

MINUTES OF THE MARITIME COMMITTEE

Held in the FIDF Drill Room at 10:30 on Tuesday 24th March 2026

Present	Name	Position	Representing
	Hon Dot Gould MLA (DG)	Chair	Legislative Assembly
	Justin McPhee (JM)	Director	DESI
	Chris Moorey (CM)	Head of FIMA	FIMA
	Nomali Port (NP)	Deputy Harbour Master	FIMA
	Garry Ross (GR)	General Manager	Atlink
	Adam Cockwell (AC)	Managing Director	WBS
	Vikki Berntsen (VB)	Operations Manager	SAAS
	Rob Miller (RMi)	Senior Project Manager	D&CS
	John Barton (JB)	FIFCA Chair	FIFCA
	Alex Reid (AR)	FIFCA Vice Chair (Polar Seafish)	Fishing Companies
	Bradley Roberts (BR)	FIFCA Board Member (Beauchene Fishing)	Fishing Companies
	Gareth Goodwin (GG)	Managing Director	Stanley Services
	Russell Morrison (RMO)	Sullivan Shipping	Shipping Agents
	Pippa Christie (PC)	Country Manager	NAVITAS
	Sarah Browning-Lee (SB)	FIYC	Small / Non-commercial craft operators
	Karen Lee (KL)	Manager	FITB
	Chloe Freeman (CF)	Communications Regulator	FIG Comms
Secretary	Francis Hart (FH)	Assistant Harbour Master	FIMA

Item		Action
1	Apologies for absence Lewis Clifton - Byron Marine Stephen Clifton - Byron Marine and Chief Pilot Leeann Watson-Harris – Lighthouse Mission to Seafarers Paul McVey – King's Harbour Master	
2	Declarations of interest	

	None.	
3	<p>Introductory remarks</p> <p>DG opened the meeting and thanked all for attending, before commenting that this was the first time that she had attended and she was looking forward to seeing the business of the Committee develop over the life of this assembly.</p> <p>She noted that, with the election falling in December, it had been over 6 months since the Committee last met in September and as a result there was lot of ground to cover and it was good to see some substantial items on the agenda.</p> <p>Amongst the agenda items, she highlighted the 'New Port Operations Project' and encouraged the sector to actively contribute to that work, as we need to get our port (and wider maritime) arrangements right from the outset once the new port is operational.</p> <p>DG then handed over to the FIMA team to take the Committee through the agenda.</p>	All
4	<p>Confirmation of minutes of the previous meeting</p> <p>The minutes were approved without amendment and signed by the Chairperson</p>	
5	<p>Matters arising from minutes of the previous meeting</p> <p><u>Item 5.</u></p> <p><u>Yorke Point light:</u> the light is now shown on charts – action complete.</p> <p><u>ENG1 Medicals:</u> covered under agenda item 6.</p> <p><u>Tug Capability ExCo Paper:</u> CM reported that the paper remains in mature draft form and he is awaiting possible tug-related developments in connection with the new port and hydrocarbons extraction operations before resuming work on the paper.</p> <p><u>Item 6.</u></p> <p><u>Terms of Reference:</u> CM reported that, with the Terms of Reference having been reviewed during the first two meetings of the Committee, the item had been omitted for this meeting but would be reinstated for the next meeting. He proposed that the item be expanded beyond Terms of Reference to include a discussion on the format for the Committee, including how subject matter is presented.</p> <p><u>Item 7.</u></p>	CM/All

	<p><u>Counter Pollution Workshop</u>: CM reported that the Maritime & Coastguard Agency (MCA)-sponsored workshop and exercise in September had been well attended and successful. On the back of the exercise, our National Oil Spill Contingency Plan (NOSCP) had been updated and was now in a good place for further development under plans for hydrocarbons extraction operations.</p> <p><u>SAR Incident Berkeley Sound</u>: CM summarized the key observations within the After Action Review of the incident response.</p> <p><u>Seafarers Discharge Books</u>: NP updated Committee members saying that it is acknowledged that the current books issued by FIMA use legacy language ('Seaman') and that this will be corrected to 'Seafarer' once current stocks are exhausted.</p>	
<p>6</p>	<p>FIMA Briefing</p> <p>CM briefed the Committee on FIMA's recent and current activity, including:</p> <ul style="list-style-type: none"> - <u>Ship Sanitation Inspections (SSI)</u>: 9 have been conducted since the last Maritime Committee meeting in September. JB asked about the availability of inspectors; Committee members were assured that SSIs are demand led and FIMA were not aware of any particular difficulties with booking inspections. - <u>The South Atlantic Working Group (SAWG)</u>: this forum brings together the maritime authorities and maritime leads from the governments of Ascension Island, the Falkland Islands, Saint Helena, South Georgia and the South Sandwich Islands and Tristan da Cunha for regular meetings to discuss all things maritime and continues to be a useful forum. - <u>ENG1 medicals</u>: Following liaison between the MCA's Medical Administration and Policy Manager and the KEMH team, Dr Uqaili remains the singleton ENG-1 doctor. To help mitigate the resulting restrictions in accessing ENG-1-approved doctors, FIMA will endeavour to promulgate planned absences for Dr Uqaili, as it did for his leave over the Christmas and New Year period. He has no planned leave absences over the next few months. Dr Uqaili has asked for the following message to be passed on as, although the requirements for medical examinations are forwarded to seafarers or their agents/representatives at the time of appointment, some still do not comply. His message has therefore been included in these minutes: <ul style="list-style-type: none"> <i>"Please bring following items to your appointment; be advised that you cannot be seen if you attend without:</i> <ul style="list-style-type: none"> - a discharge book, valid passport, or other certified photographic proof of identity; - latest original ENG-1 or equivalent overseas certificate (unless it is a first appointment); - spectacles or contact lenses, if worn, plus spares; and - any medication, recent blood test results, recent medical/consultant 	

	<p><i>letters, hospital/clinic discharge notes etc. with English translation if they are in any other language.</i></p> <p><i>- Also note:</i></p> <ul style="list-style-type: none"> - a urine sample will be required as a part of the medical, but the sample must be collected in hospital at the time of the medical. A sample brought along by the seafarer will not be accepted. - avoid exposure to high noise levels for 16 hours before attending for examination, in case a hearing test (audiometry) has to be carried out". <ul style="list-style-type: none"> - <u>International Ship and Port Facility Security (ISPS) Code Memorandum of Understanding (MoU)</u>: FIG have now signed an MoU with the UK Department for Transport as the lead agency for maritime and port security for the UK and Overseas Territories. We have an extremely close relationship with the DfT team; have been inspected every 2 years with good results and meet the ISPS Code's requirements to the extent that we need to with our current port facilities. Work is in hand to ensure that the new port facility is fully ISPS Code-compliant - <u>MCA-sponsored Mass Rescue Operations workshop and exercise</u>: The exercise, held in early March, was very well attended and saw very active participation across FIG, the private sector, BFAI and Govt. SGSSI. - <u>Marine Accident Investigation Board (MAIB) investigation into the loss of the ARGOS GEORGIA</u>: The investigation is now complete and it is believed that the draft report will be sent out for consultation in May. - <u>New Port Operations Project</u>: CM gave an overview of the project's objectives. RMI was then updated the Committee on the latest developments (post-ExCo last week) regarding the Small Vessel Pontoon. Once the detail is clear, pan-maritime sector discussions will be required. <p>NP then briefed on:</p> <ul style="list-style-type: none"> - <u>Port Marine Safety Code (PMSC)</u>: the MARNIS system is now operational, allowing FIMA to record and collate incidents; attendees were reminded that this was for all port facilities including jetties and private facilities, not just FIPASS. - <u>Port and Flag State inspections</u>: members were updated on vessel inspections. - <u>Global Maritime Distress and Safety System (GMDSS)</u>: installation of the GMDSS A1/A2 system remains work in progress, with delays in part due to logistic difficulties in establishing remote aerial sites. JM updated the Committee that a review of the existing equipment will take place with 2 GMDSS-compliant base stations expected to arrive in the next 6 – 8 weeks, with the ultimate aim of achieving A1 status covering the main harbours of Stanley. The Falkland Islands are currently A3 declared with communications support coming from JRCC Fareham and MRCC Ushuaia. AC asked about SAT-C capability 	<p>All</p>
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	<p>within FIMA, with the answer being not at present. The MCA are content with the current arrangements.</p> <ul style="list-style-type: none"> - <u>Accident reporting</u>: the Committee was briefed on accident statistics for all of 2025 and 2026 to date. - <u>Hydrography</u>: a short report was presented. 	
<p>7</p>	<p>Maritime Legislation Forward Look</p> <p>CM outlined the forward plan for maritime legislation for the next few months, all of which will include periods of consultation with the maritime sector:</p> <ul style="list-style-type: none"> - Policy work in preparation for the writing of Pilotage Regulations has taking longer than hoped but the plan is for the policy to go to ExCo in April. A consultation document will be circulated after this meeting. - Work is progressing on new reporting regulations to cover a gap that has opened up as a result of the supersession of Merchant Shipping legislation imported from the UK, with the main focus being reporting requirements for the landing of Dangerous Goods from ships, along with general arrival reporting requirements. <p>JB and AC asked if the consultation for the new reporting regulations would include the full draft of those regulations? CM responded that it was his understanding that the draft regulations could not be shared in their entirety before Members had considered them – but that he would consult with Legal and the Clerk of the Assembly on the issue and clarify post-meeting. Again, a consultation document will be circulated after this meeting.</p> <p><i>Post-meeting note: in consultation with the Clerk of the Assembly, the concerns raised above will best be addressed by making use of the Committee in Closed Session to discuss the finer aspects of developing legislation in more detail and this option will be used as required in future. In addition, whilst the consultation documents referred to above will provide a good guide to the proposed legislation, Committee members are very welcome to follow-up on areas of concern with FIMA, either in writing and/or in person.</i></p> <ul style="list-style-type: none"> - Work is also underway on regulations under the Maritime Ordinance 2017 to give effect in Falkland Islands legislation to Chapter V of the International Convention for the Safety of Life at Sea (SOLAS), 1974. - Work will continue between FIMA and the Legislative Drafting Team to ensure that the necessary Falkland Islands legislation is in place to allow a formal request to be made to the UK for the extension to the Falkland Islands of the Work in Fishing 	<p>CM</p> <p>CM</p> <p>CM</p> <p>CM/All</p>

	<p>Convention 2007 (ILO 188).</p> <ul style="list-style-type: none"> - CF then briefed the meeting on the consultation document published before the Committee meeting with respect to the issuing of Ship Station Licences which tend to be labour intensive for both the private and public sectors. The key proposal is that a move is made to a longer period of validity. AR and AC suggested that simplifying the process and indeed having an online application would make things quicker and smoother. Comments on the consultation would be welcomed by 3rd April. 	All
8	<p>FIG departmental updates</p> <p>RMi gave an informative presentation on the New Port Project which is included in the supporting documentation transmitted with these minutes. The issue of the Small Vessel Pontoon was due to be discussed at the Port Project Board meeting on 25th March.</p>	
9	<p>Maritime sector updates</p> <p>GR gave a verbal summary of the Atlink report that had been published in advance of the meeting.</p>	
10	<p>Other briefings / presentations</p> <p>N/A</p>	
11	<p>Date of Next Meeting</p> <p>To be notified separately.</p>	

There being no further business the meeting closed at 11:50

Minutes confirmed this _____ day of _____ 2026

Chairperson



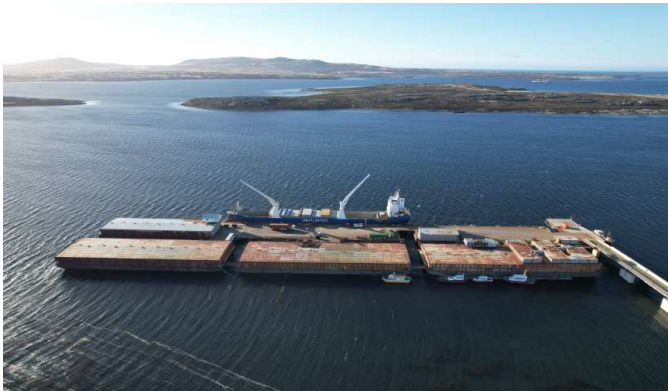
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MARITIME COMMITTEE

Tuesday 24th March 2026



AGENDA

- Introductions All – if required
- Apologies for absence Secretary
- Declarations of interest All
- Welcome and opening remarks Chair
- Confirmation of Minutes of Last Meeting Secretary
- Matters arising from Minutes of Last Meeting Secretary
- FIMA briefing
 - Overview Head of FIMA
- Maritime legislation forward look
 - Pilotage regulations - consultation Head of FIMA
 - Reporting regulations - consultation Head of FIMA
 - Radio licensing – consultation Telecommunications Regulator
- FIG Departmental update
 - New Port Project D&CS Senior Project Manager
- Maritime Sector update
 - ATLINK Garry Ross
- Date of Next Meeting Secretary



INTRODUCTIONS, APOLOGIES FOR ABSENCE & DECLARATIONS OF INTEREST



All





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WELCOME AND OPENING REMARKS



Chair





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CONFIRMATION OF PREVIOUS MINUTES

Head of FIMA





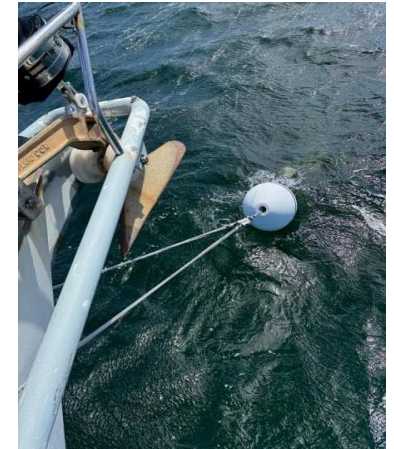
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MATTERS ARISING

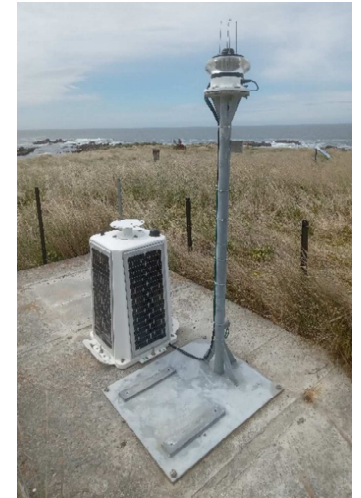


Head of FIMA



FIMA OVERVIEW (GENERAL UPDATE)

- Ship Sanitation Inspections
- ENG1 medicals
- ISPS Code Memorandum of Understanding signed with Department for Trade.
- South Atlantic Working Group
- MCA-delivered Major Incident (Counter Pollution) and Mass Rescue Operations Table Top Exercises
- Marine Accident Investigation Board (MAIB) ARGOS GEORGIA investigation – update.



FIMA OVERVIEW (NEW PORT OPERATIONS PROJECT)

- We now have a mature understanding of the structure of – and timelines for – the new port.
- It is time to review operational parameters, legislation and regulations for the new port.
- The project will deliver recommendations on operational policy and legislation by:
 - carrying out an assessment of comparable port operations elsewhere;
 - convening specific stakeholder events to establish the minimal functional requirements of the new port, as well as to generate ideas about optimising operations; and
 - modelling different commercial and cost-recovery proposals for revenue-generating elements of the new port for future ExCo decision.



FIMA OVERVIEW (PORT, FLAG & COASTAL STATE)

- Port State Report
- Flag State Report
- Coastal State Report
- Accident and Incident Reporting
- Hydrography Update



Port State Report

Foreign fishing vessel inspections

- 18 Jigger inspections undertaken
- 231 Deficiencies (54 open)
- 0 Improvement notices issued
- 3 Detentions

Port State Control Inspections

- 1 Passenger, 1 Multi-Purpose
- 9 Deficiencies (1 Open)
- 0 Improvement Notice
- 0 Detention

Ongoing actions and follow up



Flag State Report

Flag State Inspections

- 2 Trawlers
- 11 Deficiencies – 3 Open
- 0 Improvement Notice
- 0 Detention



Coastal State Report

- GMDSS A1 Radio Installation
- Aids to Navigation
- Navigational Risk Assessments - MARNIS

GMDSS A3 Compliance

- The Falkland Islands are currently compliant to GMDSS Area 3 (Satellite Communications)
- All vessels compliant with GMDSS A3 will have a SAT C terminal onboard
- Designated Distress
- Undesignated Distress



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Accident/incident reporting protocols and status

Prepared by Mally Port
Deputy Harbour Master

Recap - Accident Reports 2025 (Jan to Dec)

Marine accidents reports were received from fishing vessels, and 1 passenger vessel

The total number of 31 Accidents had been reported, and 2 safety investigation are ongoing.

Marine accidents are reported in accordance with the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012 (*SI 2012 No.1743*).

The Maritime Authority does not use the received accident reports to assign or proportion blame

Accident Reports 2025 (Jan - December)

Breakdown of Accidents

Collision – 2 (1 in Stanley Harbour and 1 in FOCZ)

Grounding – 2 (1 in Stanley Harbour and 1 in Port Egmont)

Man Overboard – 2 (both recovered quickly)

Machinery Breakdown – 2

Pollution – 1

Fire - 1

Personal Injuries - 21

Finger Injuries – 7

Torso Injuries – 2

Head – 2

Hand - 6

Arm Injuries – 2

Leg - 2

Accident Reports 2026 (Jan - Present)

6 Reported accidents

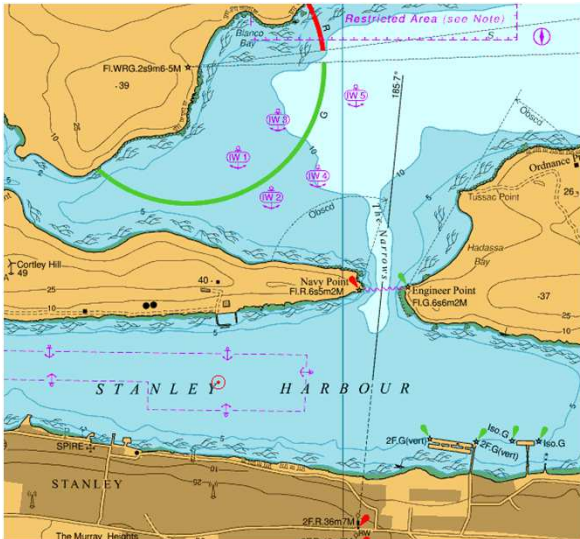
- 4 Falkland Islands flagged vessels
- 2 Foreign flagged vessels
- 1 Ongoing safety investigation

Breakdown of accidents

- 4 personal injuries (2 head, 1 foot, 1 multiple areas of the body)
- 1 Fatality (this accident resulted 3 crew members sustaining multiple injuries)
- 1 Grounding

National Hydrography Update

Prepared by Mally Port
Deputy Harbour Master



National Hydrographic Capability Assessment

Scoring Matrix for Assessment of Capability				
0	The country is unaware of its national obligations			
1	The country is aware of its national obligations but does not have the means to do it			
2	The country has the ability to fulfil its national obligations			
3	The country fulfils its national obligations in a sustainable manner			
4	The country fulfils its obligations through a third party			
The following table indicates which phase The Falkland Islands is currently at:				
Phase Maturity Model	Phase 0 Governance	Phase 1 Maritime Safety Information	Phase 2 Hydrographic Survey Capability	Phase 3 Production of Paper charts, ENCs and Nautical Publications
2016	0	0	0	0
2021	3	2	1	4
2022	3	2/3	1	4
2023	3	3	1	4

Phase 0 – Governance – Fulfilled

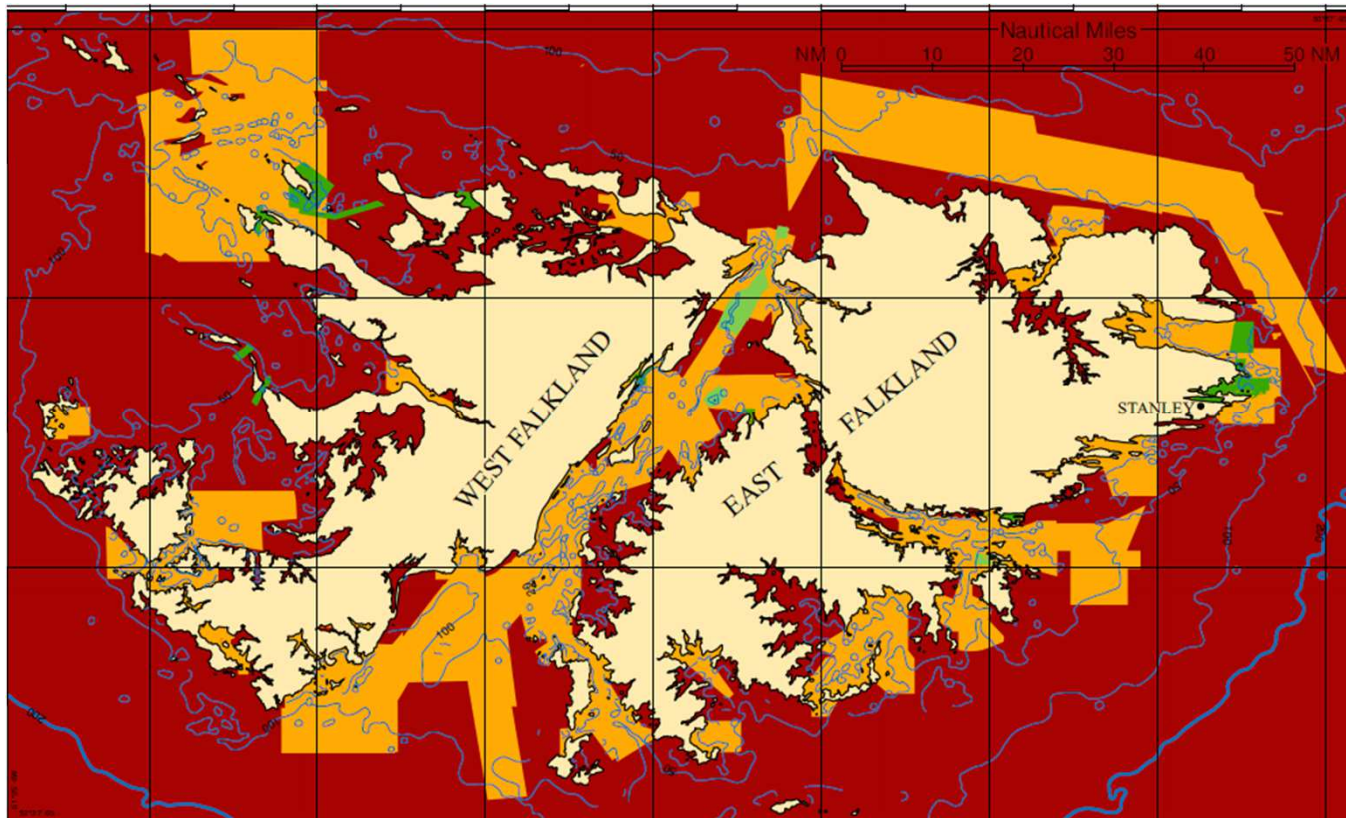
Phase 1 – MSI – Fulfilled by local notices and warnings and by UKHO through NtM

Phase 2 – Hydrographic Survey Capability – No local capability held or planned but tasked to Royal Navy by UKHO

Phase 3 – Fulfilled by UKHO

Next NHWG Meeting – TBC

Hydrographic Survey Status



CATZOC CAPABILITY OF SURVEY			
KEY	INDICATIVE SURVEY TYPE	UNDER 200m	OVER 200m
A1	Full seafloor search and full bathymetric coverage	0.1%	0%
A2	Full seafloor search	0.1%	0%
B	Partial seafloor coverage	4.3%	0%
C	Sparse / no seafloor coverage	95.5%	100%

Current Notices and Warnings

Local notices to Mariners in Effect

No	Details	In force	By
03/2018	Closure of NW FIPASS barge for berthing	23rd Nov 2018	C. Locke
08/2019	Temporary Pilotage Direction	23rd Sep 2019	J. Poynter
02/2021	Wildlife monitoring device	17th Jun 2021	C. Ellis
05/2021	Displacement limit for FIPASS	25th Nov 2021	J. Cox
01/2022	Introduction of FIREP	23rd May 2022	S. Barlow
03/2022	Stanley Hbr Obstruction	22nd Jan 2020	S. Barlow
04/2022	Current Meter	28th Sep 2022	S. Barlow
05/2023	Ship to ship Transfer Regulations 2023	1st Dec 2023	S. Barlow
03/2024	Rookery Bay Range	06 May 2024	F J Hart
05/2024	Change of Service – Ship sanitation inspections	10/06/2024	S. Barlow
07/2024	New Anchorage Positions Stanley Harbour and Approaches	01/09/2024	F J Hart
08/2024	Passenger vessel Tender Operations	04/10/2024	S. Barlow
03/2025	Scientific Instruments	28/05/25	S. Barlow
01/2026	Stanley Harbour Central Mooring Buoy OOS	15/01/2026	F J Hart

Navigation Warnings in Effect

No	Details	In Force	By
FIWZ 01/21	Strike Off Point Light Unlit	12 April 2021	C Ellis
FIWZ 01/23	Foul Area – Port Pleasant	24 th Feb 2023	S Barlow
FIWZ 04/23	Uncharted Rock – Anxious Passage – W Falklands	13 th Apr 2023	S Barlow
FIWZ 08/24	Foul Area – Shell Point, Port Pleasant	07 June 2024	F J Hart
FIWZ 02/25	Uncharted Rock – South Georgia	14 January 25	S Barlow
FIWZ 20/25	Unlit Navigational Lights – Mare Harbour & ECP	28 June 25	F Essen
FIWZ 28/25	Long Island Light Unlit	18 Sept 2025	M Port



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MARITIME LEGISLATION FORWARD LOOK



Maritime legislation – forward look (1)

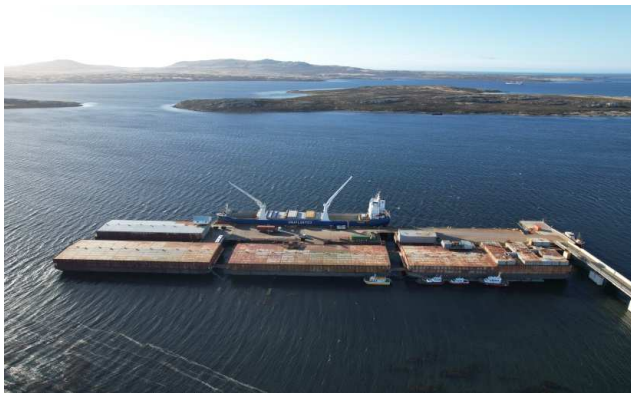
- The forward plan for maritime legislation includes:
 - Pilotage regulations: following approval of the Harbours and Ports (Amendment) Bill 2025 concerning pilotage arrangements for Stanley Harbour, there is a need to draft and introduce Pilotage Regulations, thereby completing the framework required to support FIMA and the pilotage provider in formalising a Stanley pilotage scheme. The key points of a further consultation on pilotage regulations will be briefed in a few minutes.
 - Maritime (Reporting requirements) Regulations 2026: following changes in legislation adopted from the UK, we now have a gap in our legislation concerning reporting requirements for the landing of Dangerous Goods (DG) from ships. Although primarily aimed at closing DG gap, this work also covers wider maritime reporting requirements and is also subject to a consultation process which will be briefed separately in a few minutes.

Maritime legislation – forward look (2)

- SOLAS Chapter V: measures to give effect in Falkland Islands legislation to Chapter V of the International Convention for the Safety of Life at Sea (SOLAS), 1974. This will address a finding under our III Code Audit.
- ILO 188: work will continue between FIMA and the Legislative Drafting Team to ensure that the necessary Falkland Islands legislation is in place to allow a formal request to be made to the UK for the extension to the Falkland Islands of the Work in Fishing Convention 2007 (ILO 188). Comprehensive consultation will be required and will be pursued through this Committee.

PROPOSALS FOR A FORMALIZED PILOTAGE SYSTEM FOR STANLEY HARBOUR

- Industry Consultation on Pilotage Regulations Policy



24th March 2026



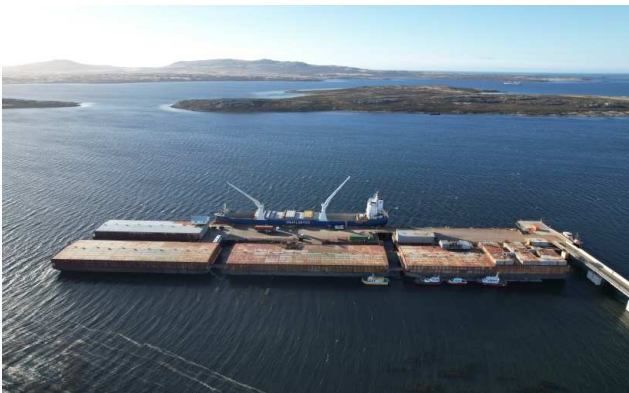
Consultation on Pilotage Regulations Policy – Structure

- Legislative and operational background.
- Training, assessment and authorisation of pilots.
- Pilotage Exemption Certificates.
- Licensing and approval of pilot boats.
- Designation of Compulsory Pilotage Areas.
- Categories of ships that may be subjected to, or exempted from, compulsory pilotage.
- Responsibilities of the Master of a ship under compulsory pilotage.
- Pilot and Master exchange.
- Composition and functions of the Pilotage Committee.
- Charges for pilotage services.
- Proposed implementation plan.

- **Feedback routes – feedback requested by 17th April 2026.**

MARITIME (REPORTING REQUIREMENTS) REGULATIONS 2026

- Industry Consultation



24th March 2026



Consultation on Reporting Regulations – Structure

- Legislative background and explanation of why we now have a reporting gap.
- Proposed implementation plan.
- Purpose of the Regulations.
- Detail on the individual regulations, with key highlights being:
 - 4: Application (to which vessels).
 - 5: Notification prior to entry into port.
 - 6: Notification by ships carrying dangerous or polluting goods.
 - 9: Use of overseas Vessel Traffic Services by FI-flagged vessels.
 - 10 and 11: Automated Identification Systems.
 - 12, 13 and 14: Offences, Defence if charged with an offence & Detention.
- **Feedback routes – feedback requested by 30th April 2026.**



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RADIO LICENSING

- Industry Consultation

24th March 2026

PRESENTATION – NEW PORT PROJECT

24th March 2026



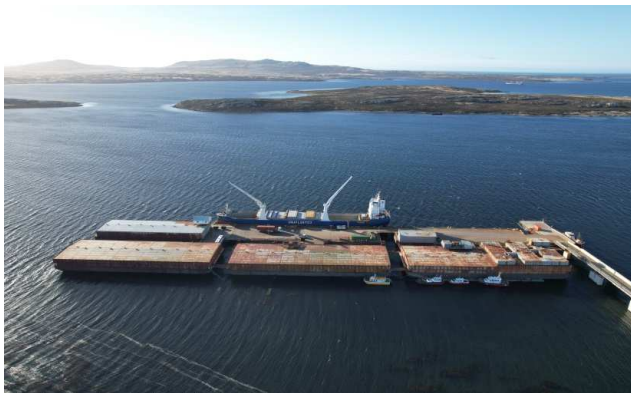


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PAPER - ATLINK REPORT



24th March 2026





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DATE OF NEXT MEETING

Head of FIMA



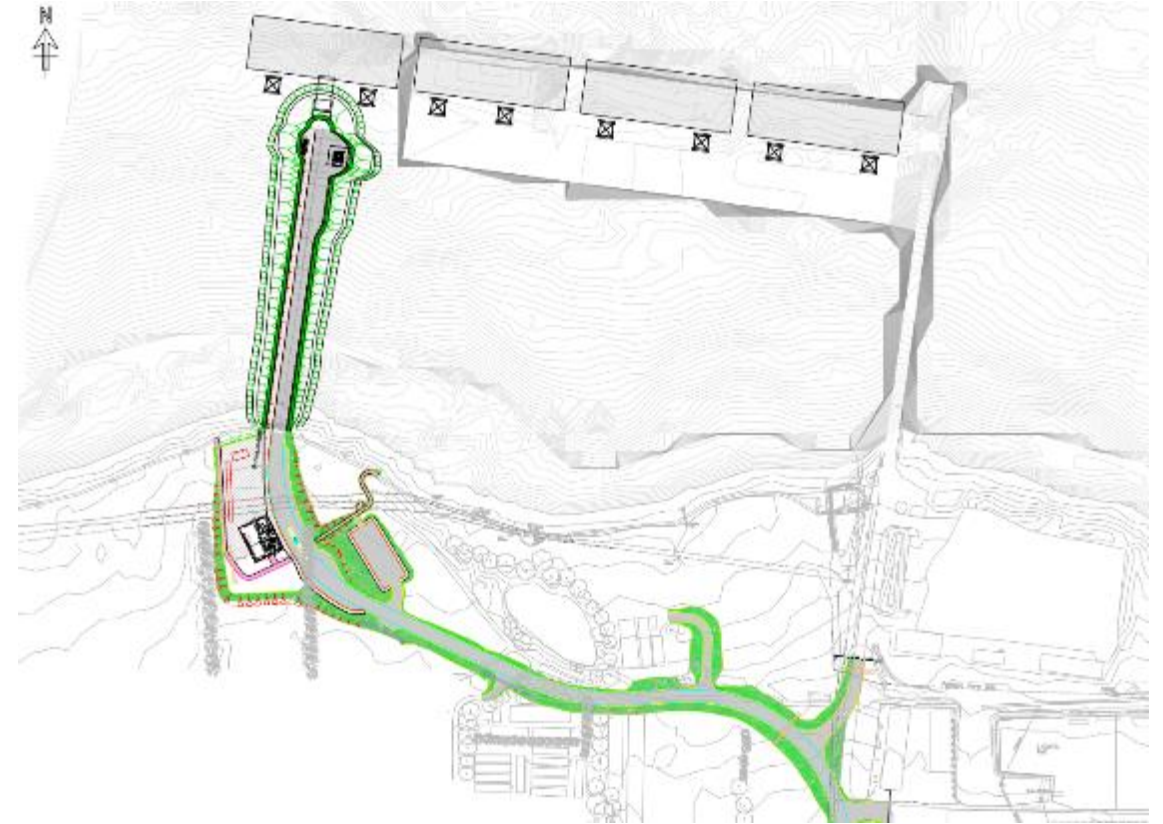
Port Replacement Project | Maritime Committee

Contract Execution Stage | 24th March 2026



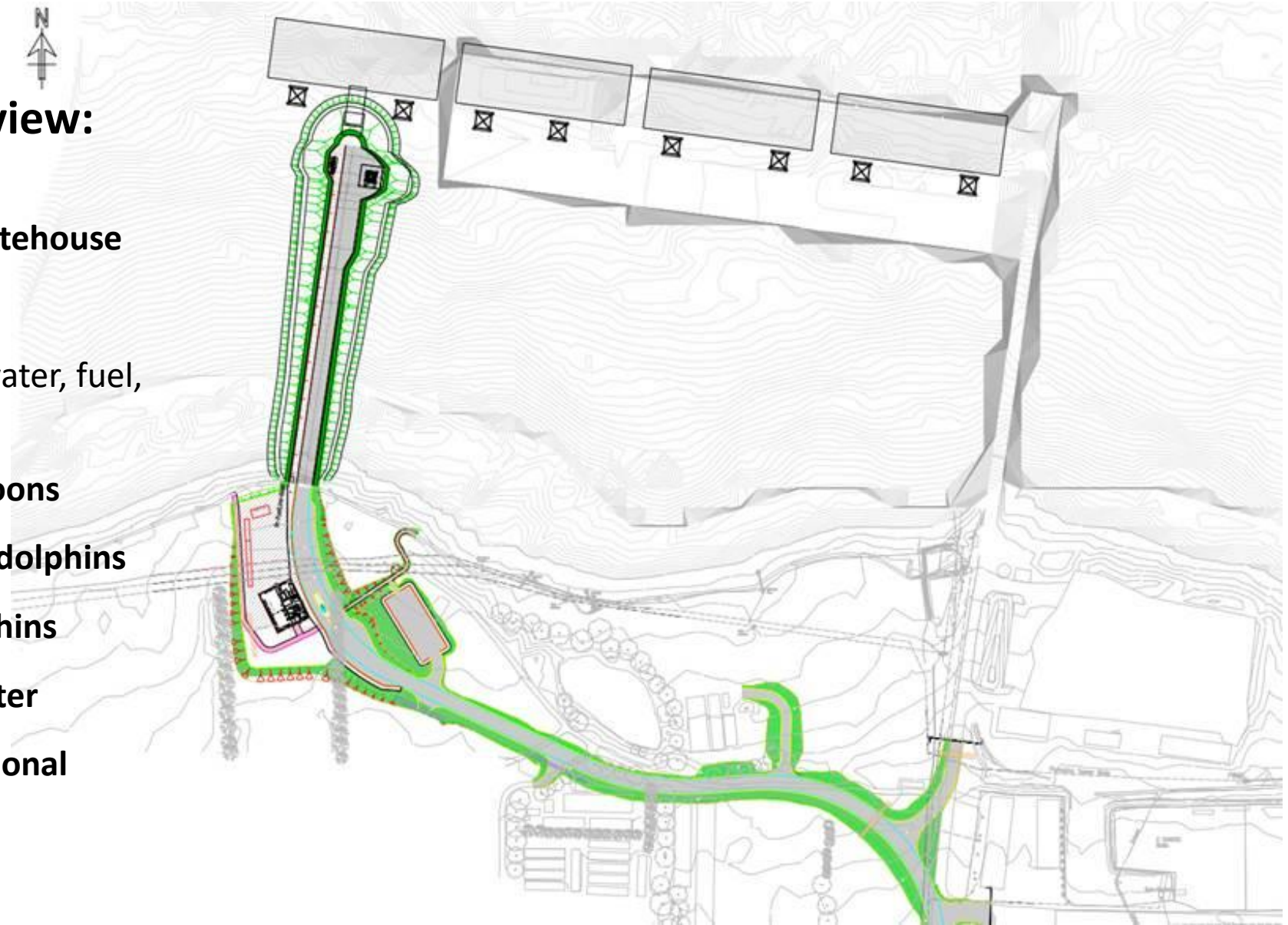
Agenda

- Overview
- Key Contracts
- Programme
- AOB

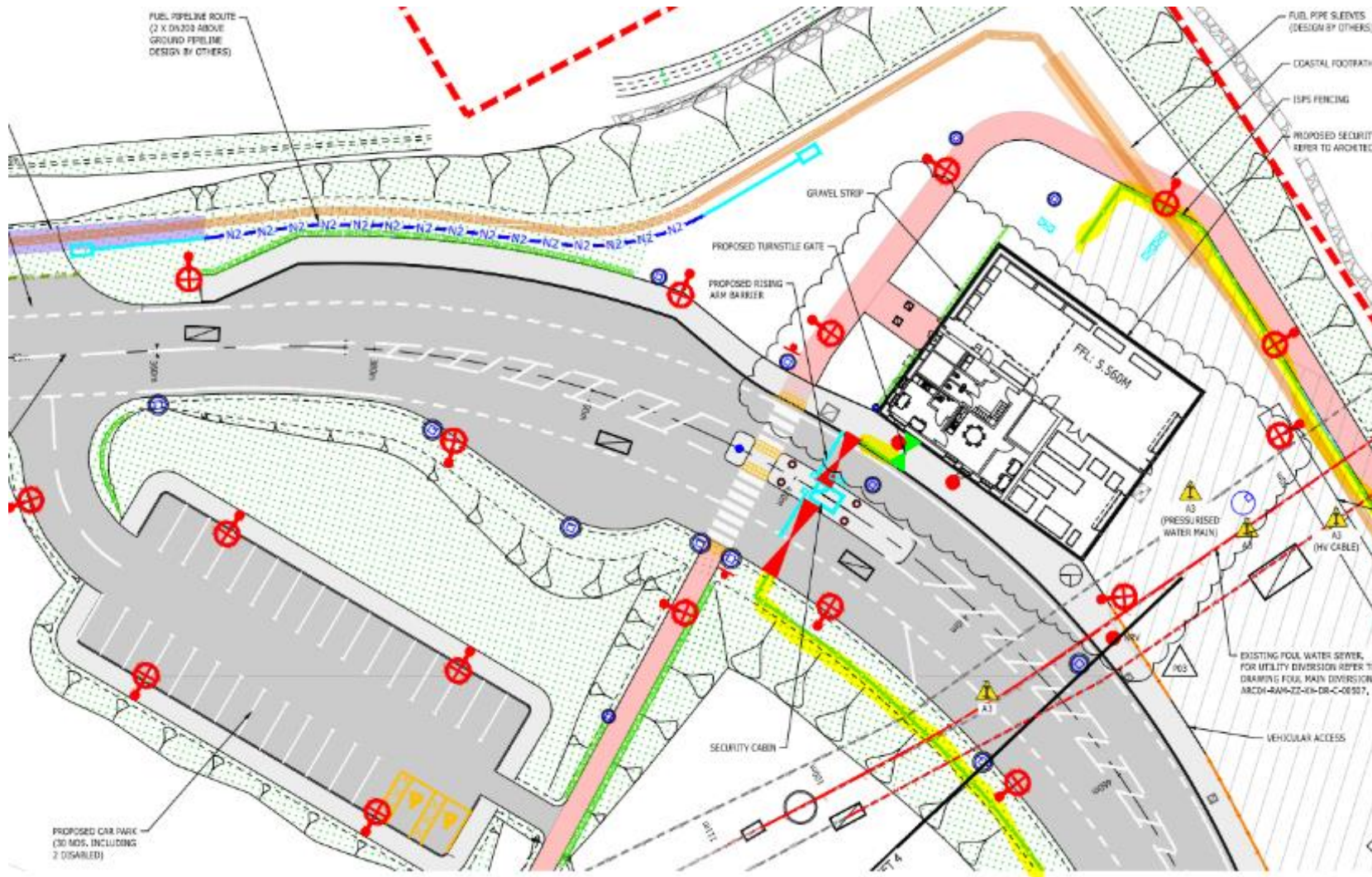


FIPASS Replacement Overview:

- **New access road and security gatehouse**
- **New causeway**
- **Integrated services:** Electricity, water, fuel, data and telecommunications
- **Installation of 4 North Sea pontoons**
- **Retention of 6 existing mooring dolphins**
- **Addition of 2 new mooring dolphins**
- **Facility certified by Lloyd's Register**
- **Designed for a minimum operational lifespan of 50 years**



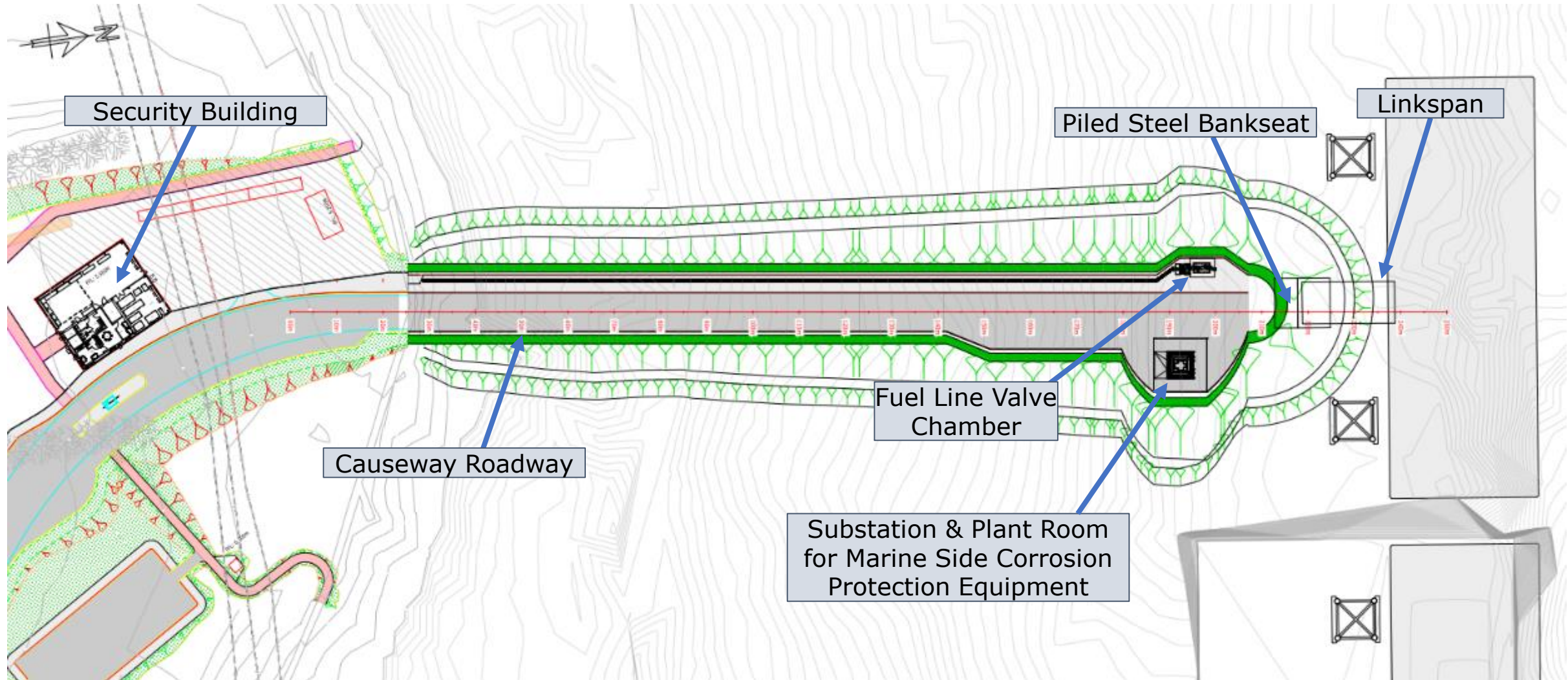
ISPS Compliant



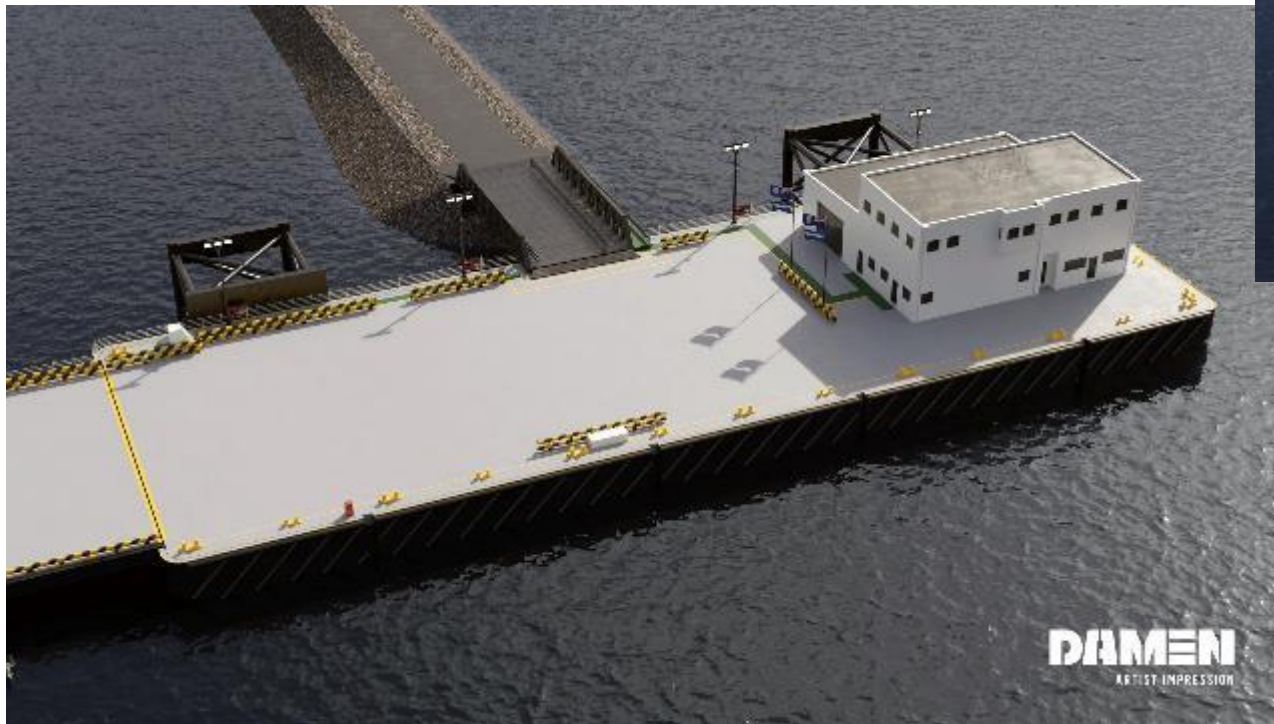
ISPS: International code ensuring security for ships and port facilities.

- **Security gatehouse:** controlled access for vehicles and personnel
- **Warehouse & workshop:** operational and storage facilities
- **Car park:** 32 designated bays for staff and visitors
- **Security gate and perimeter fencing:** physical barrier for restricted access
- **Automated traffic safety barrier:** regulates vehicle movement and enhances safety
- **Pedestrian turnstile:** secure entry for foot traffic
- **CCTV:** full coverage monitored by the port operator and FIG departments
- **Port entry ID system:** personnel identification and access control

Causeway and Gatehouse



Artist Impressions

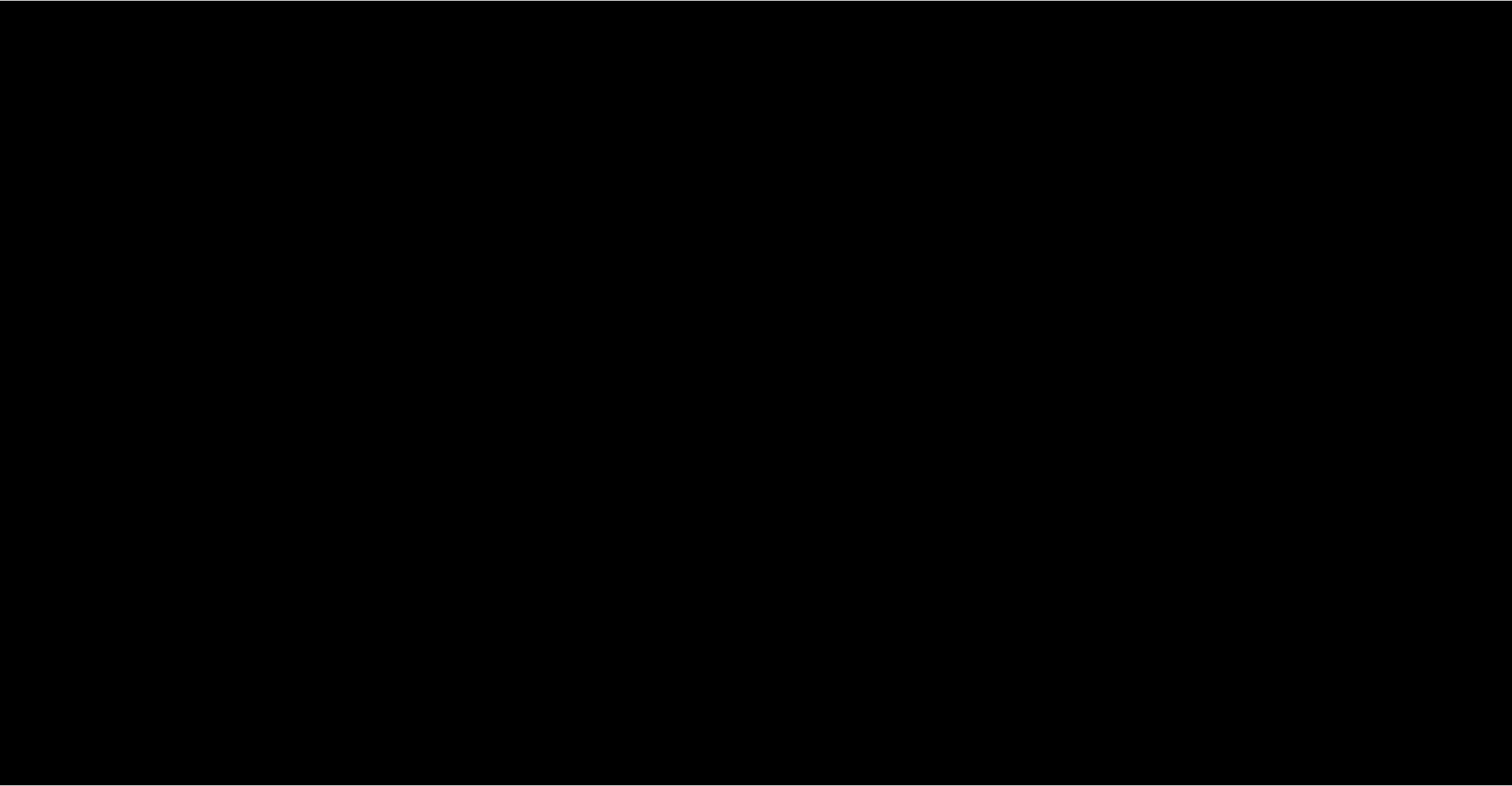


- Port operations building
- Transit warehouse
- Fenders
- Fuel and water bunkering facilities
- Lighting masts
- CCTV
- Lifebuoys and fire fighting equipment
- Guardrails and vehicle stops

Key Contracts

- In accordance with ExCo approvals and following legal briefing with the Attorney General and final agreement with the Chief Executive, Financial Secretary;
 - a contract was signed in October 2025 with RSK FI for access road and causeway
 - two contracts were signed in October 2025 with Damen;
 - contract 1 for fabrication of pontoon
 - contract 3 for the installation and decommissioning.
- Contract 2 (for shipping) is subject to a tender and assessment process. FIG Board review of this procurement activity is expected in March.
- A contract with Stanley Services for the design and delivery of the new fuel system is currently in draft and review.



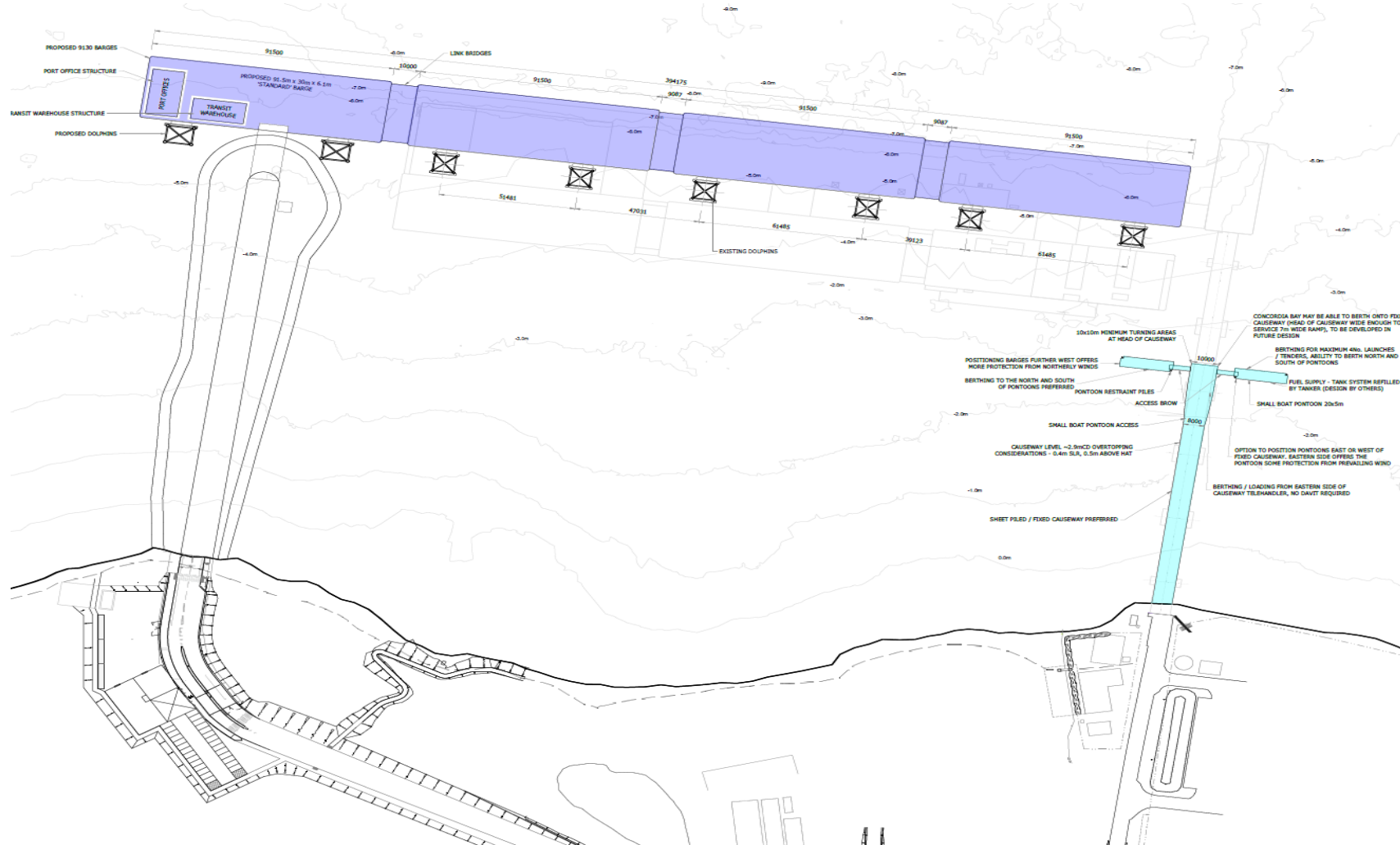


Fabrication Update

- Steel cutting for the pontoons has commenced at the yard in China.
- The first visit of our Client Representative and Lloyds Representatives took place 7th – 9th January, reporting good progress.
- Technical acceptance of all 4 pontoons is expected to take place in April 2027 in China.
- Delivery to the Falklands is currently expected Q4 2027 to align with expected completion of the causeway by RSK.
- Installation of linkspan bridge to first two pontoons expected Q1 2028.
- Installation of 3rd and 4th pontoons expected Q3 2028.



Small Boat Pontoon



Scuttling Location – Shag Rock



Environmental Impact Assessment and planning permission [83.22P] in place

Confidential

Maintenance – Port Operational Costs

- MLAs had been briefed that the expected operational maintenance costs would be up to 1.0 - 1.5% per annum of the marine capital cost.
- Following completion of detailed design, a full programme outlining the structure for the future maintenance regime is to be developed in conjunction with Damen, MDI, Turner & Townsend and the incumbent Port Operator.
- Cost recovery models for management and maintenance costs incurred by FIG will be developed by the Port Operations Project and presented to ExCo for decision in due course.

Maintaining Classification

1.1.4

New linkspans which are designed, constructed and installed in accordance with the Rules, will be assigned a class and will continue to be classed so long as they are found, upon examination at the prescribed surveys, to be maintained in accordance with the requirements of the Rules to the satisfaction of the Committee. Classification will be conditional upon compliance with all requirements of LR.

As long as FIG conducts an In Water Survey twice every 5 years, the 2nd survey is the Special Survey and after the survey has been concluded without any major remarks the class certificate will be renewed for another period of 5 years. The cycle then starts again.

Port Operational Project

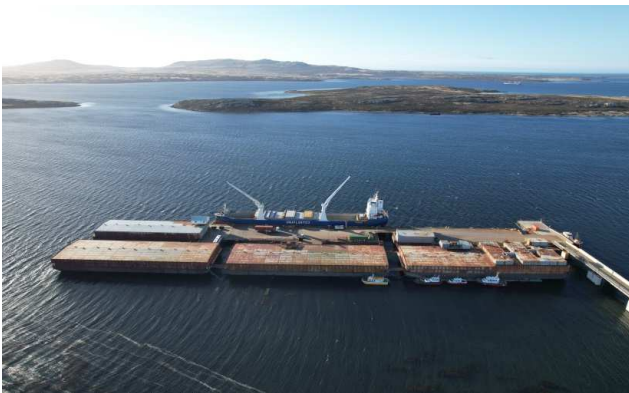
- Project Board approved for Director DCS and Head of FIMA to put forward to ExCo a paper proposing to create a separate project looking at legal and regulatory framework, FIG policies for operations, and standard operating procedures.
- This work will involve a wide body of stakeholders to shape how operations are managed and how the port runs.
- It will include berthing fees and other revenues from chargeable services, and model these to offset the ongoing maintenance and management costs to FIG.



AOB

PROPOSALS FOR A FORMALIZED PILOTAGE SYSTEM FOR STANLEY HARBOUR

- Industry Consultation on Pilotage Regulations Policy



24th March 2026



Scope

- Introduction
- Background
- Pilotage Regulations Policy – the detail
- Proposed implementation plan
- Consultation feedback



Introduction

- Following the approval of ExCo Paper 01/25 covering the Harbours and Ports (Amendment) Bill 2025 concerning the delivery of pilotage services in Stanley Harbour, work has been focused on developing the policy for introducing pilotage regulations under section 52 of the Harbours and Ports Ordinance 2017.
- The draft policy document will be submitted for approval under ExCo Paper 33/26.
- This consultation on the policy proposals for the introduction of pilotage regulations will run from today until 17th April 2026, during which the Falkland Islands Maritime Authority (FIMA) would be grateful for any feedback – see the final slide of this presentation for contact details.
- Slides should be viewed alongside the embedded notes pages.
- Following this consultation, the drafting of pilotage regulations will be completed before submission to ExCo for final approval.
- Further consultation, via the Maritime Committee, will follow on the regulations themselves.

Background

- Until 2019, the use of pilotage services was voluntary, however the berthing incident illustrated below led to the introduction, via a Notice to Mariners (NTM), of compulsory pilotage when berthing at FIPASS.
- The NTM was only intended as a temporary measure and does not adequately support the requirements of a formal pilotage service.
- Covering the Harbours and Ports (Amendment) Bill 2025, ExCo Paper 01/25 set out options regarding the creation of a formal pilotage scheme and also a work plan to establish the scheme.
- There is now a need to prepare the requisite regulations for publication and the purpose of the draft policy document is to outline the policy for developing Pilotage Regulations.



Policy Statement

The Policy will provide the basis for the drafting and introduction of Pilotage Regulations in the Falkland Islands, thus completing the framework required to support FIMA and the pilotage provider in formalising a fully functioning, effective and efficient pilotage scheme. This Policy will formalise interdepartmental and interagency coordination that is imperative for implementing Part 5 of the H&PO17 and the proposed Pilotage Regulations.



Development of Pilotage Regulations - 1

- **Training, assessment and authorisation of pilots under Section 44 of the Harbours and Ports Ordinance 2017 (H&PO17).**
 - Training will be conducted under the direction of the Chief Pilot.
 - The training process will fall into 4 phases:
 - application, with evidence of professional and medical qualifications, submitted to the Chief Pilot via the Harbour Master;
 - pilot training, examination and practical assessment under the Chief Pilot;
 - following training, candidate presented to the Pilotage Committee by the Chief Pilot; then
 - Pilotage Committee decision and, if successful, certification by the Harbour Master.

Development of Pilotage Regulations - 2

- The Pilotage Committee's assessment will be based on the following criteria:
 - professional qualifications;
 - physical and medical fitness;
 - the pilot training syllabus (including but not limited to: local knowledge of the harbour; navigational limits; wind; tides; navigation aids; ship handling; communications systems; manoeuvring characteristics of vessels to be piloted; bridge equipment; use of radar and other electronic systems; international and local codes and conventions)*;
 - formal assessment (both theoretical and practical); and
 - communications skills.



Development of Pilotage Regulations - 3

- **Applications for Pilotage Exemption Certificates (PECs) under Section 48 of H&PO17.**
 - The regulations will provide for the granting of PECs to Masters and First Mates of ships who are established, regular and frequent visitors to Stanley Harbour.
 - An application to hold a PEC will be made on the prescribed form and submitted, with fees and supporting documentation, to the Harbour Master for the attention of the Chief Pilot.
 - Following initial review, the Chief Pilot will make a recommendation on the PEC application to the Pilotage Committee.
 - The Pilotage Committee will then assess and decide upon the application (see notes for detail of assessment process).

Development of Pilotage Regulations - 4

- The Pilotage Committee may only issue a PEC that is specific to the type and class of ship the applicant regularly sails on and for which they have proven experience.
- The PEC shall be valid for 1 year.
- An unsuccessful PEC applicant will not be re-examined until at least a month after the date of failure; after second or subsequent failures, applicants for PEC will not be re-examined until at least 3 months have elapsed from the date of the last examination.
- A PEC can be renewed on request not less than a month in advance of expiry if the PEC holder:
 - continues to be the Master or First Mate of a ship;
 - has completed at least 2 acts of pilotage with conduct of the ship in the compulsory pilotage area during the preceding 12 months; and
 - submits a valid medical fitness certificate (Form ENG1 or equivalent).

Otherwise re-examination will be required.

Development of Pilotage Regulations - 5

- **Licensing and approval of pilot boats.**
 - The regulations will set out that a workboat engaged as a pilot boat from time to time, or a designated pilot boat should comply with the workboat and pilot boat code which is a UK safety regulation from the Maritime and Coastguard Agency made under the Merchant Shipping (Small Workboats and Pilot Boats) Regulations 2023.

Development of Pilotage Regulations - 6

- **Designation of Compulsory Pilotage Areas.**

- The part of Port William to the West of a line joining Doctor Point and Ordnance Point and Stanley Harbour in its entirety will be designated as the Compulsory Pilotage Area.
- Within the Compulsory Pilotage Area, ships must use a pilot or a PEC holder.
- However, following an assessment of the move, the Harbour Master may allow a ship's Master or First Mate to move a ship from one berth to another within the Compulsory Pilotage Area.

Development of Pilotage Regulations - 7

- **Categories of ships that may be subjected to or exempted from compulsory pilotage.**
 - The following categories of ships are exempted from compulsory pilotage:
 - HM Ships;
 - ships less than 35m length overall which do not carry more than 12 passengers; and
 - fishing vessels less than 45m length overall.
 - most ships only proceeding to an anchorage or berthing at the Camber or FIC Jetty; not intending to berth alongside FIPASS, the new port facility, or the Temporary Docking Facility (TDF).
 - However, a ship listed under the categories of ships that are exempted from compulsory pilotage may be notified that it is no longer considered exempt from compulsory pilotage by the Harbour Master or Chief Pilot or their representative after risk assessment and consideration of the circumstances.

Development of Pilotage Regulations - 8

- The following categories of ships are subject to compulsory pilotage in the Compulsory Pilotage Area:
 - ships carrying marine pollutants in bulk, including those in ballast;
 - ships engaged in towing or pushing (other than as a composite unit) where the combined length of tow and towing vessel exceeds 50m;
 - most ships in connection with berthing at FIPASS, or the new port facility, or the TDF;
 - ships manoeuvring near other critical infrastructure; and
 - any other ship which, following risk assessment of the ship and the proposed movement, the Harbour Master and/or Chief Pilot determine should be subject to compulsory pilotage.

Development of Pilotage Regulations - 9

- **Responsibilities of the Master of a ship under compulsory pilotage.**
 - Provide details of the ship's gross tonnage, overall length, draught and beam, ship defects, the last port of call, quantities and types of cargo on board (including any dangerous goods), intended berth, anchorage or intentions and number of persons on board when they make a request for pilotage.
 - Ensure that an authorised pilot or an authorised holder of a valid PEC is on board in compulsory pilotage area.
 - Provide full support to the embarked pilot to allow them to conduct their duties effectively (see notes section for full list of requirements).

Development of Pilotage Regulations - 10

- Report to the Harbour Master any defects in the ship prior to arrival in the Compulsory Pilotage Area, and any other concerns that may affect the ship's safe passage.
- The Harbour Master in consultation with the Pilot will decide as to whether to allow the ship to enter pilotage waters or leave the berth.
- Report to the Harbour Master any concerns over the performance or conduct of an authorised pilot or an authorised holder of a valid PEC in the execution of their duties.

Development of Pilotage Regulations - 11

- **Pilot and Master exchange.**

- When a vessel is under the pilotage of a Pilot, the Master still retains ultimate command and responsibility of the ship, so there is a dual role during pilotage between the Master and the Pilot that relies heavily on teamwork and communion.
- The Master and Pilot exchange of information prior to an act of pilotage is crucial in ensuring ensure that their roles - and those of bridge personnel - are clarified prior to the commencement of the act of pilotage. Areas to be covered are listed in the notes section.
- The information exchange should be in English and maintained continuously for the duration of the act of pilotage.
- In order to help avoid misunderstandings, and to overcome any possible language problems, an oral information exchange between Master and Pilot should be complemented by written details recorded in the pilot card.

Development of Pilotage Regulations - 12

- **Composition and functions of the Pilotage Committee.**
 - Composition: Harbour Master; Deputy Harbour Master; Chief Pilot and King's Harbour Master.
 - Functions:
 - assessment and certification of pilot candidates and periodic review of pilot authorisation conditions;
 - assessment and certification of PEC holders;
 - suspension and revocation of pilot and PEC authorisations;
 - licencing of vessels used as pilot boats;
 - approval of pilotage service providers;
 - promulgation, enforcement and periodic review of pilotage regulations;
 - advising the Governor (Executive Council) on the content of the Stanley Harbour Compulsory Pilotage Direction and any other pilotage directions that might be deemed necessary; and
 - periodic review of the scope of the Compulsory Pilotage Area, advising FIMA accordingly.

Development of Pilotage Regulations - 13

- **Charges for pilotage services.**
 - Charges for pilotage services are currently levied by the service provider and this will continue for as long as the service remains as currently structured as a cooperative arrangement between FIMA and the private sector.
 - However, the regulations will include provisions that would allow FIMA to levy charges in the event that responsibility for the provision of pilotage services were ever to be brought 'in house'.

Proposed Implementation Plan *(see notes)*

- Following approval of the Pilotage Regulations Policy under ExCo Paper 33/26, the pilotage regulations will be drafted.
- This consultation will feed into the regulations drafting process.
- Consultation results will also be included in the ExCo paper requesting approval of the final draft of the regulations.



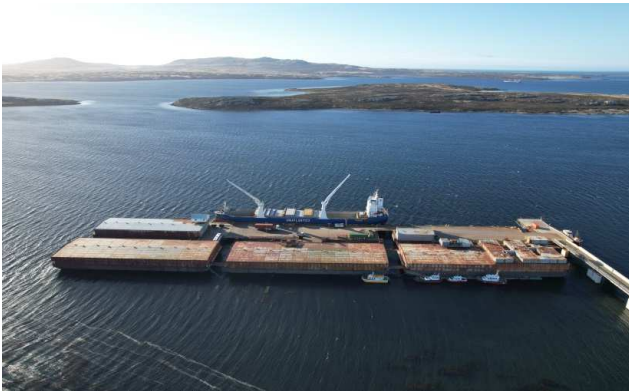
Feedback and / or Questions

- FIMA would be grateful for any feedback or questions on the pilotage regulations policy document by **17th April 2026** via:
 - Email: Cmoorey@sec.gov.fk (preferred)
 - Post: FIMA, Old Design Office, Ross Road, Stanley, Falkland Islands, FIQQ 1ZZ
 - Tel: +500 27236
- In the case of feedback, please indicate whether your input can be published with your name/organization, or is to remain anonymous.
- Please feel free to visit the FIMA office to discuss the policy.



MARITIME (REPORTING REQUIREMENTS) REGULATIONS 2026

- Industry Consultation



24th March 2026



Scope

- Background
- Purpose of the Maritime (Reporting Requirements) Regulations 2026 (henceforth 'the Regulations')
- The Regulations in detail
- Proposed implementation plan
- Consultation feedback



Background

- Sections 32 and 33 of the Harbours and Ports Ordinance 2017 (H&PO17) respectively require the masters of vessels to report their arrival (to the Harbour Master) and landing of goods (to the Collector of Customs).
- As permitted by Section 32 of H&PO17, more detailed reporting requirements for vessels arriving in Stanley are set out in Section 5 of the Harbours and Ports Information Book published by the Falkland Islands Maritime Authority (FIMA).
- However, recent changes in UK Merchant Shipping legislation that has been adopted in the Falkland Islands have left a gap in Falkland Islands maritime reporting legislation regarding the landing of Dangerous Goods (DG). The proposed regulations address the gap in reporting of DG specifically, whilst also taking the opportunity to formalise wider maritime reporting instructions in the Harbours and Ports Information Book.
- Slides should be viewed alongside the embedded notes pages (slides 3, 9 and 10)
- Following this consultation, the drafting of the Regulations will be completed before submission to ExCo for final approval.



Purpose of the Regulations

- The Regulations make provision for:
 - The reporting to FIMA of certain information by ships arriving in the Falkland Islands (see follow-on slides for details);
 - Falkland Islands ships sailing on international voyages to comply with Vessel Traffic Systems (VTS) operated by other States; and
 - Fishing vessels having an overall length of more than 24 metres, which operate in Falkland Islands waters, land catches at ports in the Falkland Islands, or are registered in the Falkland Islands to carry and operate Automatic Identification Systems (AIS).



Falkland Islands Maritime Authority



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The Regulations



Falkland Islands Maritime Authority



Regulation 1 (Title) and 2 (Commencement)

Are administrative in nature and the cover title and commencement date of the Regulations once they are published in the Gazette



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Regulation 3 (Interpretation)

Defines various terms used in the regulations, including the ports in the Falkland Islands that are designated for the purposes of the Regulations, which are Stanley Harbour, Port William and Berkeley Sound.

Regulation 4 (Application)

- Sets out to which ships the Regulations do – and do not – apply to.
 - They apply to Falkland Islands-registered ships and to non-Falkland Islands-registered ships whilst they are in Falkland Islands waters.
 - They do not apply to:
 - Ships of less than 300 gross tonnage, except where expressly stated;
 - Warships, naval auxiliaries or ships owned or operated by a State and used only on government non-commercial service;
 - Fishing vessels having a length of less than 24 metres*; or
 - Recreational craft having a length of less than 45 metres.

* *This length aligns with the Fishing Vessel (Codes of Practice) Regulations 2017, adopted under the Law Revision and Publication Ordinance 2017.*



Regulation 5 (Notification prior to entry into port)

- Requires the owner, agent or master of a ship to which the Regulations apply bound for a designated Falkland Islands port to notify FIMA in advance of its intended arrival and to provide the information detailed in the notes section.
- Notification should be given by email at least 24 hours before the ship's intended time of arrival, unless the designated port is not known at that point, in which case notification must be given as soon as possible after the designated port of arrival is known. Thereafter, the information must also be passed by VHF radio on crossing the reporting line, which is the line between Volunteer Point and Cape Pembroke.

Regulation 6 (Notification by ships carrying dangerous or polluting goods)

- Requires the owner, master or agent of a ship of any size bound for a designated Falkland Islands port which is carrying dangerous or polluting goods to notify FIMA in advance and to provide the information detailed in the notes section.
- The times and methods of notification are the same as under Regulation 5, except that the last 3 paragraphs (6(3)i, 6(3)j and 6(3)k in the Regulations) need only be reported by email at least 24 hours before the ship's intended time of arrival and need not be reported via VHF on crossing the reporting line.



Regulation 7 (Reporting exemptions)

- Enables FIMA to exempt the owner, master or agent of a ship from the notification requirements if either the equivalent information has been provided, or it is unreasonable in the circumstances for the owner, master or agent to provide that information.



Regulation 8 (Concerning other reporting requirements)

- Provides that the reporting requirements under these Regulations are in addition to any other reporting requirements imposed under any other enactment and do not replace them.



Regulation 9 (Use of Vessel Traffic Services)

- Applies where a Falkland Islands-registered ship on an international voyage enters an area where a Vessel Traffic Service (VTS) is operated. A VTS is a service designed to improve the safety and efficiency of vessel traffic and to protect the environment. This regulation requires the master of such a ship to participate in - and comply with - the rules of the VTS in so far as it is reasonable to do so



Regulations 10 and 11 (Automated Identification Systems (AIS))

- Apply to fishing vessels of more than 24 metres in length which are either operating in Falkland Islands waters, landing their catch at a port in the Falkland Islands or are registered in the Falkland Islands. These regulations require that such fishing vessels must be fitted with, and operate, AIS.

Regulation 12 (Offences)

- Sets out the offences that are committed where an owner, master or agent does not comply with the Regulations.
- Regulation 14 provides that where an offence is committed by one person due to the act or default of some other person, that other person may be charged with and convicted of the offence



Regulation 13 (Defence if charged with an offence)

- Provides a person with a defence if charged with an offence under the Regulations if the person can prove that they took all reasonable steps to avoid the commission of the offence.



Falkland Islands Maritime Authority



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Regulation 14 (Detention)

- Enables a ship to be detained if there has been non-compliance with the Regulations



Proposed Implementation Plan

- Following this consultation process and any subsequent adjustment of the Maritime (Reporting Requirements) Regulations 2026, they will be submitted to ExCo for approval.
- Feedback from this consultation will be included in the ExCo paper requesting approval of the final draft of the regulations.
- The maritime sector will be kept informed of progress via the Maritime Committee.

Feedback and / or Questions

- FIMA would be grateful for any feedback or questions on the maritime reporting regulations by **30th April 2026** via:
 - Email: Cmoorey@sec.gov.fk (preferred)
 - Post: FIMA, Old Design Office, Ross Road, Stanley, Falkland Islands, FIQQ 1ZZ
 - Tel: +500 27236
- In the case of feedback, please indicate whether your input can be published with your name/organization, or is to remain anonymous.
- Please feel free to visit the FIMA office to discuss the policy.

