorage position.

There are no shore facilities in Berkeley Sound and all personnel/stores transfers are made by launch from Stanley.

Port William

Designated anchorage areas divided into inner and outer areas have been allocated within Port William. Vessels will be allocated an anchorage on receipt of their 24 hours pre-notification of arrival. The responsibility for ensuring that the allocated anchorage is suitable remains that of the vessels Master.

Port William offers good anchorage for deep draft vessels seeking shelter from Westerly gales. Shelter from North Westerly or North Easterly gales may also be obtained off the North shore East of Doctors Point with good holding ground of soft mud.

Vessels are requested to avoid anchoring close to the line of the leading lights (185.7°) through the Narrows, and Masters will be instructed to re-position their vessels should their position impinge on navigational safety, particularly on the approaches into Stanley Harbour. Further information on anchorages in Port William can be found on page 24 below.

Transshipping and bunkering is permitted in Port William through prior agreement with the Harbour Authority.

Stanley Harbour

Stanley Harbour provides good holding ground for vessels in depths between 5.0 and 8.0m. The harbour is approximately 4.0nm long and 0.3nm wide.

Due to the constrained nature of the Harbour and the poor protection provided from prevailing winds, the harbour will be closed to all fishing vessels, cruise vessels and their tenders when wind speeds reach a sustained 30kts.

Entry to Stanley Harbour is through the Narrows using the day light transit marker leading 185.7 degrees (upper and lower poles fitted with red diamond) at night the transit is lit by two non-sectored continuous red lights. Once inside the Narrows the depth shallows rapidly.

All vessels are reminded of their obligations under rule 9 of the collision regulations whilst transiting the Narrows.

When visibility reduces below 0.1nm the Maritime Authority will implement a fog routine. During such times all cruise vessel tender operations will be suspended. Exemptions may be granted if only one vessel is operating and risk assessments are provided.



9 ANCHORAGES IN PORT WILLIAM AND STANLEY HARBOUR

Port William

There are 9 Inner Anchorages and a further 6 Outer Anchorages that are charted to the east of Charles Point. The anchorage positions in Port William are shown on British Admiralty Chart 1614 and listed in Table 1 and Table 2 below:

Table 1: Inner Anchorage Positions

IW1	51°40.35'S	057°50.36'W
IW2	51°40.15'S	057°49.68'W
IW3	51°40.32'S	057°50.10'W
IW4	51°40.03'S	057°48.25'W
IW5	51°39.72'S	057°48.05'W
IW6	51°40.23'S	057°47.93'W
IW7	51°40.02'S	057°47.63'W
IW8	51°40.03'S	057°46.88'W
IWU	51°40.43'S	057°49.91'W

Table 2: Outer Anchorage Positions

OW1	51°40.01'S	057°46.29'W
OW2	51°40.00'S	057°45.41'W
OW3	51°39.92'S	057°44.61'W
OW4	51°39.95'S	057°43.10'W
OW5	51°39.32'S	057°44.05'W
OW6	51°39.18'S	057°45.19'W

Anchorage positions in Port William will be allocated as follows:

All Tankers, Reefers, Cargo, Oil Rig and Survey vessels are required to anchor either at IW4 or East of this position. Should weather / operational conditions dictate, vessels may request an anchorage West of IW4 through STANLEY PORT CONTROL however allocation of these anchorages will depend on expected traffic movements.

Military, Passenger and Fishing Vessels may proceed to anchorage West of IW4 although restrictions will apply on days when large cruise vessels are scheduled to use Port William. Vessels already at anchor within this area will be instructed to reposition to the East of IW4 prior to the arrival of a large passenger vessel. At all times a clear visual and navigational approach through the Narrows must be maintained to enable a safe transit for vessels wishing to use the Narrows leading lights.

Tankers are permitted to provide bunkers to vessels at anchor West of IW4 but on completion of bunkering operations will be instructed to depart the inner anchorage area and proceed either to sea or to an outer anchorage. All movements by bunkering vessels are to be reported to STANLEY PORT CONTROL.



Stanley Harbour

Stanley Harbour offers good anchorage in 5-8 metres of water to the West of Navy Point. There are 12 designated anchor positions, listed in Table 3 below and shown on British Admiralty Chart 1614.

Anchorage in Stanley harbour is generally restricted to yachts and fishing vessels. Other vessels of a maximum size of 140m length, 25m beam and 6.0m draft may be permitted to anchor within the harbour, subject to agreement from the Harbour Master. Such permission will be dependent on vessel manoeuvring characteristics, weather and availability of a suitable anchorage.

With permission from Stanley Port Control, vessels may anchor elsewhere in the harbour, however vessels should anchor clear of the line of the leading lights on the South side of Stanley Harbour to ensure adequate sea room for vessels berthing and operating from FIPASS. Vessels are not permitted to anchor to the East of Navy Point without prior permission from the Harbour Authority.

Table 3: Stanley Harbour Anchorage Positions

SH1	51°41.23'S	057°51.85'W
SH2	51°41.32'S	057°51.70'W
SH3	51°41.27'S	057°51.55'W
SH4	51°41.34'S	057°51.40'W
SH5	51°41.22'S	057°51.26'W
SH6	51°41.34'S	057°51.10'W
SH7	51°41.22'S	057°50.95'W
SH8	51°41.34'S	057°50.78'W
SH9	51°41.22'S	057°50.65'W
SH10	51°41.34'S	057°50.47'W
SH11	51°41.23'S	057°50.35'W
SH12	51°41.34'S	057°50.20'W



Designated Anchorages for Jigger Licencing and Inspection

During the Ilex licensing period (February) the 10 designated anchorages in Stanley Harbour have been allocated to the Jigger fleet.

When Jiggers indicate their requirement to undergo licensing, they will be nominated their anchorage position and enter harbour in numerical order to ensure those first to anchor proceed to the west to SH2 followed by SH3 etc. until 10 anchorages have been occupied (From anchorages number 2 to number 11. Inspections will take place in sequential order from the first vessel to arrive. On completion of licensing, to reduce risk of collision and groundings, departures will be undertaken in the reverse order of arrival. The maximum number of Jiggers in Stanley Harbour at any given moment will not exceed ten vessels.

Fishing Company Agents with vessels due in Stanley Harbour are required to be aware to which anchorage each of their vessels has been allocated and to communicate this position to the Master of each vessel prior to entry into the harbour.

Weather restrictions will also be implemented, with the harbour closed to jiggers when wind is above 30kts. When such conditions are expected, vessels will be required to reposition to Port William (if an anchorage is available), Berkeley Sound or proceed to sea.



10 PILOTAGE & TOWAGE

Pilotage

All vessels wishing to berth at FIPASS are required to take a pilot, as per Local Notice to Mariners 08/19. Vessels not berthing at FIPASS, where the vessels Masters is unfamiliar with Stanley Harbour and its surrounding waters and weather conditions are also encouraged to embark a pilot. Requests for Pilots must be made not less than 24 hours in advance through vessel agents.

Towage

There is no provision for Towage within Falklands Designated Harbours. For berthing assistance agency launches with limited capability are available.

11 PORT FACILITIES

The following section provides an overview of the facilities within Stanley Harbour.

Falklands Interim Port and Storage System (FIPASS)

Situated to the South East of the Narrows on the south shore of Stanley Harbour, FIPASS consists of seven permanently moored barges providing 200 metres of berthing face. The depth of water varies from 6.5m on the East Berth to 7.1m on the Centre Berth. FIPASS provides the main maritime link for the Falkland Islands facilitating the transshipment of fishing catches, movement of general cargoes and receipt of fuels through a dedicated fixed fuel line. ATLINK Ltd, a local company under contract to the Falkland Islands' Government, provides a Port Management Services for the facility.

The North West Barge is in poor condition and has been closed to berthing. Local Notice to Mariners 03/18 refers.

FIPASS Berthing Policy

FIPASS is open for the berthing of vessels on a 24 hour, 7 days a week basis (subject to pilot availability), except during periods of adverse weather conditions particularly high winds. In general wind speeds exceeding 30Kts will result in FIPASS closing for ship movements however wind direction, manoeuvrability of individual vessels, day/night operations, the employment of a Pilot and the Masters' experience, will be taken into consideration to determine if a vessel may berth in adverse conditions.

Due to the age and condition of the FIPASS structure, vessels of a displacement over 10,000t will not be permitted to berth at FIPASS (LNTM 05/2021 refers).

In normal circumstances the responsibility to curtail operations will be held with the FIPASS Duty Operations Manager however if necessary, the final decision will be taken by the Harbour Master. This policy ensures the safety of vessels, FIPASS infrastructure and most importantly the safety of personnel. With the introduction of the new Falklands Maritime and Harbours Bill the requirements for vessel movements will be more precisely defined within Port Directions which will be published on implementation of the Bill. Should a decision be taken to preclude a vessel from berthing due to the prevailing weather conditions, arrangements will be taken to re-programme the operation. On occasions it may be feasible to advance ETA's on account of a favourable forecast. A decision on berthing times will be the responsibility of the FIPASS Duty Operations Manager. However, the Harbour Master may exercise his or her discretion in any case of concern or dispute.



FIPASS Berthing Priorities Policy

- 1) Bookings will be accepted on a 'First come – First served' basis for all berths (but see subsequent points).
- 2) The Centre Berth is the Priority Fish Transshipping Berth. Whilst 'non –fish transshipment' bookings will also be taken for this berth on the 'First come - First served' basis it will be conditional. Customers making bookings will be advised that if subsequently there is a priority transshipment operation booked in, that their booking may be brought forward or delayed. FIPASS management will endeavour to give as much notice as possible of any such change to the berth booking and, in any case, not less than 5 days. Priority transshipment operations will also be taken on a 'First come – First served' basis. Long term bookings for short duration visits (cruise vessels) will be maintained.
- 3) There is a finite length of berthing space. Falkland Islands Government and FIPASS management wish to maximise the use of FIPASS for cargo and other operations where a berth is essential. In order to maximise the availability and benefit to the customer, FIPASS management reserves the right to adjust bookings and implementation of this policy to achieve this maximum use and service. This may happen at short notice. Because of limited berthing space, to maximise the limited space, vessels may be requested to berth in a certain direction (Port or Starboard side to).
- 4) Cancellation charges will apply and will be dependent upon notification time and ability to re-sell the booked berth as follows:
 - a) Cancellation made within 1 day of booked period full fee payable.
 - b) 1-3 days of booked period 50% of fee payable.
 - c) 3-7 days of booked period 25% of fee payable.
 - d) If berth re-sold charges will not be incurred.

Vessels berthing outside normal working hours

When berthing operations are expected to take place outside normal working hours, agents and if employed, the pilot, are to liaise with the FIPASS Duty Operations Manager in advance of the planned berthing to ensure berth and line handler availability. ATLINK does not provide line handlers and it is up to the respective vessels agent to arrange line handlers. Provided all parties are satisfied the berthing operation may proceed. Operations undertaken during darkened hours require further consideration including operability of lighting and serviceability of Aids to Navigation (AtoN). Based on dynamic Risk Assessment the decision to employ a pilot may be more compelling during darkened hours than during daylight, particularly if weather conditions are marginal.

Communication

FIPASS has been allocated VHF Ch. 15 for the management of all vessels using the facility. Vessels can make direct contact with the Duty Operations Manager, using call sign FIPASS.

Access and Safety requirements at FIPASS

FIPASS has been designated a restricted area and is not a public right of way, consequently unauthorised access to the dock area is prohibited. To gain access, passes are required, which are issued by Atlink Ltd security staff. Personnel wishing to enter FIPASS will be required to show a valid pass to FIPASS Security Staff situated in the security hut at the entrance to the FIPASS Causeway. A CCTV system is in operation on FIPASS to monitor safety and access within the area.



Bunkers

Bunkers are available from the Centre and East berths; 4 days' notice is required for delivery. Alternatively, bunkers can be delivered by tanker in Port William or Berkeley Sound. Contact Stanley Services Ltd.: Telephone +500 22622, Fax: (500) 22623, Email: office@stanley-services.co.fk

Fresh Water

FIPASS can provide up to 70 tonnes of fresh water without notice at a rate of 25 tonnes per hour. With 24 hours' notice 100 tonnes of water can be supplied. Larger quantities can be provided providing sufficient notice is given.

FIPASS Operational requirements

Users of FIPASS including Masters and vessel owners, operators, charterers and agents are to observe the following FIPASS operational requirements to ensure effective implementation of their Safety Management System (SMS):

Follow all reasonable directions given to them by the FIPASS Duty Operations Manager or his deputy.

Assist as necessary to ensure safety procedures are observed and adhered to employ sufficient linesmen with correct PPE to ensure safe berthing / un-berthing.

Use a gangway or alternative approved means of access to board / disembark from a vessel.

No gangways are provided at FIPASS. Vessels must provide their own.

Access to FIPASS only for appropriately employed personnel with appropriate passes.

Observe traffic restrictions and speed limit of 10mph.

Correct use of a Permit to Work System.

Licence issue required for Diving Operations.

Deck structural protection requiring the employment of crane pads for excessive loads lifts.

Further Information and contact information

Atlink - Port Managers Office

Tel: +500 22636

Email: fipass@atlink.co.fk

Temporary Dock Facility (TDF)

A Temporary Dock Facility situated to the East of FIPASS centred on 51° 41.55' S 057° 48.92' W for vessels supporting the Offshore Oil industry. This facility is no longer in operation, and not available for use by any vessel.

Public Jetty & Pontoons

Used only for landing passengers from launches and other small craft. Yachts may use these facilities to obtain Customs clearance & for short stays, but only when not required for Cruise Ship Tenders. There is no mooring or access permitted to the north face of the Public Jetty. Operators should be aware that these pontoons are exposed in strong N and NW winds and may become untenable for smaller vessels in these conditions.

Guidance on use of pontoons can be found in LNTM 02/2022. The free-floating finger pontoon is to be utilised for yacht dinghies or Zodiac style tender boats only. In the case of the latter, only two Zodiac style boats should moor to the floating pontoon at any time. Larger cruise vessel tenders should only utilise the main piled pontoon. On days where more than 2 cruise vessels will be operating, the pontoons to the East of the FIC Jetty will also be in use for tendering operations. Cruise vessels will be advised of which pontoon they will be utilising on receipt of their 24-hour pre-notification email.



All small craft operating within 200m of the Southern Shore of Stanley harbour are to keep their speed below 4kts to minimise wash.

East Jetty

Situated on the south shore of Stanley Harbour and belonging to the Falkland Islands Company Ltd, it has a 45m berthing face with approximately 5m of water at its head. Fresh water is available at 12-15 tonnes per hour as well as laundry facilities, electricity and waste disposal.

Contact: Tel: +500 27630 or +500 54011 or email: agents@fic.co.fk for further information.

The Camber Dock

Situated on the North side of Stanley Harbour, west of The Narrows, the Camber Dock is operated by Fortuna Ltd and offers approximately 80 metres of berthing face and 5.4 metres depth of water. For further information contact Fortuna Limited on Tel: +500 22616 or email: admin@fortuna.co.fk.

The Canache

Situated to the East of FIPASS and predominately used by local yachtsman and small vessels. The area is in need of regeneration and has only limited availability for visiting yachts and small pleasure craft. A Canache Management Plan has been established to review the management and operation of the area.

S.A.M.S. Marina

A small private marina having a 24m floating pontoon on its south side use by local boats, depth at this floating pontoon is 1.6m. East face berthing maybe available on the 27m face, depth varies from 2.5 to 3m. Contact: Mr & Mrs Eynon on Tel: +500 21145 or email: dceynon@horizon.co.fk, for further information.

Maiden Harbour Marina

Situated on the Southern shore towards the Western part of Stanley Harbour, this is a privately-owned yacht haven providing facilities for visiting yachtsman and local craft. Water, electricity and fuel are available however due to tidal restrictions on under keel clearance depths the harbour is only accessible during high water. Contact: Diane Freeman on Tel: +500 51628 or email maidenhaven@horizon.co.fk.



12 MARPOL REGULATIONS

PREVENTION OF POLLUTION FROM SHIPS

The International Convention for the Prevention of Pollution from Ships (MARPOL) is the main international convention covering prevention of pollution of the marine environment by ships from operational or accidental causes. The Falkland Islands has legislation (the Maritime Ordinance 2017) that gives effect to the requirements of MARPOL.

The discharge of any type of pollution from a vessel is of significant importance to the shores of Falkland Islands, and particularly garbage and food waste covered by annex V of the convention.

The table on page 32 details the restrictions for the overboard discharge of garbage and food waste and must be adhered to by all vessels.

In the event of any pollution related incident, the vessels Master **must immediately** inform the Maritime Authority by VHF or telephone, and take all measures necessary to reduce the impact of such pollution.



Simplified overview of the discharge provisions of the revised MARPOL Annex V which entered into force on 1 March 2018

DISCLAIMER: Additional requirements may apply.

(Note: The table below is intended as a summary reference. The provisions in MARPOL Annex V and the Polar Code, not the table below, prevail.)

Garbage type ¹	All ships except platforms ⁴		Regulation 5 Offshore platforms located more than 12 nm from nearest land and ships when alongside or within 500 metres of such platforms ⁴
	Regulation 4 Outside special areas and Arctic waters (Distances are from the nearest land)	Regulation 6 Within special areas and Arctic waters (Distances are from nearest land, nearest ice- shelf or nearest fast ice)	
Food waste comminuted or ground ²	>3 nm, en route and as far as practicable	>12 nm, en route and as far as practicable ³	Discharge permitted
Food waste not comminuted or ground	>12 nm, en route and as far as practicable	Discharge prohibited	Discharge prohibited
Cargo residues ^{5, 6} not contained in wash water		Discharge prohibited	Discharge prohibited
Cargo residues ^{5, 6} contained in wash water	> 12 nm, en route and as far as practicable	> 12 nm, en route and as far as practicable (subject to conditions in regulation 6.1.2 and paragraph 5.2.1.5 of part II-A of the Polar Code)	Discharge prohibited
Cleaning agents and additives ⁶ contained in cargo hold wash water	Discharge permitted	> 12 nm, en route and as far as practicable (subject to conditions in regulation 6.1.2 and paragraph 5.2.1.5 of part II-A of the Polar Code)	Discharge prohibited
Cleaning agents and additives ⁶ in deck and external surfaces wash water		Discharge permitted	Discharge prohibited
Animal Carcasses (should be split or otherwise treated to ensure the carcasses will sink immediately)	Must be en route and as far from the nearest land as possible. Should be >100 nm and maximum water depth	Discharge prohibited	Discharge prohibited
All other garbage including plastics, synthetic ropes, fishing gear, plastic garbage bags, incinerator ashes, clinkers, cooking oil, floating dunnage, lining and packing materials, paper, rags, glass, metal, bottles, crockery and similar refuse	Discharge prohibited	Discharge prohibited	Discharge prohibited

¹ When garbage is mixed with or contaminated by other harmful substances prohibited from discharge or having different discharge requirements, the more stringent requirements shall apply.

² Comminuted or ground food wastes must be able to pass through a screen with mesh no larger than 25 mm.

³ The discharge of introduced avian products in the Antarctic area is not permitted unless incinerated, autoclaved or otherwise treated to be made sterile. In polar waters, discharge shall be made as far as practicable from areas of ice concentration exceeding 1/10; in any case food wastes shall not be discharged onto the ice.

⁴ Offshore platforms located 12 nautical miles from nearest land and associated ships include all fixed or floating platforms engaged in exploration or exploitation or associated processing of seabed mineral resources, and all ships alongside or within 500 m of such platforms.

⁵ Cargo residues means only those cargo residues that cannot be recovered using commonly available methods for unloading.

⁶ These substances must not be harmful to the marine environment.



13 BUNKERING OPERATIONS

Bunkering operations may be undertaken either alongside FIPASS or at sea through direct transfer from a licensed tanker normally in Berkeley Sound or Port William. In addition, discharge operations are undertaken on FIPASS by a commercial tanker to shore facilities to provide fuel for use on the Islands. On all occasions when vessels are engaged in the loading, discharging or movement of fuel oils within the jurisdiction of the Falkland Islands Government they are to adhere to the following requirements and complete a ship/ship or ship/shore safety check list.

The check list issued by Stanley Services is reproduced below but ultimately it is the responsibility of the Master to ensure that safe practices are being adhered to and undertaken by suitably qualified and experienced personnel (SQEP).

PROVISION FOR LOADING / DISCHARGE / FUEL TRANSFER

1. Vessel Safely Secured

The vessel must be properly secured with adequate fenders. Mooring lines are to be properly attended throughout the loading / discharge operations. Mooring lines used are to be in good condition and appropriately certified.

2. Safe Access

A safe means of access must be provided under the Merchant Shipping Means of Access Regulations. Accommodation ladders and gangways must be in-date for use, certified and correctly used.

3. Discharge / Loading plan

An approved loading / discharge plan is to be agreed by all parties including confirmation of quantities and available tank reserves in the event of an emergency.

4. Emergency Shutdown Procedure

Procedures for emergency shutdown must be fully understood and agreed by all parties. Communications equipment including hand held VHF must be operational with operators having access to additional batteries or replacement radios.

5. Fire Fighting Equipment

Procedures for operation of the ship's fire pump known and understood. Fixed firefighting equipment is to be operational. Fire extinguishers to be appropriately positioned ready for immediate use.

6. Smoking Regulations

During the transfer of fuel smoking on-board will only be permitted in designated places as specified by the Master. Ashore, smoking is not permitted within vicinity of the vessel. For further clarification while on FIPASS the Duty FIPASS Manager should be contacted.

7. Naked Lights

Except as specified above under Smoking Regulations open flames i.e. hot-work or the use of non-intrinsically safe electrical equipment is prohibited.

8. Unused Cargo / Bunker Connections

Manifolds and bunker connections not used for the operation must be appropriately blanked off and properly secured.

9. Securing of Fuelling Hoses

Hoses are to be correctly secured, supported and connected. Provision made to ensure hoses are kept clear of being trapped between vessel and quay.

10. Signals

Vessels engaged in bunkering operations must display International Code Flag "B" or at night, an all-around red light where it can best be seen.

11. Scuppers



All scuppers and deck overboard discharges must be plugged during the movement and transfer of oils.

12. Drip Trays

Portable and fixed drip trays are to be positioned correctly and appropriately emptied on completion of operations. If necessary, during inclement weather rain water should be periodically drained off.

13. Oil Spill Response (OSR) Equipment

OSR equipment including appropriate sorbents are to be positioned both on-board and ashore ready for immediate use in the event of a spill. All attempts to contain a spill and prevent oil entering the water must be made.

14. Reporting

A report should be made on commencement and completion of transfers and in the event of a release of oil, any spillage must be reported immediately to the Harbour Authorities.



SHIP/SHORE SAFETY CHECK LIST - BUNKERING



VESSEL _____ TIME AND DATE _____
 BERTH _____ PORT _____
 OPERATOR/AGENT _____

The completion of a safe and successful bunkering operation is dependant upon effective co-operation and co-ordination between all parties involved. Responsibility for the safe conduct of operations whilst the vessel is at this berth rests jointly with the master and the representative of STANLEY SERVICES LIMITED.

The Current edition of the International Safety for Oil Tankers and terminals (ISGOTT) contains recommendations which require your understanding and full co-operation prior to operations commencing.

Failure to complete the Safety Check List and the Readiness of Delivery Certification, will result in operations not commencing or if underway ceasing. You have the right to halt operations if you consider safety is endangered by any action on the part of the shore staff or equipment under their control.

Completion of the SHIP/SHORE SAFETY CHECK LIST is for the safety of both vessel and jetty/terminal and all personal engaged in bunkering operations and to minimise the risk of oil pollution. Each item should be verified before ticking (see guidelines overleaf). Deliveries that are made at a remote quayside, ex road vehicle, require the driver to complete items No. 3 and 4.

THERE CAN BE NO COMPROMISE WITH SAFETY

		SHIP BARCO	SHORE TIERRA
1	IS VESSEL SECURELY MOORED? ESTA EL BARCO ATRACADO Y FIRME?		
2	IS THERE SAFE ACCESS BETWEEN VESSEL AND SHORE? HAY ACCESO SEGURO ENTRE EL BARCO Y TIERRA?		
3	HAVE BUNKER HANDLING PROCEDURES BEEN AGREED? (EMPHASIS ON AGREED COMMUNICATIONS) HAN SIDO ACORDADOS LOS PROCEDIMIENTOS DE MANIPULACION DEL COMBUSTIBLE? (RECALCAR COMUNICACIONES ACORDADAS)		
4	HAS EMERGENCY SHUT DOWN PROCEDURE BEEN AGREED? HA SIDO ACORDADO EL PROCEDIMIENTO DE CIERRE DE EMERGENCIA?		
5	IS FIRE FIGHTING EQUIPMENT READY FOR USE? ESTA EL EQUIPO DE CONTRA INCENDIOS LISTO PARA SU USO?		
6	ARE SMOKING REGULATIONS BEING OBSERVED? SE OBSERVA LA PROHIBICION DE FUMAR?		
7	ARE NAKED LIGHT REQUIREMENT BEING OBSERVED? SE OBSERVA LA PROHIBICION DE LUCES DESCUBIERTAS?		
8	ARE UNUSED CARGO/BUNKER CONNECTIONS BLANKED? ESTAN CERRADAS CON BRIDAS CIEGAS LAS TOMAS DE CARGA/ COMBUSTIBLE QUE NO ESTAN EN USO?		
9	ARE SCUPPERS EFFECTIVELY PLUGGED? ESTAN EFECTIVAMENTE TAPONADOS LOS IMBORNALES?		
10	ARE BUNKER TANK LIDS CLOSED AND SECURED? ESTAN LOS TAPINES DE LOS TANQUES CERRADOS Y APRETADOS?		

REMARKS

CHECKED BY: _____ FOR VESSEL: _____
 CHECKED BY: _____ OPERATOR: _____

Readiness for Delivery

I certify that ships tank No. _____ has been checked and is capable of safely receiving

_____ litres of _____

Signed _____ For Vessel _____

DISPERSANTS MUST NOT BE USED WITHOUT EXPRESS PERMISSION FROM THE HARBOUR AUTHORITIES.

Figure 1 - Example of the Stanley Services Ship / Shore safety check of list for bunkering operations



14 AIDS TO NAVIGATION WITHIN FALKLAND ISLANDS WATERS

	Name	Light	Position	Remarks / Day Marks
1.	POROISE POINT	Fl.10s.	52° 20.38'S 059° 18.35'W	
2.	FOX POINT	Fl(2)10s.	51°55.32'S 058°23.88'W	
3.	STANLEY HARBOUR ENTRY LEAD			Leads on bearing of 185.7°
	FRONT	2F.R.7M	51° 41.83'S 057° 49.90'W	Red Diamond
	REAR	2F.R.7M	51° 41.90'S 057° 49.92'W	Red Diamond
4.	FIPASS NW CORNER	2F.G.(Vert)	51°41.50'S 057° 49.23'W	
	FIPASS NE CORNER	2F.G.(Vert)	51°41.50'S 057°48.93'W	Ro-Ro Ramp
5.	NAVY POINT	Fl.R.6s.2M	51°40.93'S 057°49.67'W	
6.	ENGINEER POINT	Fl.G.6s.2M.	51°40.92'S 057°49.35' W	
7.	BLANCO BAY	Fl.WRG.2s.9m 6nM	51°40.11'S 057°50.93'W	Arcs of visibility G 088° - 270° W 083°-088° R 083°-270°
8.	STANLEY HARBOUR EXIT LEAD			Day marks only in direction 004.7°
	FRONT		51°39.7'S 057°49.3'W	
	REAR		51°39.7'S 057°49.3'W	Red triangle apex facing upwards on a white post 50m from front
9.	CAPE PEMBROKE LIGHTHOUSE	DISUSED	51°40.9'S 057°43'W	Black and white horizontal striped tower 21m.
	CAPE PEMBROKE LIGHT	Gp.Fl(3) 20s.10nM		
10.	MENGEARY POINT		51°38.7'S 057°43.6'W	
11.	LONG ISLAND	Fl. W 5s 10nM	51°33.80'S 058°02.40'W	
12.	VOLUNTEER POINT	Fl.(4) 20s.10nM	51°30.79'S 057°44.41'W	
13.	NOBLE FRONTIER (TDF)			
14.	WEST SIDE	Iso.G.5s	51°41.5'S 057°49.2'W	
	EAST SIDE	Iso.G.5s	51°41.5'S 057°48.9'W	



15 VHF CHANNEL ALLOCATION

CHANNEL	TX	RX	CHANNEL	TX	RX
1.(D)	156.050	160.650	28.(D) PUBLIC CORRES	157.400	162.000
2.(D)	156.100	160.700	37.(S)		
3.(D)	156.150	160.750	60.(D)	156.025	156.025
4.(D)	156.200	160.800	61.(D)	156.075	160.625
5.(D)	156.250	160.850	62.(D)	156.125	160.725
6.(S) RBC	156.300	156.300	63.(D)	156.175	160.775
7.(D)	156.350	160.950	64.(D)	156.225	160.825
8.(S) TDF	156.400	156.400	65.(D)	156.275	160.875
9.(S) FIC	156.450	156.450	66.(D)	156.325	160.925
10.(S) STANLEY PORT CONTROL	156.500	156.500	67.(S) PORT SECURITY	156.375	156.375
11.(S) SULIVANS	156.550	156.550	68.(S)	156.425	156.425
12.(S) CUSTOMS	156.600	156.600	69.(S)	156.475	156.475
13.(S) SSL	156.650	156.650	70.(S) DSC	156.525	156.525
14.(S) SEAVIEW	156.700	156.700	71.(S)	156.575	156.575
15.(S) FIPASS	156.750	156.750	72.(S) BEAUCHENE	156.625	156.625
16.(S) DISTRESS, SAFETY AND CALLING	156.800	156.800	73.(S)	156.675	156.675
17.(S)	156.850	156.850	74.(S)	156.725	156.725
18.(D)	156.900	161.500	77.(S) LAVINIA	156.875	156.875
19.(D)	156.950	161.550	78.(D)	156.925	161.525
20.(D)	157.000	161.600	79.(D) FCF	156.975	161.575
21.(D)	157.050	161.650	80.(D)	157.025	161.625
22.(D)	157.100	161.700	81.(D) SEAVIEW	157.075	161.675
23.(D) PUBLIC CORRES	157.150	161.750	83.(D) PUBLIC CORRES	157.175	161.775
24.(D) PUBLIC CORRES	157.200	161.800	84.(D)	157.225	161.825
25.(D) F.I. RADIO	157.250	161.850	85.(D) PUBLIC CORRES	157.275	161.875
26.(D) F.I. RADIO	157.300	161.900	86.(D) PUBLIC CORRES	157.325	161.925
27.(D) F.I. RADIO	157.350	161.950	87.(D) PUBLIC CORRES	157.375	161.975



16 BIOSECURITY

The Falkland Islands are free from most animal and plant pests and diseases that affect many other parts of the world.

Unauthorised imports into the Islands of items increase the risk of introducing unwanted pests and diseases which could degrade the environment, damage the economy, and threaten the quality of life that is enjoyed by residents and visitors alike. Consequently, the Falkland Islands Government asks that you respect the environment by ensuring you don't bring alien species or high-risk items ashore, either accidentally or intentionally.

Failure to adhere to Biosecurity regulations may incur heavy penalties including fines and curtailment of a visit.

Prohibited Items for Import

The following items must not be brought ashore without correct certification and prior permission from the Falkland Islands Government:

1. Animals (alive or dead)
2. Unprocessed plant material ¹
3. Foodstuffs of animal origin ²
4. Any other unprocessed items of animal or vegetative origin ³
5. Soil or any articles containing soil
6. Compost, unless commercially packaged and treated
7. Veterinary products or medicines
8. Animal foodstuffs such as oats, barley, hay, straw
9. Packaging that has contained any of the above products

Disposal of International Catering Waste and other Biohazards

International catering waste (ICW) is considered to be food, galley waste and associated packaging sourced from outside of the Falkland Islands Economic Exclusion Zone (EEZ). ICW carries a risk of introducing pests and diseases and must be disposed of accordingly either by incineration or through deep burial. Food waste may be disposed of at sea according to MARPOL Annex V Regulations, but packaging will need to be either incinerated on-board or disposed of ashore. **Please note that only food packaging which has come in to *direct* contact with prohibited items (listed above) should be disposed of as ICW.** For example, cardboard boxes that have contained sealed packages of food, should be disposed of as general waste. Other waste material incorporating elements from the 'prohibited items' list is considered ICW.

Current facilities for the local disposal of ICW are limited and expensive; we would ask you to make all efforts to minimise the need for ICW disposal ashore in the Islands.

For vessels visiting FIPASS; ICW must be sealed in plastic bags and placed in the designated ICW / Galley Waste bin at the Department of Agriculture.

For vessels or yachts at other moorings, ICW is to be sealed in the biohazard bags issued to you by Customs upon entry to the Falklands. Customs will collect the bags for safe disposal upon clearing your

¹ This includes everything from whole plants to any part of a plant (e.g. fruits, flowers, vegetables, tubers, bulbs, nuts, seeds, leaves, cuttings, sprigs, bark)

² Including meat and any meat products (unless tinned), non-UHT milk and milk/dairy products, and eggs. It also applies to products containing such foodstuffs

³ Untreated wood, feathers, hides, raw wool, bone or any other biological product.



vessel to depart. Alternatively, ICW can be disposed of at the Department of Agriculture, in bins situated in the corner of the car park (a sign indicates the bin is for biosecurity material).

Figure 2: International Catering Waste bins are yellow and marked with an ICW sign.



GALLEY WASTE

✓

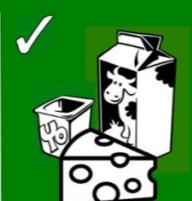
International Catering Waste

Food, galley waste and associated packaging generated by ships that have visited a port outside the Falkland Islands Exclusive Economic Zone or European Economic Area.

Comida, desperdicios de la cocina y embalaje asociado a los barcos que han visitado un puerto fuera de la Zona Económica Exclusiva de las Islas Falkland o del Espacio Económico Europeo

All waste **MUST** be in sealed bags

Todos los desperdicios DEBEN ESTAR en bolsas cerradas

<p>✓</p>  <p>Fruit & Vegetables <i>Frutas y Verduras</i></p>	<p>✓</p>  <p>Food Scraps <i>Restos de Alimentos</i></p>	<p>✓</p>  <p>Meat & Meat Products <i>Carne y Productos Derivados</i></p>	<p>✓</p>  <p>Dairy & Eggs <i>Derivados Lácteos y Huevos</i></p>	<p>✓</p>  <p>Food Packaging <i>Envases de Alimentos</i></p>
--	---	--	--	---

-Only packaging which has been in direct contact with food types described
-Solo embalaje que haya estado en contacto con los tipos de comida descritos

Falkland Islands Government | Department of Agriculture | Stanley | Falkland Islands | FIQQ1ZZ
Telephone: +500 27355 | Mobile: +500 55535 | Fax: +500 27352 | E-mail: biosecurity@doa.gov.fk



Disposal of Non-ICW

Other products not containing ICW may be disposed of in garbage bins supplied in covered skips on FIPASS or bins at the Public Jetty.

Please ensure that all crew members are aware of the regulations for waste disposal from vessels; this includes those who join at a later date than the main crew and may not be aware of the protocols.

Ballast Water Marine Biosecurity

Vessels carrying ballast water are required to flush tanks prior to arrival in accordance with IMO guidelines. You may be asked to show ballast water management plans and antifouling certification upon arrival.

Inter-Island Biosecurity

Invasive species and pests, such as rodents, thistles and even some insects are present on some but not all islands of the Falklands archipelago. Efforts are being made to eradicate some of these species from outer lying smaller islands.

Islands that are free from predatory species such as rodents, foxes and feral cats are home to important and protected native bird species which are not found elsewhere in the islands due to the pressures placed on them by these species. Plant invasive species pose a risk to the native flora and can in some instances also have a serious impact on livestock. It is critical that extra precautions are taken to avoid the introduction of invasive species when visiting these unique and fragile environments. Always:

- CHECK your footwear, clothing and bags for seeds, soil or insects.
- CLEAN your boots in the footbath if you've been on a farm or to a wildlife colony.
- CHUCK any food in the bin before coming ashore.

Remember it is forbidden to bring ashore food items already mentioned in the prohibited list, even if for personal use. An accidental introduction of a disease brought in on food sourced outside of the Falkland Islands (a packed lunch for example) could cause severe harm to the wildlife, environment and economy of the Islands.

Rats

Norwegian ship rats are present at several locations around the Falkland Islands including both East and West Falkland. The use of rat guards is recommended while ships are berthed at FIPASS or other berths in Stanley Harbour to prevent rats boarding ships and being carried to other locations.

Clothing, Footwear and Outdoor Equipment

Although mainly applicable to passenger vessels and yachts, all crew members and passengers alike are asked before coming ashore to examine clothing and footwear to ensure that they are free from organic matter, including soil, mud and seeds. Pay particular attention to footwear; check that there are no seeds caught in Velcro fastenings or embedded into the tread of the soles. Camera bags, rucksacks and other outdoor equipment may also harbour invasive plant seeds or insects; so please be vigilant.



Contact Details

If you are in doubt about whether you can bring something ashore, or have any QUERIES REGARDING BIOSECURITY, please seek CLARIFICATION FROM the Biosecurity or Veterinary Officer.

	Biosecurity Officer	Veterinary Department
Tel:	+500 27355	+500 27366
Mobile:	+500 55535	+500 55366
Fax:	+500 27352	+500 27352
E-mail:	biosecurity2@naturalresources.gov.fk	zfowler@naturalresources.gov.fk

The Biosecurity Officer or Veterinary Officer may also be contacted indirectly via C/S STANLEY PORT CONTROL on VHF Ch. 10, or alternatively by calling the Customs & Immigration Service on VHF Ch. 16 or 12. Please also refer to 'Contact Numbers' on page 6.

Falklands Wildlife

The Falkland Islands have an incredible wealth of spectacular wildlife. As such, there are various codes of practices, regulations and measures in place to conserve and protect the natural environment.

Falkland Islands Countryside Code

The Falkland Islands Countryside code provides a series of guidelines informed by legislation and the local way-of-life.

- Always ask permission before visiting private land: the majority of land in the Falklands is privately owned. Land owner contact details can be obtained from the Jetty Visitor Centre at the Public Jetty, Stanley. If you are visiting a Crown-owned Island you will need to seek a permit from the Environmental Officer before landing. These permits are free of charge.
- Keep to paths wherever possible. Leave gates, open or shut, as you find them.
- Be aware of the high fire risk throughout the islands. Be extremely careful when smoking not to start fires. Take your cigarette butts away with you.
- Do not drop litter*; take your rubbish home with you.
- Do not disfigure rocks or buildings.
- Do not touch, handle, injure or kill any wild bird or other wild animal**.
- Never feed any wild animals.
- Always give animals the right of way. Remember not to block the routes of seabirds and seals coming ashore to their colonies.
- Try to prevent any undue disturbance to wild animals. Stay on the outside of bird and seal colonies. Remain at least 6m (20ft) away. When taking photographs or filming, stay low to the ground, move slowly and quietly and do not startle or chase wildlife from resting or breeding areas.
- Some plants are protected and should not be picked. ** Wildflowers are there for all to enjoy.
- Whalebones, skulls, eggs or other such items may not be exported from the Falkland Islands***. They should be left where they are found.
- Failing to follow these guidelines may constitute an offence in the Falkland Islands and could result in fines of up to £50(*), £4,000(**) or £9,000 (***) and imprisonment.





17 CUSTOMS AND IMMIGRATION SERVICE

Contact Details

Address: Byron House, 3 H. Jones Road, Stanley, Falkland Islands FIQQ 1ZZ
Tel: +500 27340 Fax: +500 27342 Duty Officer Mobile Number +500 52255
e-mail - General Enquiries: admin@customs.gov.fk
Ships Reporting: shipsclearance@customs.gov.fk

Normal Hours of Business: 08.00 - 12.00 & 13.15 - 16.30, Monday to Friday excl. public holidays.
The Duty Officer can also be contacted outside of normal hours and on weekends via Stanley Police on VHF Ch. 16 and Ch. 10 or by telephoning the Police Duty Desk on +500 28100.

Declared Customs Ports

The declared ports for customs purposes are: Stanley, Port William and Berkeley Sound. Fox Bay on West Falkland is also a declared port however entry or departure clearance can only be provided in respect of that port if seven days' notice is given.

Undeclared Customs Ports

A customs port may also include any place in the Falkland Islands where the Customs and Immigration Service has authorised the unloading/loading of stores or cargoes and the landing or embarkation of crew and passengers. This is relevant to cruise ships and expedition vessels arriving to outlying locations for the purposes of landing passengers for shore excursions.

General Requirements and Information

All ships entering a Falkland Islands port are required to display the flag of its country of registry on the stern and fly a Falkland Islands courtesy flag. This may take the form of either a Falkland Islands Defaced Red or Blue Ensign, British Red Ensign or Union flag, flown from the foremast or main mast starboard outer yardarm.

Masters must notify all reportable contagious and non-contagious diseases and of any persons suffering from significant mental illnesses

All crew and passengers must be in possession of valid seafarer's documents or full passports. Those not so in possession will not be permitted to land other than in 'force majeure' circumstances.

Masters shall not permit any person to disembark or embark unless authorised.

Persons wishing to disembark from a ship and remain landside for any purpose are required to complete immigration formalities as applicable to their nationality and intended length of stay.

All visitors, whether it be in respect of shore excursion purposes or those intending to remain landside need to be aware that local medical treatment is only provided free of charge to visitors who are residents of the United Kingdom. All other persons will be billed for the full cost of any local treatment they receive.

In the case of more complex needs requiring aeromedical evacuation or repatriation, the full cost is payable by all visitors and therefore it is strongly advised that they should have an appropriate level of health care insurance in place. The recommended minimum values are USD \$80,000 for medical treatment and \$120,000 USD for aeromedical evacuation/repatriation.

Cargo, stores, ships waste or other items must not be loaded or unloaded without authority.



The landing of restricted goods which include: alcoholic beverages, tobacco products, firearms and ammunition, live animals, meats and fruit and vegetables are subject to additional documentary requirements and customs controls.

Animals must be kept below decks when a ship is alongside a berth.

Personal allowances - ship's crews and passengers of 18 years or older may retain for their personal consumption on board their ship whilst it is in port the following quantities of alcoholic beverages and tobacco products:

200 Cigarettes **OR** 100 Cigarillos **OR 50 CIGARS OR** 250gms Tobacco **AND**

2 litres Wine **AND**

1 litre Spirits **OR** 2 litres Spirituous Beverages **OR** Fortified WINE **AND**

10 litres Beer

Crew having in excess of the above must arrange for it to be secured in the ship's bonded store.

It is the responsibility of the Master to ensure crew and any passengers are fully cognisant of their personal allowances entitlements.

Crew and passengers landing in the Falkland Islands for the purpose of repatriation or to remain on shore as visitors are permitted to the allowances as detailed above provided, they are strictly for their personal consumption or they intend to take them with them when they depart the Falkland Islands

Inwards and Departure Reporting Arrangements (other than Yachts)

With the exception of yachts, Inwards and Departure Reporting Arrangements are undertaken by electronic means. Detailed guidance and templates of the reporting documentation which needs to be completed is available either from your ship's agent or from the Customs and Immigration Service by e-mailing shippclearance@customs.gov.fk

Reporting requirements differ between: Merchant Ships and Fishing Vessels & Cruise Ships and Expedition Vessels therefore when making your request you should specify which category of guidance and forms templates you require.

Inwards and Departure Reporting Arrangements (Yachts)

Private pleasure and commercially operated yachts (and other small craft) are required to make the Port of Stanley their first port of call but may be granted authority to depart from an undeclared port.

In regard to Inwards and Departure reporting, those that have on board capability to submit their reports electronically may do so by following the guidance and completing the forms pertaining to Merchant Ships and Fishing Vessels as are relevant in their particular circumstances. In regard to those not having the capability the customs and immigration documentary formalities may be completed after arrival as a customs and immigration officer will attend your vessel.

Yacht masters should note in particular:

- The Harbour Regulations and Safety Section at 6.0 above in relation to advance arrival reporting and harbour entry requirements
- Local Services at 8.0 above, in respect of information relating to mooring possibilities
- Port Facilities at 12.0 above, in respect of information relating to berthing facilities



Once you have come to a berth or are ready for customs and immigration formalities to be completed you should contact the Customs and Immigration Service by one of the means given above and the attending officer will then liaise with you in regard to their attendance.

Applicable Customs Services Charges, Fees and Harbour Dues etc

With effect from 01 July 2023 the following customs fees, charges and harbour dues etc are applicable (but may be subject to change):

Customs Services	£
Minimum fee for services wholly provided during normal working hours	90.92
Hourly fee during normal working hours (including any fraction of an hour which is charged as a full hour)	45.46
Minimum fee for services wholly provided outside of normal working hours	136.38
Hourly fee for outside of normal working hours (including any fraction of an hour which is charged as a full hour)	68.19
Services provided partly during normal hours and partly outside normal hours – in respect of the total number of whole hours engaged during normal hours of duty	68.19
And as to the remainder of the time engaged (including a fraction of an hour engaged during normal hours of duty)*	68.19 136.38
*But so the minimum fee payable under this part is	
Services provided without attendance upon the vessel concerned – within normal working hours	90.92
Services provided without attendance upon the vessel concerned – outside of normal working hours	136.38
Service and Supply of documents – providing any permit, authorisation certificate or other document required for any purpose other than a purpose under the Customs Ordinance 2003	8.04

Customs Clearance Fees	£
Location – Declared Ports	
Vessels not exceeding 50 tons	30.77
Vessels exceeding 50 tons	61.54
Location Undeclared Ports	
Vessels not exceeding 50 tons	151.56
Vessels exceeding 50 tons	303.11

Note – The above Regulations incorporate a clear distinction between private pleasure yachts not exceeding 50 net registered tons and commercial vessels which carry passengers or supernumeraries for reward. Therefore visiting private pleasure yachts (i.e. not operating commercially) are exempt from payment of customs clearance fees but are subject to the £78 private pleasure yacht harbour dues charge. All other visiting commercially operated vessels are subject to customs fees as per 3. and 4. above, but harbour dues are not payable in respect of those not exceeding 50 net registered tons.



(i) Harbour Dues		
Category/NRT		£
Private Pleasure Yachts	(under 50 tons)	78
<i>Vessels:</i>		
Under 15 tons	<i>Note – extra-statutory exemption in force</i>	78
15 tons or more but under 30 tons	<i>Note – extra-statutory exemption in force</i>	142
30 tons or more but under 50 tons	<i>Note – extra-statutory exemption in force</i>	256
50 tons or more but under	800 tons	385
800 tons or more but under	1,000 tons	502
1,000 tons or more but under	1,500 tons	577
1,500 tons or more but under	2,000 tons	694
2,000 tons or more but under	5,000 tons	848
5,000 tons or more but under	7,000 tons	1,027
7,000 tons or more but under	10,000 tons	1,541
10,000 tons or more but under	15,000 tons	1,925
15,000 tons or more but under	20,000 tons	2,248
20,000 tons or more but under	25,000 tons	2,569
25,000 tons or more but under	30,000 tons	2,953
30,000 tons or more but under	35,000 tons	3,338
35,000 tons or more but under	40,000 tons	3,723



40,000 tons or more but under	50,000 tons	4,365
50,000 tons or more but under	60,000 tons	5,135
60,000 tons or more but under	70,000 tons	5,648
70,000 tons or more but under	80,000 tons	6,289
80,000 tons or more		6,933

(ii) Double the harbour dues prescribed under (i) above shall be payable on every passenger vessel carrying more than 12 passengers.

(iii) An additional charge shall be made in respect of vessels (other than private pleasure yachts under 50 tons) which remain in harbour for a period of more than 24 hours for every additional consecutive period of 24 hours or part thereof, at the rate of one half of the harbour dues detailed under (i) or (ii) above.

(iv) Where the Harbour Master is satisfied:

- a. that any vessel that is not in use for the purpose it is generally intended to be used or for any commercial revenue-earning purpose and will not be so used for a period of not less than 15 days, and;
- b. that which following its last preceding entry to harbour, has incurred harbour fees as per the above, the following alternative fees are payable, subject to the Harbour Master’s written confirmation:

- i. Falkland Islands registered vessels: £50 per day or part thereof
- ii. Non Falkland Islands registered vessels: £75 per day or part thereof

Note - Locally owned small pleasure vessels, work boats and vessels engaged in local trade are currently exempt from harbour dues as are vessels owned or chartered by the Ministry of Defence, vessels operated by the British Antarctic Survey, the FI and GSGSSI fishery patrol/logistical vessels and Falkland Islands’ supply ships.

Passenger Tax

A Passenger Tax of **£26** per passenger is payable in respect of passengers carried aboard a passenger vessel that calls at any designated port except where it is shown, to the satisfaction of the Collector of Customs, that a fee of not less than **15 United States Dollars** has been, or will be paid for the privilege of visiting any privately owned land in Camp during the same voyage whereby the tax payable shall be reduced to **£7.50** per passenger.



Embarkation Tax

It should be noted crew or passengers disembarking in the Falkland Islands for the purpose of repatriation by air are required to pay an airport embarkation tax of **£27.00**. This tax can be paid:

- In advance at the Customs and Immigration Service office
- At the airport of departure when checking in

Accepted methods of payment are: by credit/debit card (Visa or Mastercard) or in cash in Falkland Islands pounds, Great Britain Pounds or the equivalent in US Dollars.



18 TERRITORIAL BASE LINES

The following co-ordinates are supplied to assist Masters in establishing the Territorial base lines. Points between CAPE CARYSFORT (East Falkland), CAPE PERCIVAL (West Falkland) and MACBRIDEHEAD (East Falkland) are joined to form the 'base lines'.

Table 4: Territorial Base Line Co-ordinates

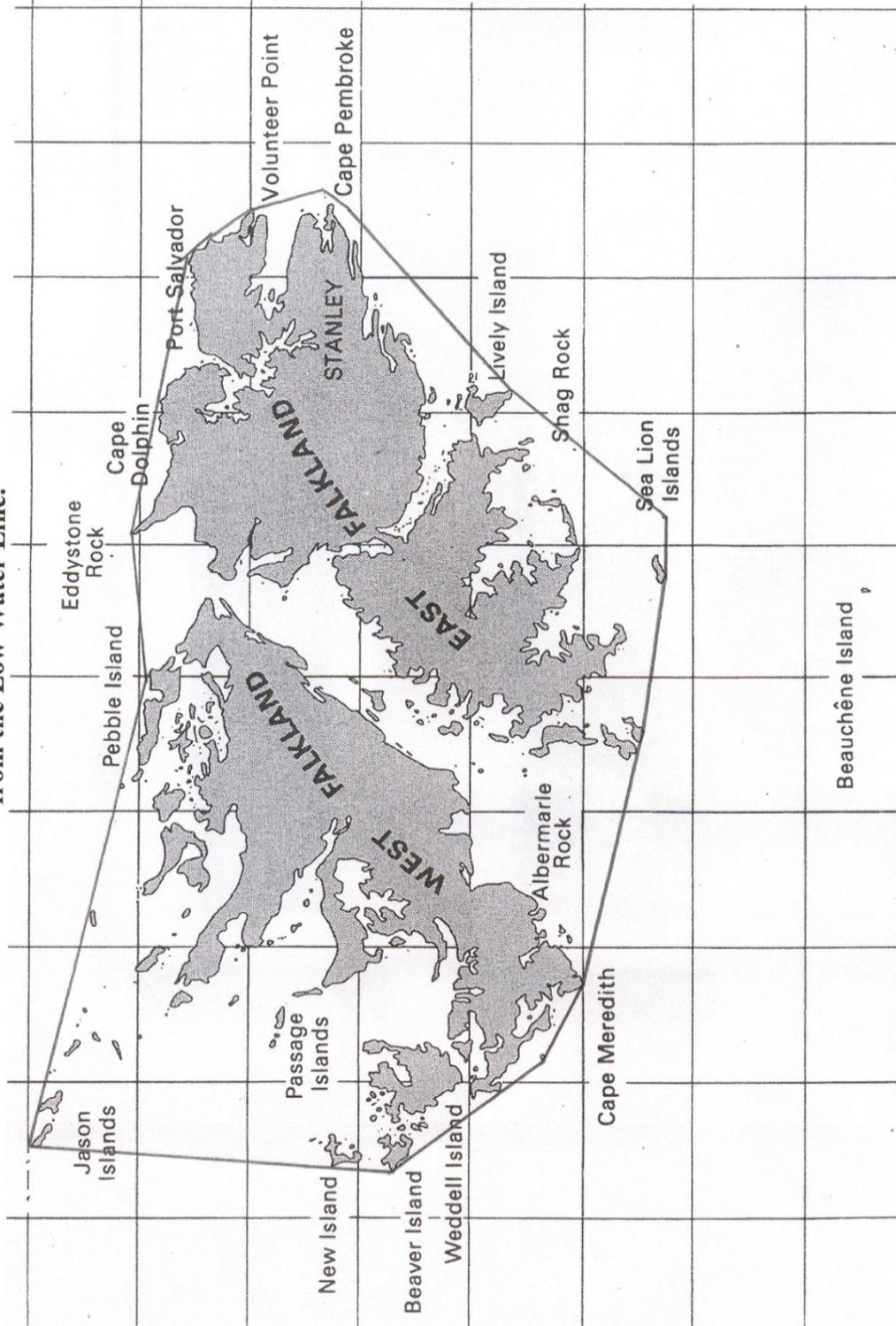
	Latitude	Longitude	Name of Feature
1.	51°24.82'S	057°50.87'W	Cape Carysfort
2.	51°30.63'S	057°44.18'W	Volunteer Point
3.	51°40.57'S	057°41.00'W	Seal Rocks
4.	51°43.68'S	057°44.37'W	Wolf Rock
5.	52°05.85'S	058°24.60'W	Prong Point
6.	52°27.00'S	058°53.55'W	East Sea Lion Island
7.	52°26.88'S	059°07.27'W	West Sea Lion Island
8.	52°23.80'S	059°43.42'W	Barren Island
9.	52°15.55'S	060°38.87'W	Cape Meredith
10.	52°10.18'S	060°56.18'W	Bird Island
11.	51°50.01'S	061°20.60'W	Cape Percival
12.	51°41.58'S	061°19.77'W	Landsend Bluff
13.	51°00.45'S	061°15.60'W	Steeple Jason Islet
14.	51°01.02'S	061°07.77'W	Grand Jason NW Islet
15.	51°01.50'S	061°05.57'W	Grand Jason N Islet
16.	51°09.60'S	060°14.22'W	Wreck Islands
17.	51°12.47'S	059°54.97'W	Government Island
18.	51°13.82'S	059°46.38'W	White Island
19.	51°16.43'S	059°29.92'W	Cape Tamar
20.	51°13.98'S	058°57.93'W	Cape Dolphin
21.	51°17.87'S	058°27.70'W	Cape Bougainville
22.	51°21.67'S	057°56.77'W	MacBride Head
The above positions are on WGS84 Datum.			



Territorial Base Lines

This Chart is illustrative NOT definitive

Any Islands, i.e. West Cay, Beauchene Island, Eddystone Rock etc. outside baselines have their own Territorial Seas measured from the Low Water Line.



This chart should be used in conjunction with the Falkland Islands (Territorial Sea Order 1989) SI 1993.89



Falkland Islands Maritime Authority



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