



Social Impact Assessment of the Sea Lion
Northern Development Phase 1 and 2 Project
for the Falkland Islands

A Report by Hatch
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Executive Summary

This SIA builds on studies and assessments to date of oil and gas developments in the Falkland Islands more generally, and of the Navitas Sea Lion Northern Development Area Phase 1 and 2 Project (Sea Lion Project, or Project) in particular, to identify and assess the full range of potential socio-economic impacts that could arise.

Navitas is committed to reducing as much as possible negative socio-economic impacts, while enhancing socio-economic opportunities, and is planning the Sea Lion Project accordingly. Notably, Navitas will use charter flights for the majority of Project air transportation, so as not to add pressures on Falkland Islands air transportation and air links. Navitas will provide new accommodation in Stanley for all Project workers, so as not to use the limited housing stock in Stanley.

However, the Project will induce migration (or population influx) to the Falkland Islands which will in turn likely cause indirect impacts and pressures on housing, community infrastructure, transportation, demographics and culture, quality of life, and community wellbeing.

This SIA finds that the Project could cause major positive impacts to Falkland Islands' employment, GDP, taxes, royalties, and government revenue. Without considering FIG planned infrastructure investments, the Project could cause major negative socio-economic impacts to Falkland Islands' housing and accommodation and freshwater supply and infrastructure. Impacts to population and culture, and community infrastructure and services, will be felt most acutely during the early years of the Project (2025-2032) when worker and population influx will be highest.

The Project is anticipated to have moderate-level impacts on Falkland Islands' incomes; consumer spending, inflation and prices; local businesses; waste disposal and management; education, health, government, social, and public safety services and infrastructure; agriculture and livestock; fishing and fisheries; tourism; quality of life; and worker safety.

The Project is anticipated to have minor impacts on Falkland Islands' recreation infrastructure and services, transportation (including air and road transportation and infrastructure, ports, and public transit), aesthetics and landscape, areas of cultural significance, and community safety and security. Impacts to electricity and fuel supply and infrastructure are anticipated to be negligible.

The impacts assessed in this SIA to the Falkland Islands economy highlight the importance of FIG macroeconomic, fiscal, labour, and immigration policies to manage such large magnitude changes, as well as planned investments and upgrades to infrastructure (e.g., water supply infrastructure) and accommodation.

Continued close and regular coordination between Navitas and FIG will improve the effectiveness of both Navitas' Project development plans and socio-economic management and monitoring plans, as well as FIG planned infrastructure investments, and policies, plans, and strategies to manage socio-economic impacts of oil and gas development in the Falkland Islands.

1. Acronyms

Acronym	Definition
ACO	Australian Certified Organic
AHTS	Anchor Handling Tug Supply
B&B	Bed and Breakfast
BFSAI	British Forces South Atlantic Islands
CPN	Community Psychiatric Nurses
CPUE	Catch Per Unit Effort
CTT	Conventional Trading Tanker
EEZ	Exclusive Economic Zone
EHS	Environmental, Health, and Safety
EIA	Environmental Impact Assessment
EIS	Environmental Impact Statement
EMMP	Environmental Monitoring and Management Plan
ERRV	Emergency Response and Rescue Vessel
ESG	Environmental, Social and Governance
ESIA	Environmental and Social Impact Assessment
EU	European Union
FI	Falkland Island
FICAD	Falkland Islands Fishing Company Association
FICoC	Falkland Island Chamber of Commerce
FICS	Falkland Islands Community School
FICZ	Falklands Inner Conservation Zone
FIDC	Falkland Islands Development Corporation
FIFD	Falkland Island Fisheries Development
FIFO	Fly-In, Fly-Out
FIG	Falkland Islands Government
^{FIGAS}	Falkland Islands Government Air Services
FIMA	Falkland Islands Maritime Authority
FIMNT	Falkland Islands Museum and National Trust
FIPASS	Falkland Interim Port and Storage System
FIRS	Falkland Islands Resupply Service
FISCB	Falkland Islands Safeguarding Children's Board
FKB	Falkland Islands Pounds
FOCZ	Falklands Outer Conservation Zone
FPSO	Floating, Production, Storage, and Offload
FTE	Full Time Equivalent
GBV	Gender-Based Violence
GDP	Gross Domestic Product
GI	Gas Injection

Acronym	Definition
GNI	Gross National Income
GPs	General Practitioners
GVA	Gross Value Added
H&S	Health and Safety
HS&S	Health, Safety and Security
HGV	Heavy Goods Vehicles
HMP	His Majesty's Prison
HSS	Health, Safety and Security
IBA	Important Bird Areas
ICW	International Catering Waste
IFC	International Finance Corporation
IJS&CE	Stanley Infant Junior School and Camp Education
IMO	International Maritime Organisation
IPA	Important Plant Areas
ITQ	Individual Transferable Quotas
IUU	Illegal, Unreported, and Unregulated
JGMS	Joint General Mortgage Scheme
KBA	Key Biodiversity Areas
KEHM	King Edward VII Memorial Hospital
KPI	Key Performance Indicators
LA90	Background Noise Levels
L&FS	Life and Fire Safety
LMP	Liquid Mud Plant
LTV	Large Transport Vessel
MARPOL	International Convention for the Prevention of Pollution from Ships
MGO	Marine Gas Oil
MLA	Member of the Legislative Assembly
MMA	Marine Management Areas
MoD	Ministry of Defence
MODU	Mobile Offshore Drilling Unit
MPC	Mount Pleasant Complex
MPN	Mount Pleasant International Airport
MRSV	Multi-Role Support Vessel
MSC	Marine Stewardship Council
MDS	Musculoskeletal Disorders
Navitas	Navitas Petroleum Development and Production Ltd.
NADF	Non-Aqueous Drilling Fluid
NFB	North Falkland Basin
NGO	Non-Governmental Organizations
NHS	National Health Service
NNR	National Nature Reserves
NO ₂	Nitrogen Dioxide

Acronym	Definition
NOSCP	National Oil Spill Contingency Plan
NP	National Parks
O&G	Oil and Gas
OCV	Offshore Construction Vessel
OiW	Oil in Water
OMS	Operating Management System
OP	Oil Production
OPEP	Oil Pollution Emergency Plan
OSR	Oil Spill Response
PLANC	Permits, Licenses, Approvals, Notifications, and Consents
PM	Particulate Matter
PPE	Personal Protective Equipment
Project; Sea Lion Project	Sea Lion Northern Development Area Phase 1 and 2 Project
PS	Performance Standards
PSV	Platform Supply Vessels
PW	Produced Water
PWD	Public Works Department
Q	Quarter (Q1 = First Quarter, Q2 = Second Quarter, Q3 = Third Quarter, Q4 = Fourth Quarter)
RAF	Royal Air Force
RFIP	Royal Falkland Island Police
RPI	Retail Price Index
SAB	Safeguarding Adults Board
SAR	Search and Rescue
SEMP	Social Effects Monitoring Programme
SES	Socio-Economic Study
SIA	Social Impact Assessment
SIMOPs	Simultaneous Operations
SIMP	Social Impact Management Plan
SSL	Stanley Services Limited
STI	Sexually Transmitted Infections
TAC	Total Allowable Catch
TDF	Temporary Dock Facility
UK	United Kingdom
UN	United Nations
US	United States
WI	Water Injection

2. Introduction

Navitas Petroleum Development and Production Ltd. (Navitas, or Proponent) is proposing the Sea Lion Northern Development Area Phase 1 and 2 Project (hereafter called the Sea Lion Project, or Project) to develop the Sea Lion Field Northern Development Area in the North Falkland Basin (NFB) for long term production and export of oil.

The NFB licenses were previously held by Premier Oil Exploration and Production Limited (POEPL) in partnership with Rockhopper Exploration. Exploration campaigns were conducted in 2010-2011 (by Rockhopper) and in 2015-2016 (by POEPL). A previous Environmental Impact Statement (EIS) for POEPL's plan for the Project had been submitted and accepted by Falkland Islands Government (FIG) in 2020.

In 2020 the parent company of POEPL (Premier Oil) and Chrysaor merged to form Harbour Energy Plc. Harbour Energy Plc. then sold POEPL to Navitas in September 2022, making Navitas the current operator of the NFB licenses¹. Navitas has optimised plans for the Sea Lion Project by reducing the number of wells and subsea infrastructure needed, modifying design of production wells to eliminate the need for conventional explosive perforation guns, reducing atmospheric emissions per barrel by optimizing production and efficiency of the Floating Production Storage and Offload (FPSO) vessel, and elongating the proposed field life to increase recoverable resources.

Navitas completed an EIS for the updated Project in July 2024, to meet FIG regulatory requirements (Navitas, 2024). After public consultation on the EIS from July to August 2024, a final post-consultation EIS has been prepared. A copy of the full EIS is available on request from Navitas (sealion.enviro@navitasp.com).

While the 2024 EIS assessed social aspects including disturbance to other users of the sea (both offshore and inshore), competition for resources (accommodation, freshwater, electricity, air links, and roads), and disturbance to human populations through light and helicopter noise, other socio-economic aspects and impacts were not assessed as they were determined to be outside the scope of the Environmental Impact Assessment (EIA) in accordance with the FIG Hydrocarbons EIA Guidance Notes and in consultation with FIG (Navitas, 2024).

In 2024, Navitas commissioned Hatch to undertake both an Economic Impact Assessment and Social Impact Assessment (SIA) of the Project to identify and assess potential socio-economic impacts more broadly. The Economic Impact Assessment estimates the economic impacts of the Project for the Falkland Islands, including direct, indirect and induced employment impacts, and further economic and housing impacts that may arise as a result of the expected increase in population on the Islands.

¹ Rockhopper Exploration is a joint venture partner.

This SIA incorporates outputs and findings from Hatch’s Economic Impact Assessment (Hatch, 2025), particularly in relation to population, employment, and housing; builds on numerous studies and assessments to date including the EIS (Navitas, 2024); and uses latest census and other FIG data to update previous analyses and conclusions regarding socio-economic effects, and identify and assess a fuller range of potential socio-economic impacts that could arise as a result of the Project. Project development plans have continued to progress, and this SIA has incorporated the latest assumptions and plans regarding the Project as of publication date.

In addition to Navitas (2024), key previous socio-economic studies regarding oil and gas development in the Falkland Islands that this SIA draws on for insight and analysis include:

- Socio-economic Impact Study of the Sea Lion Oil Development Project (Falkland Islands), by Plexus Energy (2012);
- Socio-Economic Study of Oil and Gas Development in the Falklands, by Regeneris Consulting Ltd (2013);
- Socio-economic impacts of oil and gas development in the Falkland Islands, by FIG (2019); and
- Sea Lion Phase 1 Development - Socio-Economic Impact Assessment, by Verisk Maplecroft (2019).

2.1 Report Structure

The report structure of the remaining report is as follows:

- Section 3 of this SIA presents the policy, legal, and legislative framework for the Project and for this SIA;
- Section 4 provides a Project Description that seeks to highlight and not duplicate the key Project components, activities, and timelines that are most important for this SIA;
- Section 5 describes the SIA approach and methodology used, including screening, scoping and impact assessment criteria;
- Section 6 describes the stakeholder engagement records relied on for this SIA, and what additional engagement was conducted for the purposes of this SIA;
- Section 7 summarises the results of the scoping of key issues and receptors;
- Section 8 presents the social baseline in the Falkland Islands to define the current status and context around key socio-economic aspects this SIA will focus on;
- Section 9 presents the impact assessment itself, providing a predictive assessment of potential socio-economic impacts caused directly or indirectly by the Project, listing the mitigation, management, and monitoring measures Navitas will undertake to limit socio-economic harm and enhance opportunities, and providing residual impact ratings for each impact assessed;
- Section 10 presents an assessment of impacts caused by unplanned events, accidents, and malfunctions;
- Section 11 discusses the mitigation, management, and monitoring measures Navitas will undertake to limit socio-economic harm and enhance opportunities; and
- Section 12 presents the overall SIA findings and conclusions.

3. Policy, Legal, and Legislative Framework

3.1 Navitas Policies and Standards

3.1.1 Navitas Health, Safety, Security Policy

Navitas' Health, Safety and Security (HSS) Policy sets out the company's commitment to protecting the HSS of everyone involved in Navitas' activities. Navitas puts the protection of people first and aspires to high standards of practice through a process of continual improvement and the adoption of international codes, standards and procedures. To meet this commitment Navitas has implemented an operating management system (OMS), which sets out expectations and systems for health and safety, security and human rights, emergency response, and engaging with relevant stakeholders.

3.1.2 Environment and Biodiversity Policy

Navitas is committed to protecting the health and sustainability of the environments in which it operates. Navitas aspires to high standards of practice through a process of continual improvement and the adoption of international codes, standards and procedures. Navitas' OMS and environmental, social and governance (ESG) goals define how Navitas meets its commitments, including through identifying and assessing environmental risks and impacts, engaging with stakeholders, implementing management measures, monitoring and evaluating performance.

3.1.3 Navitas OMS

The Navitas OMS has the following objectives:

- Deliver operations which are compliant with the company, industry and regulatory standards;
- Drive operations to meet the company's strategic objectives: 'No one gets injured, process safety incidents are eliminated and harm to the environment is minimised';
- Ensure a fit for purpose business approach to deliver safe, reliable and cost-effective operations;
- Reinforce values of the company;
- Provide assurance that risks are being managed in a consistent approach and mitigated through routine verification; and
- Secure continuous business improvement.

The OMS has fourteen key elements with compulsory expectations per element. The elements are leadership expectations; health, safety, security and environment; performance management; organisation and capabilities expectations; operations management; production management; maintenance and inspection management; management of change; management of contractors and logistics management; operational risk management; responsibility to stakeholders; information management; projects management; and drilling and completions management. More information on the Navitas OMS is provided in the EIS (Navitas, 2024).

Element 11 of the OMS sets out expectations for how Navitas manages stakeholder engagement to ensure that it maintains its license to operate and stakeholder confidence. It commits Navitas to communicating and promoting a solid understanding of risk awareness, risk management and performance, identification of key stakeholder groups, and addressing their concerns to maintain a good relationship and achieve business objectives. Finally, it commits to design work plans that align, involve and empower the whole workforce in the identification and management of hazards.

3.2 National Legislation: Acts, Regulations, Policies

Table 3-1 summarises the key legislation, policy, and policy guidance documents that are relevant to this SIA of the Project, and the measures that will be taken by the proponent to mitigate, manage, or monitor the socio-economic impacts of the Project.

This is not a complete list of all relevant legislation to the Project more broadly; a complete description of applicable legislation to the Project is presented in the EIS (Navitas, 2024).

Legislation	Description	Relevance to the SIA
National Legislation, Policy, and Guidance		
Environmental Charter	The Environmental Charter is a 2001 agreement between the FIG and the UK Government that lists ten guiding principles for environmental protection. The UK and FIG have also each made eleven commitments therein, all intended to ensure environmental management within the Islands.	<p>The Charter focuses on environmental impact management, but it does commit the FIG to assessing impacts and undertaking consultation related to projects that impact the environment. Three relevant commitments are to:</p> <ul style="list-style-type: none"> • Ensure that environmental considerations are integrated within social and economic planning processes; promote sustainable patterns of production and consumption within the territory. • Ensure that EIAs are undertaken before approving major projects and while developing the FIG’s growth management strategy. • Commit to open and consultative decision-making on developments and plans which may affect the environment; ensure that environmental impact assessments include consultation with stakeholders.
FIG Hydrocarbons EIA Guidance Note	The 2015 Hydrocarbons EIA Guidance Note issued by the FIG Environmental Planning Department provides specific guidance on the Falkland Islands EIA process and the development of the EIS.	The Guidance Note advises on the scope of the EIA and specifically scopes in some social impact categories, such as human population and tangible property, but scopes out other social impact categories and economic impact categories, like tax revenue, wages / cost of living, threats and opportunities for local businesses, land value / rents, and availability of housing and services / facilities (e.g. hospital and school capacity).
Hydrocarbons Development Policy Statement 2013	The 2013 Hydrocarbons Development Policy Statement provides clarity on the purpose of hydrocarbon development in the Falkland Islands and how the implications of developments will be managed. The Policy Statement sets out at a high level the vision for hydrocarbon development in the Falklands.	<p>Related commitments include commitments that:</p> <ul style="list-style-type: none"> • The development of the hydrocarbons industry must take into consideration existing commercial activity and promote the development of local business capacity. • The exploitation of finite natural resources will be used to develop lasting benefits to society across the whole of the Falkland Islands. • Transparency and accountability must be present throughout the hydrocarbon development process from all parties involved.

Legislation	Description	Relevance to the SIA
<p>Local Content Code of Practice 2014</p>	<p>The Local Content Code of Practice was developed by FIG in 2014 and sets out a series of principles, strategies and practices aimed at ensuring that local people and companies benefit, to the fullest extent possible, from opportunities generated by Oil and Gas (O&G) exploration and production.</p> <p>The Code applies to contracts and employment opportunities relating to onshore and offshore, field-related and non-field related projects. However, it should be noted that compliance with the Code is voluntary.</p>	<p>Relevant points from the Code of Practice include:</p> <ul style="list-style-type: none"> • The FIG creates a Local Content Board that manages a Local Content Register listing businesses that have been assessed by the FIG to qualify as local content for the purposes of this Code. • O&G Companies are expected to have a publicly available local content policy. • O&G Companies are expected to have a documented statement of intent that sets out a multi-year plan with targets for local content. • Companies are expected to submit to the FIG (as early as possible during the Field Development Plan) the local content policy and statement of intent. • O&G companies are encouraged to ensure that all contractors have a local content policy and that this Contractor Local Content Policy is included within contract terms between the O&G companies and all contractors. • A set of principles relating to competition and scope. • Expectations of tendering processes, payment terms, health and safety, capacity-building, education, training and employment, and working with local researchers. • Key metrics for monitoring performance against the Code of Practice.
<p>Offshore Minerals Ordinance 1994</p>	<p>The Offshore Minerals Ordinance 1994 relates to the granting and renewal of production consents for O&G field developments, the drilling of wells and the construction and installation of production facilities and pipelines in the Falkland Islands Designated Area (200 nm from shore).</p> <p>The Ordinance requires that any operator who wishes to carry out O&G related activities in the Falkland Islands must first conduct an EIA of the activity and then present the conclusions in an EIS.</p>	<p>The Ordinance sets out requirements for an EIA and EIS. Although it does not require an SIA, the Ordinance does define the 'environment' to include 'public amenity in relation to persons residing in the Falkland Islands or present there'. An EIS is expected to identify impacts to the human population, tangible property, and architectural and archaeological heritage.</p> <p>It also does require a process of public consultation on any EIS and specifically expects disclosure of the EIS and the non-technical summary in multiple formats.</p> <p>Note that at the time of writing, FIG is in the process of amending the existing Offshore Minerals Ordinance to remove the references to safety and the environment and will develop a new Safety and Environment Ordinance to cover these areas, the Offshore Minerals Ordinance will then be updated to cover other licensing areas as required.</p>

3.3 International Frameworks, Standards, Guidelines

This SIA is not intended to meet international standards. However, this SIA uses methodologies and best practices where possible from the international frameworks, standards, and guidelines presented in Table 3-2.

Standard	Description	Application in the SIA
National Legislation, Policy, and Guidance		
IFC Environmental and Social Performance Standards (IFC, 2012)	Part of IFC's Sustainability Framework, the Performance Standards (PS) provide IFC clients with guidance on how to identify risks and impacts, and are designed to help avoid, mitigate, and manage risks and impacts as a way of doing business in a sustainable way, including stakeholder engagement and disclosure obligations of the client in relation to project-level activities. The PS have become an international best practice benchmark.	<p>PS 1 underscores the importance of managing environmental and social performance throughout the life of a project. It sets out expectations for:</p> <ul style="list-style-type: none"> Identifying and evaluating risks and impacts in a process that is proportional to the type, scale and location of the project. Adopting a mitigation hierarchy. Implementing effective management systems for environment and social impacts and risks. Adequately engaging stakeholders. Managing community grievances. <p>This SIA follows the methodologies set out in PS1 to develop a project-specific process for identifying and assessing social impacts and risks. It applies a mitigation hierarchy and develops management plans. The SIA is based on processes that have involved substantive stakeholder engagement. The other 7 PS are issue specific and those that cover social impact categories are:</p> <ul style="list-style-type: none"> PS2 Labour and Working Conditions. PS4 Community Health, Safety and Security. PS5 Land Acquisition and Involuntary Resettlement. PS7 Indigenous Peoples. PS8 Cultural Heritage.
World Bank Environmental, Health, and Safety (EHS) General Guidelines (IFC, 2007)	The EHS guidelines are technical reference documents with general and industry-specific examples of good international industry practice. These guidelines apply to World Bank Group members. They contain the performance levels and measures that are generally considered to be achievable in new facilities by existing technology at reasonable costs. They can also be applied to existing facilities.	<p>Section 3 of the guidelines focuses on Community Health and Safety, covering:</p> <ul style="list-style-type: none"> Water Quality and Availability. Structural Safety of Project Infrastructure. Life and Fire Safety (L&FS). Traffic Safety. Transport of Hazardous Materials. Disease Prevention. Emergency Preparedness and Response. <p>For all impact categories, the guidelines set out requirements for identifying hazards and risks, involving professionals in risk management, prioritising risk management strategies, preparing workers and nearby communities to respond to accidents, and monitoring performance.</p> <p>Where the SIA identifies impacts covered by the guidelines, the management measures recommended will aim to align with the expectations of the guidelines.</p>

Standard	Description	Application in the SIA
<p>International Principles for SIA (2003) (Vanclay, 2003) (IAIA-SIA-International-Principles.pdf)</p>	<p>The Principles were developed by the International Association for Impact Assessment in 2003 to set out the core values of an SIA, the fundamental principles for development, principles specific to SIA practice, and guidelines for SIAs.</p>	<p>The Principles set out that SIAs should:</p> <ul style="list-style-type: none"> ● Focus on socially sustainable development. ● Be developed to build the social and human capital of local communities and to strengthen democratic processes. ● Focus on ways to turn impacted people into beneficiaries of projects. ● Give due consideration to the alternatives of any planned intervention, but especially in cases when there are likely to be unavoidable impacts. ● Fully consider the potential mitigation measures of social and environmental impacts. ● Acknowledge and incorporate local knowledge. ● Do no harm. <p>These broad principles underpin this SIA, as seen in the identification of positive social impacts, the implementation of a mitigation hierarchy and management measures, as well as how the SIA draws on previous stakeholder engagement.</p>
<p>Social Impact Assessment: Guidance for assessing and managing the social impacts of projects, IAIA (2015) (Vanclay, 2015) (SIA_Guidance_Document_IAIA.pdf)</p>	<p>The Guidance Note provides advice to various stakeholders about what is expected in good practice SIAs and social impact management processes, especially in relation to project development.</p>	<p>The Guidance Note stresses the importance of SIAs not only to predict impacts but also to contribute to the ongoing management of social issues throughout a project. It also emphasises the importance of identifying and enhancing project benefits for local communities. Finally, it focuses on meaningful, transparent and ongoing engagement throughout the SIA process to earn a social license to operate.</p> <p>The Guidance Note informs the scope of this SIA and its focus on management measures.</p>

4. Project Description

4.1 Project Location

The Falkland Islands are a United Kingdom (UK) Overseas Territory situated in the South Atlantic Ocean, about 480 km from the South American mainland. The total land area is over 12,000 sqkm spread amongst 700 islands, the two largest islands are East Falkland approximately 6,700 km and West Falkland 5,300 km.

The Sea Lion Oil Field is located in the North Falklands Basin in the South Atlantic, 220 km to the north of the Falkland Islands in Production Licences PL032 and PL004b (See Figure 4-1). It is 480 km from Argentina, the closest point on the South American coastline. Oil and gas are trapped in underground sandstone rocks approximately 2.5 km below the seabed, in water depths of approximately 450 m. The proposed Phase 1 and 2 Development is in license blocks PL032 and PL004b, held by Navitas and Joint Venture Partner Rockhopper Exploration (Rockhopper). Navitas is the Licence operator. With regard to oil production, a Field Life of 30 years has been projected, and it is estimated that the Phase 1 & 2 Development can recover approximately 310.5 million stock tank barrels (MMstb) of oil in this time.

Offshore Project activities and works will be supported by onshore activities located in the capital city of Stanley, situated on East Falkland. Specifically, Project activities are anticipated to occur in the Stanley Harbour, in the Gordon Lines area of East Stanley and also in Berkeley Sound.

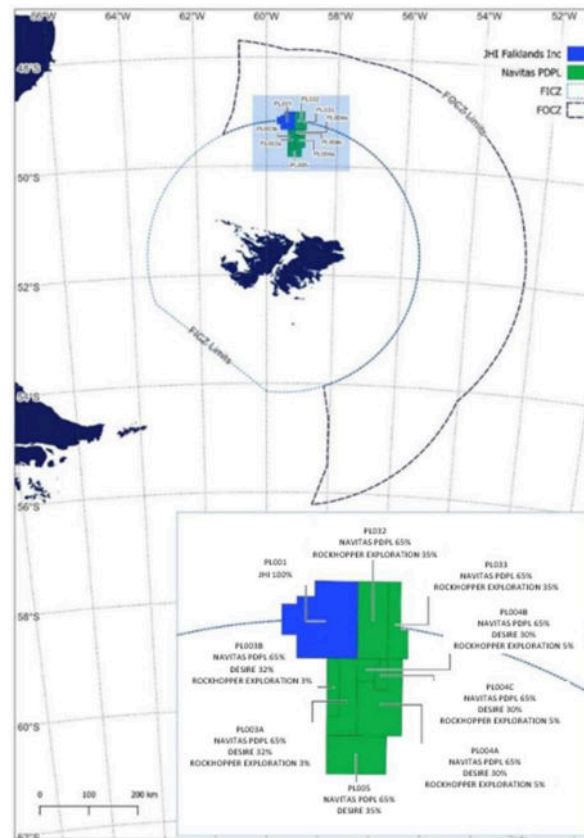


Figure 4-1 North Falklands Basin Licence Block Locations
Source: Navitas, 2024.

4.2 Project Components, Activities, and Schedule

While the Sea Lion EIS (Navitas, 2024) provides a comprehensive description of all Project components and activities, this SIA focuses on those components and activities that have been identified as being key drivers of socio-economic impacts.

The Project has been divided into development phases and further stages to differentiate construction and production operations activities. An overview of the Project’s key activities and components in the various phases and stages is provided in Figure 4-2. Schedule projections are preliminary and assume a June 2025 final investment decision. Construction of onshore infrastructure is anticipated from Q4 2025 through Q2 2027.

The development of the Project is anticipated to take place over two phases (Phase 1 and Phase 2) between 2027 and 2033, after which the Project will be in steady state production until 2057 (See Table 4-1). The proposed Phase 1 & 2 Development is expected to consist of 23 completed wells comprising 16 Oil Production (OP) wells, six Water Injection (WI) wells and a remote Gas Injection (GI) well, drilled by a Mobile Offshore Drilling Unit (MODU) over six drill centres.



Figure 4-2 Sea Lion Project Schedule

Table 4-1 Sea Lion Project Phases, Activities and Components		
Development Phase	Stage	Key Activities and Component
Phase 1 (October 2025 to March 2031)	Stage 1: Pre-first Oil Drilling (Q4 2025 – Q4 2027)	<ul style="list-style-type: none"> • Construction, commissioning, and operation of onshore infrastructure: <ul style="list-style-type: none"> ◆ Sea Lion Housing. ◆ Sea Lion Hotel. ◆ Port Facilities and Onshore Supply Base. ◆ Temporary Dock Facility (TDF) Upgrades. ◆ Liquid mud plant. ◆ Heliport at Stanley Airport. • Use of fixed wing aircraft and road transport throughout. • Offshore Activities. • Anchoring of up to two Large Transport Vessels (LTVs) in Berkely Sound at any one time. • Installation of anchor and mooring systems, turret buoys, and offshore subsea production infrastructure. • Arrival and installation of the FPSO. • Hook-up and commissioning of the FPSO. • Use of supply and support vessels, and Emergency Response and Rescue Vessels. • First-oil with production operations commencing from the first completed Phase 1 wells. • Use of vessels and helicopters throughout. • Use of onshore supply base, liquid mud plant, and TDF.
	Phase 1: Drilling Campaign (late Q4 2026 – end Q2 2028)	<ul style="list-style-type: none"> • Drilling, completion, and suspension of the first set of wells using a MODU. Up to 8 wells (potentially 9 if it is necessary to drill the contingency GI well).
	Stage 2a: First Simultaneous Operations (SimOps) (end Q4 2027 – end Q2 2028)	<ul style="list-style-type: none"> • Use of onshore supply base, liquid mud plant, and TDF. • Anchoring of LTVs in Berkeley Sound. • Drilling and completion of remaining 3 x Phase 1 wells using the MODU. • Installation of remaining subsea production infrastructure. • Production operations of all 11 subsea Phase 1 wells from the FPSO. • Direct offtake of crude from the FPSO to the purchaser’s Conventional Trading Tanker (CTT). • Use of supply and support vessels and Emergency Rescue and Response Vessel (ERRV). • Use of fixed-wing aircraft, road transport, vessels, and helicopter throughout.

Development Phase	Stage	Key Activities and Component
Phase 2 (Q2 2031 to Q3 2032)	Stage 3: Steady State Production (Q3 2028 – Q2 2031)	<ul style="list-style-type: none"> Production operations of up to 9 subsea wells controlled from the FPSO. Ongoing use of onshore supply base and TDF. Direct offtake of crude from FPSO to purchaser's CTT for export to oil market. Use of supply vessels and ERRV on standby to support operations in the field. Use of fixed-wing aircraft, road transport, vessels, and helicopters throughout.
	Stage 2b: Second SimOps (Q2 2031 – end Q3 2033)	<ul style="list-style-type: none"> Use of onshore supply base, liquid mud plant, and TDF. Anchoring of LTVs in Berkely Sound. Installation of remaining subsea production infrastructure. Production operations of all subsea wells controlled from the FPSO. Direct offtake of crude from the FPSO to the purchaser's CTT. Use of supply and support vessels and Emergency Response and Rescue Vessel (ERRV). Use of fixed-wing aircraft, road transport, vessels, and helicopters throughout.
	Phase 2: Drilling Campaign (start Q4 2031 – end Q3 2033)	<ul style="list-style-type: none"> Drilling, completion, and suspension of the second set of 12 wells using a MODU.
Phases 1 & 2 Complete	Stage 3: Steady State Production (Start Q4 2033 – 2057)	<ul style="list-style-type: none"> Production operations of up to 23 subsea wells controlled from the FPSO. Ongoing use of onshore supply base and TDF. Direct offtake of crude from FPSO to purchaser's CTT for export to oil market. Use of supply vessels and ERRV on standby to support operations in the field. Use of fixed-wing aircraft, road transport, vessels, and helicopters throughout.
	Stage 4: Decommissioning	<ul style="list-style-type: none"> Decommissioning of wells, subsea production infrastructure, and demobilisation and removal of the FPSO. Decommissioning of inshore and onshore infrastructure.

4.3 Logistical Support and Infrastructure

4.3.1 Port Facilities and Onshore Supply Base

Marine logistics will be supplied from the existing TDF and the adjacent industrial land areas onshore in East Stanley. These TDF facilities will be used to support a variety of operations including loading, offloading, and transfer of goods, vessel crew change, refuelling, and re-supply of bulk products, chemicals and consumables via both hard pipe and dedicated tanker trucks. The facilities will include a dedicated fuel line to the TDF from the SSL tank farm and water storage on the shore of the TDF.

It is assumed that the FIPASS will not be used as the Project’s base case. However, in some circumstances, the Project may potentially require *ad hoc* use of the Falkland Interim Port and Storage System (FIPASS) to load fuel and water onto offshore vessels and for importing initial onshore construction materials and/or offshore Oil Country Tubular Goods (steel pipes). The FIPASS will only be used in the event that the required activities cannot be done at the TDF. The FIPASS is located 500 m west of the TDF and is owned by FIG (Figure 4-3).

Mare Harbour, a military port located outside of Stanley which is operated by the Ministry of Defence (MoD), is the only alternative port facility that currently has the capability of handling and unloading large items of equipment. Mare Harbour currently does not form part of the Project’s base case, but *ad hoc* use may be considered during the life of the Project in consultation with MoD and FIG.

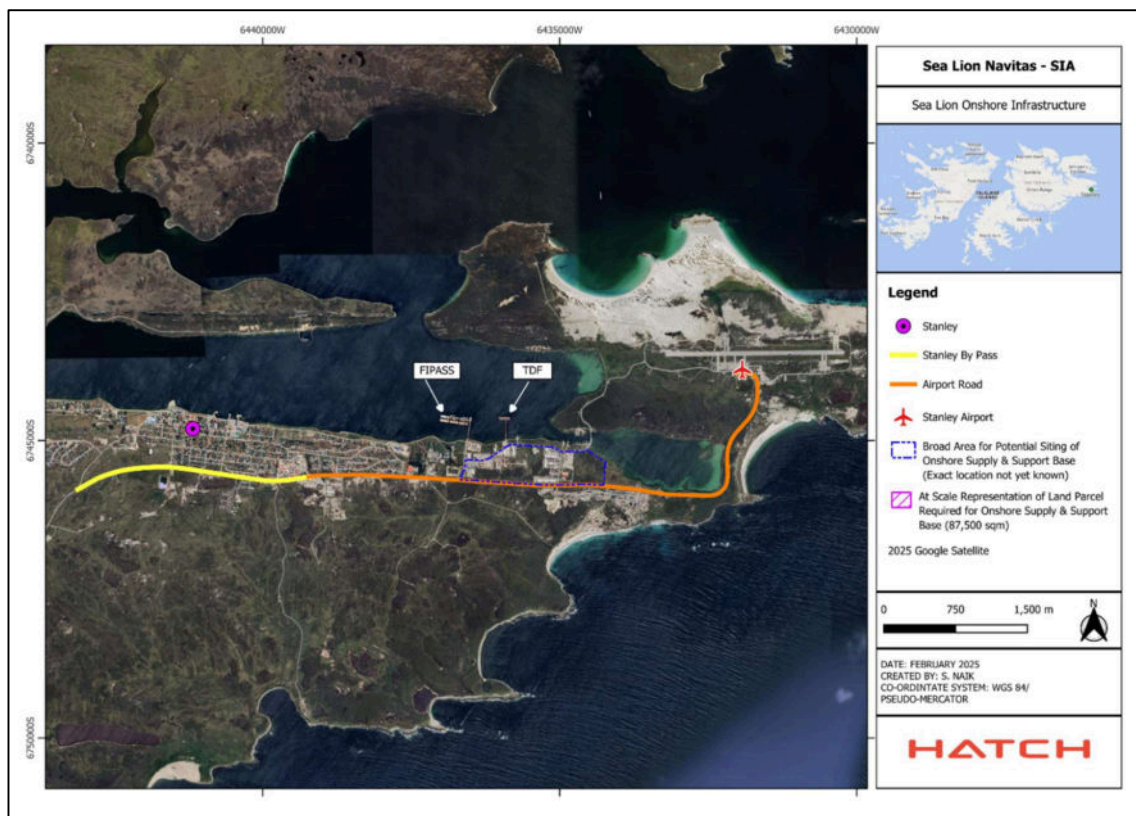


Figure 4-3 Port Facilities and Onshore Supply Base

4.3.1.1 Temporary Dock Facility

The TDF is a floating barge facility with a pontoon causeway originally installed by POEPL and Noble Energy Falklands Limited for an exploration drilling campaign. It is anticipated that all vessels, with the exception of the FPSO, the Conventional Trading Tankers, the Offshore Construction Vessels and the LTVs, are expected to use the TDF in some capacity throughout the life of the Project. The TDF causeway will be upgraded to a rock berm structure, and other improvements include two-way traffic, pedestrian walkways, increased draught for the berthing pocket and entry channel, and installation of bulk fluid and cement lines, fuel and water lines. TDF upgrades are anticipated to begin Q3 2025 and be completed by Q3 2026.

Lighting arrangements at the TDF are already in place including deck and navigation lights, office lighting, crane lights, and street lighting along the TDF causeway. It is expected that the use of artificial lighting on the TDF will remain the same throughout the Project, with a maximum of two vessels berthing at the TDF at any one time due to berthing space, with the highest intensity lights oriented towards any operational activity on the deck.

4.3.1.2 Onshore Supply and Support Base(s)

The onshore supply base(s) have not yet been selected for the Project; however, they are expected to be located in a similar geographical area and similar in composition to previous exploration and appraisal campaigns in the Gordon Lines area to the east of Stanley, as shown in Figure 4-3.

The anticipated potential supply base facilities and requirements for the Project are summarised in Table 4-2.

Floodlights and office lighting will be present at the supply base to support the Project. the number of lights anticipated is expected to be proportional to the area of the yard and evenly spaced apart. The highest intensity lights are to be oriented towards any operational activity being undertaken in the supply base yard.

Facility	Facility Components/Use	Estimated Area Required for Phase 1 and 2	Duration of Requirement
Supply Base	Onshore Representative's office	80,000 m ²	5 years
	Pipe and Container Laydown (open and covered)		
	Service Companies' Yard		
	Waste Storage and Management Yard		
	Oil Spill Response Equipment Storage		
	Onshore Storage and Testing Area for Equipment		
	Waste Storage and Management for radioactive sources		
FPSO Operations Support Base	Re-supply base	80,000 m ²	25 years
	Production Chemical Laydown Yard		
	A facility to store 24,000 L production chemical ISO tanks from arrival on the islands to when they are transported offshore to the FPSO		
	Separate isolated laydown area to store up to 400 m ³ of methanol requiring its own fire detection and protection system		
	Materials, Equipment, Maintenance and Spare Parts Storage Base		
	Oil Spill Response Equipment Storage		
	NORM Contaminated Materials		
	Diesel Generators		
	Explosives which require a bespoke and secure storage facility		
Contingency Waste Incinerator if needed			
Quayside Non-Aqueous Drilling Fluids Mud and Bulks Facility	Liquid Mud Plant	7,500 m ²	5 years
	Dry Bulk Plant		
	Water Header Tank		
	TDF Car Parking		
		Total: 87,500 m²	

4.3.2 Use of Vessels

A number of vessels are required to support the Project throughout its lifecycle. These vessels include a variety of offshore support vessels (e.g., Anchor Handling Tug Supply [AHTS], ERRV, Platform Supply Vessels [PSV], Multi-Role Support Vessel [MRSV]) and ad hoc freighters. These vessels are intended to support the Project by:

- Towing and positioning subsea infrastructure;
- Providing general operational supply and support (including fuel bunkering) as well as emergency response (if required);
- Supporting internal supply chain;
- Transporting equipment and assist in the installation of subsea drills;
- Providing floating logistics and lay-down barges; and
- Supporting production and export activities as required.

Ad hoc freighter vessels will arrive in Stanley from global locations (including the UK, EU, and US) throughout the life of the Project. During Stages 1 to 3, it is anticipated that 12 ad hoc freighters will deliver cargo to Stanley. Detailed cargo manifests are not yet available but will include items such as subsea equipment for installation during Stages 1 and 2, drilling equipment and supplies during Stages 1 and 2, bulk chemicals during all stages, and food during all stages.

At the time of writing, there is a degree of uncertainty surrounding the number and type of vessels and whether or not synergies will be possible to minimise vessel use. A summary of anticipated worst-case vessel activity is provided in the EIS (Navitas, 2024).

4.3.3 Personnel Transportation

4.3.3.1 Transportation to and from the Falkland Islands

During Stage 1 and 2 of the development, personnel will be transported to the Falkland Islands via dedicated charter flights. All fixed wing flights will land and depart from Mount Pleasant International Airport (MPN), which is the only international airport in the Falkland Islands. Charter flights will operate once per fortnight during the two drilling campaigns, and on a weekly basis during the two SIMOPS periods of peak activity.

During steady state production of the Sea Lion field, the number of personnel needing transportation is reduced, and the need for dedicated charter flights will be reviewed at that time to determine whether existing commercial flights could be used while meeting logistical requirements as well as without adding pressure to air transportation infrastructure and services. At this time, it is assumed that a monthly dedicated charter flight will be required during steady state.

4.3.3.2 Transportation to and from the Sea Lion Field

Two helicopters will likely be used throughout the Project to transport personnel offshore for routine maintenance, crew change on vessels, and CTT pilot transfers. A summary of anticipated helicopter flights offshore to the Sea Lion Field is provided in Table 4-3. The helicopters will operate out of a heliport at Stanley Airport.

Table 4-3 Frequency of Personnel Transportation Helicopter Flights During the Project

Helicopter Activity	Stage 1 (31 months ¹)	Stage 2a and 2b (35 months ¹)	Stage 3 (27 years)
Crew change to MODU	10/fortnight	10/fortnight	-
Crew change to FPSO			2 / week
Berthing crew transfer to FPSO/CTT	n/a	Per direct offtake (average every 10 days)	Per direct offtake (average of 36 / year over Field Life)

¹ Based on an average of 30.4 days per month, and average of 4.3 weeks per month

4.3.3.2.1 Road Transportation

On crew change-out days, personnel will be transported by road between MPN and Stanley Airport. Crews will be transported either by coach or minibus. At the peak, Stage 1 and 2 will require approximately 13 minivans for people and five minivans for luggage while Stage 3 will require approximately three minivans for people and one minivan for luggage. A summary table is provided in Table 4-4.

Each trip is anticipated to take 1 hour. Note that there is potential for arriving crew to be picked up directly from the Mount Pleasant Complex by helicopter instead subject to approval from the FIG and MoD.

Table 4-4 Summary of Anticipated Road Transport Frequency

	Stage 1 (31 months)	Stage 2a and 2b (35 months)	Stage 3 (27 years)
Road Transport	11 buses/vans Fortnightly	11 buses/vans Fortnightly	6 buses/vans Fortnightly

4.3.3.3 Search and Rescue Training Flights

The Project will require helicopter cover. At least initially, the Project plans to supply a dedicated search and rescue (SAR) helicopter based at Stanley Airport. At this stage, the exact number of SAR training flights that will be required is not known. However, it is estimated that 20 hrs worth of flying will be carried out per month (roughly 3 hours per trip). A summary of estimated frequency of SAR helicopter flights throughout the Project is provided in Table 4-5.

Table 4-5 Number of SAR Helicopter Flights

	Stage 1 (31 months)	Stage 2a and 2b (35 months)	Stage 3 (27 years)
SAR Training Flights	6.7/month ²	6.7 / month ²	6.7 / month ²

¹ Based on an average of 30.4 days per month, and average of 4.3 weeks per month

² Based upon 20 hours flying per month and an average of 4.3 weeks per month

4.3.4 Accommodation

Table 4-6 provides a summary of the personnel type and anticipated accommodation requirements. It is anticipated that accommodation will be required in Stanley for the following personnel:

- Permanent onshore personnel who live in Stanley (management, supply base workers);
- Temporary rotational personnel employed onshore within supply yards and logistics, surge onshore personnel required during high intensity periods, stand-by personnel, or overnighing fixed wing charter flight crew;
- Offshore personnel in transit overnight going to or coming from offshore;
- Personnel down-manned to shore in the event of an emergency; and
- Visiting senior or other personnel.

Navitas will construct around 20 personnel housing units ('Sea Lion Housing') in the Stanley area. These shared occupancy facilities will house permanent onshore personnel who live in Stanley, such as Navitas' drilling and commissioning employees, helicopter pilots and engineers, as well as supply base and FPSO management staff. Design and location(s) of the management housing units are not currently finalized. These will be determined through the contracting process with tenderers and will be assessed against a Statement of Requirements as to whether they are fit for purpose by Navitas.

Navitas will also develop a 'Sea Lion Hotel,' a purpose-built facility to provide accommodation to temporary rotational onshore personnel, in-transit offshore personnel, and down-manned personnel in event of an emergency. This facility is expected to have around 140 beds at maximum capacity and will be located within easy travel distance of the supply yard and Stanley Airport heliport. Plans for the facility are not currently finalised and will be determined through the contracting process with tenderers and assessed against a Statement of Requirements as to whether they are fit for purpose by Navitas. The facility will be based on single room occupancy with double bed in normal conditions but will be equipped with second fold-down bed (or similar) to double accommodation capacity in the unlikely event of an emergency shut-down of one of the offshore assets or a long delay to the fixed wing charter. The Sea Lion Hotel will be available for the whole Field Life of the Sea Lion Development.

The Sea Lion Housing and Sea Lion Hotel will be built on land parcels suitable and zoned for such construction and will be fully permitted and regulated by the Falkland Islands Government. It is anticipated that the accommodation construction will start in late 2025 and may be complete by Q2 2027. The Sea Lion Housing will be developed in phases so that capacity increases over time to meet peak requirements.

Local existing construction worker accommodation may be used during the construction of the Sea Lion Housing and Sea Lion Hotel; if existing construction worker accommodation is not available, Navitas will ship to the Falkland Islands modular temporary housing units for workers building the Sea Lion Housing and Sea Lion Hotel, and for any personnel requiring accommodation during that time, as necessary, so as not to add pressure to the existing Falkland Islands rental housing and hotel stock.

Local hotels will only be used for a small number of short visits (e.g., by management and senior personnel), where hostel style accommodation may not be suitable. This will be similar to hotel use by visiting senior personnel during the 2015 - 2016 exploration campaign.

Personnel Type	Accommodation Requirement	Stage 1 (31 months)	Stages 2a and 2b (35 months)	Stage 3 (27 years)
		Max No. People		
Permanent onshore	Sea Lion Housing	26	24	24
Temporary rotational	Sea Lion Hotel	74	70	13
Offshore personnel (in transit)	Sea Lion Hotel	62	62	60
	Totals - Regular Accommodation	162	156	97
Personnel down-manned	Sea Lion Hotel (assume double occupancy per room to accommodate emergency down manning situation)	140	140	100
Visiting senior personnel	Ad hoc hotel accommodation	-	-	-

4.3.5 Freshwater Resources

Freshwater will be required offshore, onshore, and at-shore for operational, domestic and general use throughout the Project. Offshore freshwater use will be required a portion of MODU and drilling activities (the MODU will be equipped with a desalination plant that will supply most but not all of its water needs), and any offshore marine vessels. Onshore freshwater use will be required for onshore construction and operations of laydown yards, storage bases and associated offices, and personnel accommodation.

4.3.5.1 Mobile Offshore Drilling Unit

Daily water demands on the MODU is associated with drilling, cementing, well suspension and well completion activities. In Stage 1, the wells will be batch drilled resulting in peaks and troughs in water demand over time with an approximate average of 19 m³/day with peaks of 37 m³/day. Following first-oil, the wells will be drilled and completed in sequence as such, water use will decline to a more uniform 20 -21 m³/day. Upon completion of all drilling activities and departure of the MODU, there will be no further requirements for offshore drill water. Note that any bulk, mud and brine storage estimate onshore have been included in the MODU drilling estimates.

4.3.5.2 Offshore Marine Vessels

The number and type of vessels required will vary depending on the stages of the Project, however offshore marine vessels will be equipped with water-makers sufficient for their needs. A contingency 10 m³/day from local freshwater resources will be assumed for any occasional tank top-ups when berthed at the TDF.

4.3.5.3 Floating, Production, Storage, and Offload

During production, the FPSO will require water for domestic use and marine and topsides systems. The FPSO will carry a water-maker capable to produce enough water to meet its own demands (40 m³/day) and thus self-sufficient and will not require additional freshwater from the Stanley supply system.

4.3.5.4 Onshore Demand

Freshwater use for welfare of the construction team at work during Stage 1 of the Project is budgeted at 40 L/per person per day. If everyone was at one location (75 people max) they would consume 3,000 L/per day. Water requirements for the concrete batch plant and other construction uses are estimated at 3,000 – 4,000 m³ over the 15 months of the construction projects. For the batch plant, peak demand will be buffered by up to 40 m³ of water onsite.

Water use by the onshore laydown yard and storage facility is estimated at 7 m³/day over Stage 1 and 2 and decreasing to 2 m³/day in Stage 3.

Generally, the TDF has minimal use of water (e.g., <1 m³/day) and any water use by the TDF has been included in the above estimates of the MODU, FPSO and offshore marine vessels. A freshwater tank storage will be provided to service the TDF and bulk plant needs, if required. This will require planning approval. This tank storage will buffer supply to average use levels and prevent water demand spikes during vessel supply or batching.

4.3.5.5 Accommodation

Personnel requirements at various stages of the Project will vary. Using an average per capita rate of use of 300 L/per person/day for domestic usage, an average of 70 m³/day and a peak of 140 m³/day is estimated for Stage 1. Stage 2 water use estimates an average of 64 m³/day with a peak of 126 m³/day. Stage 3 water use estimates an average of 32 m³/day with a peak of 65 m³/day.

4.3.6 Electricity

The main Project infrastructure centres that will require power demand from the Stanley supply system include the:

- Helicopter hangar;
- Accommodation facilities;
- TDF; and
- Drilling and operation bases (including the liquid mud plant, and laydown yards).

Peak power loads estimated for Stage 1, 2, and 3 of the Project are provided in Table 4-7.

Facility	Peak Power use during Exploration Phase	Stage 1 and 2	Stage 3
Helicopter hangar	250	250 kW	250 kW
Accommodation facility	120-140	264 – 308 kW	120-140 kW
TDF (estimate)	25	25 kW	25 kW
Drilling and Operation Bases (estimate)	75	225 kW	45 kW
Total Attributable Load	470-490	764-808	440-460

In addition to main infrastructure centres, there are also a number of directly associated miscellaneous power demands from site offices (Navitas and service contractors), separate rental accommodations (for oil personnel), directly sub-contracted services, such as laundry. Furthermore, there are associated demands from indirect economic activities such as hotels, entertainment, and retail that will increase due to the presence of increased personnel.

Back up diesel generators will be installed for the liquid mud and cement facility. The generator will only be used when there is insufficient capacity in the Stanley power supply or in the event of any interruptions to the power supply. In practice, this might mean that during the early stages of the Project, the generators may be used until the new municipal power station and electricity distribution network improvements are in place. Potential running hours are expected to be very low and the use of fuel for the back-up generator would be offset against the reduced fuel use at the power station such that no additional emissions would result.

4.3.7 Temporary Waste Incinerator

The FIG is planning to build a new waste management facility in the industrial land area known as Megabid, to the East of Stanley, to service the needs of the community and industry. The Project plans to enter into an agreement with the FIG to secure this as the primary route for Project waste which cannot be recycled or repurposed.

In the case the waste facility is not available to the Project, a temporary containerised incinerator at the onshore supply base is proposed to be installed to reduce the volume of waste that requires disposal and the number of shipments of waste back to the UK or other overseas jurisdictions.

The model will comply with applicable standards for incineration of all combustible materials, including plastics and rubbers. If a suitable disposal route cannot be established on the Falkland Islands, the resultant ash from the incineration process would be returned to another country (such as the UK) under bilateral agreement under auspices of the UN Environment Programme's Basel Convention for disposal.

4.4 Waste Management

A number of different types of wastes will be generated by the Project. Wastes will be managed in accordance with Navitas' Falkland Islands Waste Management Procedure (FIG, 2024). The Project will not use the Eliza Cove municipal disposal facility but intends to use the FIG's proposed new incinerator and Waste Management Facility and Landfill once available for incineration and the disposal of incinerator ash. If the new incinerator and Waste Management Facility and Landfill are not available in time for Project use, waste will either be stored on site temporarily until it can be incinerated or shipped to the UK for disposal.

All waste received from offshore will be transported to the onshore supply base by the supply vessels where it will be stored temporarily in accordance with best practice in the waste laydown area prior to transportation of appropriate waste reception facility or exported from the islands for treatment.

A summary of identified waste streams and their estimated quantities and disposal method over the 30-year field life is provided in Table 4-8. Anything that is not suitable for incineration, treatment, or disposal on the island would be sent to the UK in accordance with a bilateral agreement with the UK Government regarding hazardous and other wastes pursuant to the Basel Convention (UN, 2011).

The Falkland Islands is not a party to the Basel Convention and the UK's participation is not extended to the Falkland Islands. Further confirmation would be required from the respective government that such an export of hazardous waste would be allowed, and what pre-shipment approvals or standards would be necessary. Although transboundary waste movements to the UK have occurred from the Falkland Islands previously, these occurred prior to the 2021 UK Plan for Shipments of Waste (Sept 2021). Falkland Islands has a Bilateral Agreement with UK Government regarding hazardous and other wastes pursuant to the Basel Convention. Together with the 2021 UK Plan for Shipments of Waste, this bilateral agreement should allow the transboundary movement of waste in principle, but this mechanism has not yet been exercised (FIG, 2025^a).

Numerous discharges to sea will occur throughout the Project. These will include domestic wastewaters, drainage, bilge water, and ballast water from vessels, drill cuttings and fluids, and operational marine discharges during Stage 3. The majority of food waste from marine offshore vessels will be discharged to the sea in compliance with MARPOL, but any food waste returning to the supply base would be incinerated.

Waste Stream	Final Destination	Disposal Method	Estimated Quantity over Field Life (Tonnes)
Aerosols and gas cylinders	UK	Recycle/Hazardous landfill	147
Aluminium and metal	UK	Recycle/Re-use	1450
Batteries	UK	Recycle	20
Bulk hoses	Falkland Islands	Incinerate	199
Cardboard, paper, and packaging	Falkland Islands	Incinerate	793
Chemical sacks	Falkland Islands	Incinerate	201
Chemicals	UK	Treatment/Hazardous landfill	48
Containers / intermediate bulk containers	UK	Re-use	299
Filters (hazardous)	UK/Falkland Islands	Hazardous landfill/incinerate	167
Filters (non-hazardous)	Falkland Islands	Incinerate	138
Food/packaging	Falkland Islands	Incinerate	2887
Flammable solids and solvents	Falkland Islands	Incinerate	5224
General garbage, non-hazardous	Falkland Islands	Incinerate	4755
Glass	Falkland Islands	Re-use	57
Hazardous electrical waste	Falkland Islands	Recover / Hazardous landfill	4
Hazardous waste, aerosols, pipe dope	Falkland Islands	Incinerate	133
Light bulbs	UK	Recycle	5
Medical	Falkland Islands	Incinerate	6
Non-hazardous electrical	Falkland Islands	Recover / Recycle / Hazardous Landfill	32
Total Waste			28,537
Total re-used (UK)			299
Total re-cycled (UK)			1,507
Total incinerated or waste-to-energy (Falkland Islands)			24,698
Total to landfill (UK or new landfill in Falkland Islands when available)			462
Total oily water treatment (Falkland Islands)			1,571
Secondary waste - incinerator ash to landfill			1,888

4.4.1.1 Oil Spill Waste

In the event of an accidental oil spill, clean-up operations inevitably generate multiple contaminated waste streams. The goal of an oil spill response is to restore all sites to their previous condition as soon as possible and to meet this goal, approaches to waste management following any spill will be consistent with:

- The Falkland Islands National Oil Spill Contingency Plan;
- Navitas's Strategic Waste Management Objectives; and
- The Project Oil Pollution Emergency Plan(s) (OPEPs) which will define the agreements between Navitas and specialised services providers where necessary.

The proposed approach for oily materials retrieved will be to place these in a lined temporary storage area and log these so that quantities and types of materials that require further intermediate storage or final disposal can be readily assessed. Detailed oil spill waste clean-up and management will be provided in Navitas' OPEPs.

4.5 Unplanned Events or Accidents

4.5.1 Offshore Oil Spills

A number of potential oil spill scenarios were identified as part of the EIS (Navitas, 2024) including:

- Large oil spills:
 - ◆ Scenario 1: A subsea well blow out;
 - ◆ Scenario 2: The complete loss of the FPSO vessel's crude oil inventory plus two tanks of the offload tanker;
 - ◆ Scenario 3: A crude oil transfer spill during FPSO offloading to the purchaser's CTT;
 - ◆ Scenario 4: The loss of the MODU diesel inventory; and
 - ◆ Scenario 5: A Marine Gas Oil (MGO) bunkering spill.
- Small scale/chronic oil releases; and
- Loss of MODU riser contents containing non-aqueous drilling fluid.

4.5.1.1 Scenario 1: Subsea Well Blowout

In the event that preventative industry standard safeguards and controls fail, it is possible that crude oil could kick into the wellbore leading to an uncontrolled release or 'blow-out'. The chance of a blow-out decreases once drilling operations cease.

4.5.1.2 Scenario 2: Loss of FPSO Crude Oil Inventory

The FPSO has been designed to ensure it can withstand a range of environmental conditions in the North Falkland Basin, however in the event that extreme and freak weather conditions occur, or a collision with a large vessel or iceberg occurs, a large oil spill is possible.

4.5.1.3 Scenario 3: Crude Oil Transfer Spill

Following production and processing, crude oil will be stored on the FPSO. Once full, it will be offloaded from the FPSO to a CTT. While offloading, there is potential for a failure of the transfer hose and the resultant loss of crude oil at the offshore location during the transfer process.

4.5.1.4 Scenario 4: Loss of the MODU Diesel Inventory

The loss of the entire diesel inventory on the MODU would involve a catastrophic impact from a large vessel or iceberg.

4.5.1.5 Scenario 5: MGO Bunkering Spill

All industry-standard safeguards will be in place however there is potential for accidental or unplanned spills of MGO to occur during bunkering operations. These spills would likely be small as the bunkering process would cease as soon as any leak or spill were to be detected.

4.5.1.6 Small-scale Releases

Chronic oil pollution can result from Project activities such as:

- Legally compliant operational discharges with low level oil in water (OiW) concentrations (e.g., drainage, bilge, produced water discharges);
- Discharge of off-specification operational discharges between samples; and
- Small and discrete accidental oil spills.

Small scale releases can range from small subsea leaks of reservoir hydrocarbons or hydraulic oil to the potential for flare-drop out during emergency blowdowns. These small-scale releases may result from equipment failure or human error and may be small due to early detection or discrete volumes of oil, or they may be ongoing (e.g., subsea leaks).

4.5.1.7 Loss of MODU Riser Contents Containing NADF

Typically, in this scenario the entire riser will be lost and as a result the entire contents (approximately 60 m³) will be lost. In the event there is a loss of riser contents whilst drilling with Non-Aqueous Drilling Fluid (NADF), the mud is likely to flow out over the seabed.

4.5.2 Inshore Oil Spills

A number of inshore activities have been identified in the EIS (Navitas, 2024) as potential sources of spills including accidental events such as:

- Ship-to-ship fuel oil bunkering activities; and
- Vessel incidents (e.g., collisions or drift grounding).

While all industry-standard safeguards will be in place, there is potential for accidental spills of MGO to occur during bunkering operations and potential for accidents such as vessel collisions between the LTV and installation vessel, or with a third-party vessel and ship to ship bunkering activities due to human error or equipment malfunctions.

4.5.3 Oil Spill Response

Navitas will have tier 1 and 2 response capabilities in the Falkland Islands and will have international partnerships with industry specialists such as Oil Spill Response Limited for a well cap and secure unit and additional clean-up. In the event of a tier 2 or 3 oil spill event offshore (crude or MGO) or at-shore (MGO), Navitas would be supported by international oil spill response contractors who have significant expertise and resources in the appropriate management of oil spill response waste.

Proposed Tier 1 and Tier 2 oil spill response (OSR) equipment is described fully in the EIS (Navitas, 2024). The OSR equipment at the TDF will be used to minimise the consequences of any MGO fuel spills at the TDF. The proposed OSR equipment at the TDF is as follows:

- Absorbent boom in bales;
- High fence boom;
- Weir / delta head / dragonfly skimmer;
- Portable transfer pump;
- Intermediate Bulk Containers (IBCs) for use as storage tanks;
- Coils of rope;
- Metal anchor stakes; and
- PPE for up to 20 persons.

To manage Tier 2 oil spills, the Project will have surveillance equipment (like helicopters, tracking buoys, satellite data, modelling capability, and long wave infrared surveillance equipment), vessels will have specific equipment available to them (like heavy-duty oil containment booms, single vessel recovery system bellowed with boom vane, large belt skimming systems, large diameter free floating weir skimmer, and 100 tonne capacity free floating waste storage bladders), and there will be specific equipment and kits stored at the TDF supply base area (including onshore and offshore response kits).

Local storage of OSR equipment will be maintained as follows:

- Offshore OSR equipment will be stored on various vessels such as the ERRV, MRSV and AHTS; and
- On-shore equipment will be stored at the TDF, and operations support base.

OSR equipment at the TDF will be used to minimise any consequences of any MGO fuel spills at the TDF. This includes absorbent boom in bales, high fence boom, weir/delta head/dragonfly skimmer, portable transfer pump, four IBCs, rope, metal anchor stakes, and PPE up to 20 persons. Additional OSR equipment will be stored within the supply base for use in a Tier 2 response. The supply base will be equipped with a workshop to undertake a planned maintenance programme and will carry critical spares for both the shore-based and the vessel-based OSR kit to ensure the key equipment will be reliable and effective should it be required.

4.5.4 Onshore Chemical Spills

Drilling chemicals offloaded onto the TDF will be stored in a dedicated NADF and bulks facility and production chemicals will be stored in a dedicated production chemical laydown yard. As such, there is potential for onshore chemical spills to land during operations including offloading of the frame tanks from vehicles to the chemical yard and vice versa. In the event of a major accident at the supply base, such as an explosion, there can also be risk of an associated spill to ground or sea.

4.6 Workforce

The Project will require:

- **Onshore direct jobs:** jobs created directly by Navitas and its Tier 1 contractors delivering onshore work to support exploration and development activity (e.g., Navitas Falkland Islands Corporate Office jobs, Navitas Drilling and Commissioning Office jobs, and helicopter pilots and engineers);
- **Onshore indirect jobs:** jobs created by Navitas's contractors delivering onshore work to support exploration and development activity (e.g., drivers and security at the shorebase, accountancy, legal support, and Sea Lion Hotel management and maintenance); and
- **Offshore jobs:** jobs that are primarily based on infrastructure located offshore in the Falkland Offshore Area, including offshore rigs, offshore construction vessels, offshore support vessels, large transportation vessels, and FPSOs.

4.6.1 Onshore Direct and Indirect Jobs

The onshore direct and indirect jobs cover a range of corporate, drilling & commissioning, hospitality, logistics, transportation roles, as well as other technical roles. The numbers of onshore direct and indirect jobs will vary depending on the different Project stages. Full projections for expected number of onshore direct and indirect jobs are available in the Economic Impact Assessment (Hatch, 2025). It finds that:

- There are expected to be an average of approximately 60 onshore direct full-time equivalent (FTE) jobs and 60 onshore indirect FTE jobs per annum from 2025 to 2057;
- The peak numbers of direct and indirect FTE jobs during Phase 1 is expected to occur in 2027, with around 100 direct FTE jobs and 70 indirect FTE jobs;
- The peak numbers of direct and indirect FTE jobs during Phase 2 is expected to occur during SimOps in 2032, with around 100 direct FTE jobs and 80 indirect FTE jobs; and
- During steady state production, when no well construction is occurring, there are estimated to be an average of around 60 onshore direct FTE jobs per annum and around 55 onshore indirect FTE jobs per annum.

The development of the Project will create onshore direct and indirect jobs for the local Falkland Island population as well as requiring expat labour. Overall, between 2025 and 2057, there will be a higher proportion of person years of FTE employment filled by locals (75%) than by expats (25%). Jobs that are expected to be filled by locals or local contractors, on average, will be at around 55 FTE jobs per annum between 2025 and 2057, peaking in 2027 and 2031 at 80 FTE jobs. The per annum average of expat jobs between 2025 and 2057 is 47 FTE jobs. A skills-transfer and training programme is being developed, which aims to increase potential local onshore employment rates by Stage 3 of the Project.

4.6.2 Offshore Jobs

Offshore jobs will be located on various offshore infrastructure during different phases of the project including drilling units and vessels (vessels include emergency response and rescue, anchor handling tug supply, construction, platform supply, floating production storage and offloading and multi-role support). The jobs include roles on drilling, production and maintenance crews, marine operations, health and safety roles and catering and support roles.

The average annual offshore employment requirement from 2026 to 2033 is estimated to be 240 FTE jobs, peaking at over 370 jobs. It is expected to fall to a steady state of 90 jobs per annum from 2034 to 2057.

Estimates for the numbers of locals or local contractors compared to expat labour for the offshore jobs are not available. Due to the highly specialised and complex nature of the offshore hydrocarbon industry operations, direct Project employment opportunities for offshore jobs will predominately be for industry experienced or technically skilled or semi-skilled individuals. While some offshore based positions could be filled by local residents, it is generally assumed that these highly specialised roles will require expertise that is not readily available within the Falkland Islands labour market. A skills-transfer and training programme is being developed, which aims to increase potential local offshore employment rates by Stage 3 of the Project.

4.6.3 Workforce Management

On-shore personnel will largely follow a typical 37.5 – 40-hour work week. This will be job-dependent and personnel non-routinely be required to undertake night-shift work (e.g., checking, loading, and offloading cargo at the TDF/Stanley Harbour) as needed.

The base case rotation pattern of offshore personnel will be 28 days on, 28 days off, with a 50% crew change every fortnight using the dedicated charter aircraft.

Requirements for personnel training will vary and be dependent on the role and task assigned to the personnel, however, all personnel will receive induction training and will be competent for the task assigned to them by qualification, specific training, and experience.

Navitas is committed to ensuring that all activities within the lifecycle of the Project are carried out in compliance with the relevant international and national legislation, and within the guidance of the Company's OMS. Project works and activities will be conducted in a manner consistent with the Corporate Health Safety and Security (HSS) Policy.

4.7 Areas of Uncertainty

At the time of writing, the following areas have not yet been fully defined, and will be finalised following Project sanction and contract award:

- Final selection of the MODU to be used;
- Final section of offshore drilling chemicals;
- Detailed drilling schedule;
- The source/s of equipment and materials (e.g., Europe, Asia etc.);
- The specific vessels to be used for transportation, installation and support;
- Final selection of offshore production and utility chemicals;
- Frequency of dedicated charter flights throughout the Field Life;
- Frequency and source of ad hoc freighter vessels;
- Fine details on the accommodation arrangements on the Islands;
- Precise infrastructure requirements for power, water, and roads; and
- Final selection of oil spill response equipment.

5. SIA Approach and Methodology

5.1 Screening

The initial step in the SIA process is to screen the regulatory as well as normative requirements for the assessment. Requirements can flow from proponent standards and policies, legislative requirements, and international standards.

Section 3 (Policy, Legal, and Legislative Framework) of this SIA lists the applicable requirements and standards for this SIA.

5.2 Scoping

The second step in the SIA process is the scoping of key issues and potentially significant impacts. Early identification of potential impacts enables the SIA to focus on key social sensitivities and interactions, and results in a list of potential Project impacts to be assessed.

Pathways to experiencing social impacts can be direct through Project interactions such as noise, lighting, or vessel movements, or increased competition for resources and infrastructure. Social impacts can also be experienced from indirect pathways through changes to the biophysical environment, or through social change processes such as demographic and cultural changes. Projects can also contribute cumulatively to impacts being experienced (or experienced in the future) by communities, stakeholders, and individuals.

Scoping for this SIA has:

- Considered what social impacts are most likely to occur, based on similar projects elsewhere, the unique human context in the Project area, and based on information provided by those most likely to experience those impacts;
- Focused on areas that are critical to decision-making by the Project proponent, stakeholders, and regulatory authorities; and
- Been informed by previous impact assessments and studies, how those were scoped, and assessment findings, including:
 - ◆ Socio-economic Impact Study of the Sea Lion Oil Development Project (Falkland Islands) (Plexus, 2012);
 - ◆ Socio-Economic Study of Oil and Gas Development in the Falklands (Regeneris, 2013);
 - ◆ Social Economic Monitoring Programme Report (FIG, 2015);
 - ◆ Sea Lion Socioeconomic Impact Assessment (Verisk Maplecroft, 2019);
 - ◆ Socioeconomic Impact Assessment of O&G development (Simsovic and Ranghetti, 2019); and
 - ◆ Sea Lion EIS (Navitas, 2024).
- Been informed by engagement records to date for previous ESIA studies, described in Section 6.

The intention is for this SIA to build on previous studies and leverage current socio-economic baseline data to update previous analyses and conclusions.

5.3 Project Area and Scope of Assessment

5.3.1 Spatial Boundaries

The spatial scope of the Project’s direct and indirect impacts leverages the areas of influence used in the EIS (Navitas, 2024) and is informed by an understanding of the key receptors and resources that may be potentially impacted by the Project.

The Area of Influence for this SIA includes the following:

- Offshore environment: Sea Lion Field, vessel routes between the Falkland Islands and Sea Lion Field, and helicopter path between the Falkland Islands and Sea Lion Field. See EIS Section 7.1.2 (Navitas, 2024); and
- Onshore and Inshore environment: the Falkland Islands, inclusive of Berkeley Sound, illustrated in Figure 5-1.

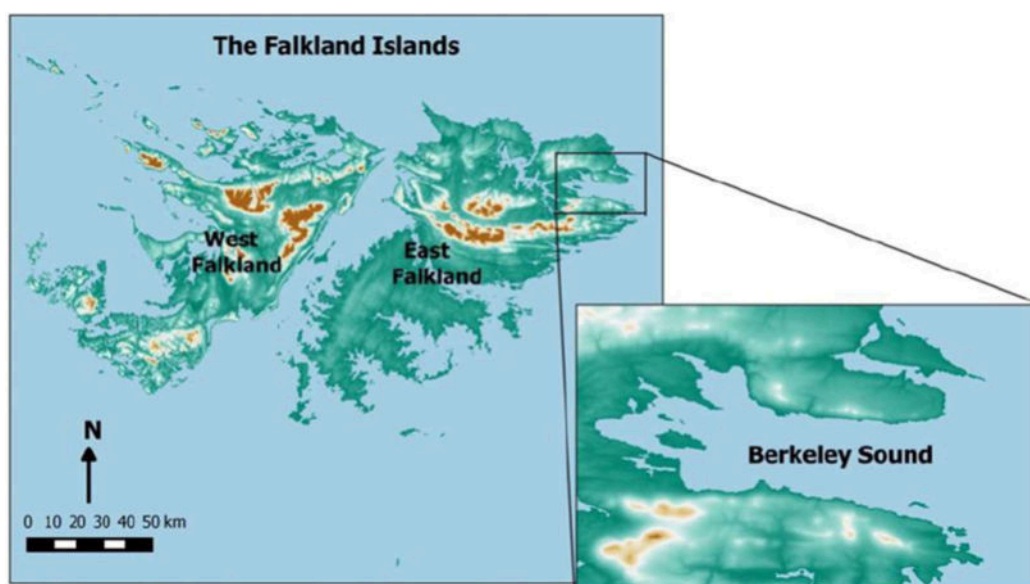


Figure 5-1 Inshore and Onshore Environments – The Falkland Islands and Berkeley Sound
Source: Navitas, 2024.

5.3.2 Temporal Boundaries

Project development stages have been described in Section 4. Project risks and impacts will be assessed over the following temporal boundaries:

- **Stage 1** Pre-First Oil Drilling and Construction: 31 months, or 2.6 years:
 - ◆ Onshore Infrastructure Development Phase within Stage 1: 21 months, or 1.75 years.
- **Stage 2 (2a and 2b)** Post-First-Oil SIMOPs and SIMOPs: 35 months, or 2.9 years;
- **Stage 3** Steady State Production: 325 months, or 27 years; and
- Decommissioning: Duration not yet known. Note that decommissioning will be considered a separate project and will thus warrant its own environmental, social, and economic impact studies. Therefore, this SIA references but does not focus on decommissioning impacts.

5.4 Impact Assessment

The impact assessment process constitutes the core stage of the overall SIA process. This stage ‘overlays’ the Project on the baseline conditions with a view to identify and assess potential interactions with identified receptors.

The International Principles for Social Impact Assessment² acknowledge that social, economic, and biophysical impacts are inherently interconnected, and that changes in any of these areas can lead to changes in the others (Vanclay, 2003). Social impacts will be experienced differently by different receptors depending on their sensitivity and context; impacts will change over time and space to produce new impacts, thus contributing to ongoing social change processes (Vanclay, 2015).

While all potential social impacts that could possibly be experienced by identified social receptors cannot be forecasted and predicted, this SIA seeks to identify and assess key social impacts that are reasonably predicted to occur as a result of Project components and activities, evaluate the significance of these potential impacts, identify mitigation and management measures to address these impacts, and determine potential residual impacts.

In 2024, Navitas commissioned Hatch to develop an Economic Impact Assessment in parallel to this Social Impact Assessment. Hatch’s Economic Impact assessment (Hatch, 2025) estimates key economic impacts of the Sea Lion Project for the Falkland Islands, including gross uplift in direct GDP, gross increase in FIG revenues, creation of direct and indirect jobs, creation of other Project caused jobs, Project caused migration, and Project caused demand for housing and accommodation. Results from the Economic Impact Assessment have been leveraged in this Social Impact Assessment and interpreted to determine indirect socio-economic impacts.

5.4.1 Evaluating Significance of Social Impacts

The approach used in this SIA for assessing the significance of potential Project impacts considers magnitude, sensitivity, and likelihood criteria to attribute minor, moderate, or major significance.

Assessment of magnitude of potential impacts and sensitivity of receptors should inherently consider how much the Project will impact, risk, or enhance the wellbeing of the people experiencing the impact.

Wellbeing refers to an individual or group’s financial, physical, and emotional condition, and determinants of wellbeing include personal circumstances (such as housing, income, family relations); biological and identity factors (such as age, gender, and ability); social influences (such as discrimination, social connection, social influence); access to government services, transportation, and social services; daily routines and lifestyle; and lifestyle factors (exercise, leisure, substance use, and health).

Magnitude encompasses various aspects presented in Table 5-1.

² Published by the International Association for Impact Assessment (IAIA)

Magnitude Aspect	Considerations
Geographic Extent	Considers geographic extent of direct and indirect impact experienced. Considers the number of people affected, including number of individuals and groups of individuals.
Duration	Considers duration of impact experienced: <ul style="list-style-type: none"> • Short-term: Less than 2 years • Medium-term: 2-15 years • Long-term: 15-30 years • Permanent: Impacts last indefinitely
Frequency	<ul style="list-style-type: none"> • Once: Impact confined to 1 discrete event • Sporadic: Impact occurs rarely and at sporadic intervals • Regular: Impact occurs on a regular or continuous basis
Reversibility	<ul style="list-style-type: none"> • Reversible: Impact can be reversed • Permanent: Impact cannot be reversed

Sensitivity considers the receptor affected, using the concept of vulnerability as well as sensitivity and value of land and resources affected. Vulnerability reflects that some individuals and groups are able to cope with and adapt to change more easily and quickly, and make use of opportunities arising from the project, while other individuals and groups may be less able to adapt, unable to participate in opportunities provided by the project, and will bear more negative consequences of change (Slootweg et al., 2003; Rowan, 2009). Sensitivity criteria in this SIA use the following definitions:

- **Low Sensitivity:** Receptors are non-vulnerable with capacity and means to absorb change, environment is degraded, no sensitive land/marine uses and resources, and/or receptor does not contain valuable, important, or unique aspects;
- **Moderate Sensitivity:** Receptors are non-vulnerable with limited capacity and means to absorb change, moderately sensitive land/marine uses and resources, and/or receptor contains values important at a local scale; and
- **High Sensitivity:** Receptors impacted are vulnerable and have very limited capacity and means to absorb changes, very sensitive land/marine uses and resources, and/or receptor contains values that are important at a regional or national scale.

Likelihood considers how likely the identified impact is to occur, using the following criteria:

- **Unlikely:** Impact not expected to occur but has occurred previously in industry. Could occur in association with incidents/emergencies;
- **Possible:** Impact could occur in normal operations but is not likely; and
- **Likely:** Impact will occur in most circumstances.

Taken together, the assessment of magnitude, sensitivity, and likelihood can be combined to determine the overall significance of the impact. Significance definitions used in this SIA are presented in Table 5-2.

Significance Level	Definition
Neutral/ Negligible	No noticeable change predicted in the wellbeing of people, receptors, and socioeconomic baseline.
Minor	An unlikely or possible impact that will affect the wellbeing of a small number of people, a few receptors, or receptors who are non-vulnerable. Impact occurs sporadically, within a local area, and/or for short to medium term duration, so that the socioeconomic baseline returns naturally or with limited intervention within a few months.
Moderate	An unlikely impact with moderate to severe consequences, or a possible impact that will affect the wellbeing of some receptors, a group of people in a local area, or receptors who may be vulnerable, and/or continue long-term, so that the baseline is reestablished with some intervention.
Major	A possible impact with severe consequences, or a likely impact that substantially affects the wellbeing of various social receptors, groups of many people within a widespread area, or receptors who are highly vulnerable, and/or continues beyond the project life and is effectively permanent, requiring considerable intervention to return to the socioeconomic baseline.

Socio-economic impacts can be considered positive, negative, or neutral, i.e.:

- **Positive impacts** are overall desirable and beneficial;
- **Negative impacts** are overall harmful; and
- **Neutral impacts** can be considered neither positive nor negative, or cannot be determined to be overall positive or negative because aspects of the impact can be considered positive to some receptors or persons, and considered negative to other receptors or persons.

5.4.2 Identification and Development of Mitigation and Management Measures

The impact assessment process typically results in a suite of commitments made by a project proponent to implement and monitor identified mitigation strategies. These commitments include specific actions, timeframes and responsibilities and are designed to be auditable.

The strategy for mitigation is to adopt a mitigation hierarchy from avoidance to improvements. The mitigation hierarchy adopted for this SIA is presented in Table 5-3.

Strategy	Description
Avoidance	Identify and, where available and technically and financially feasible, make changes to the project's design (or potential location) to avoid adverse risks and impacts. Avoidance is considered to be the most acceptable form of mitigation.
Minimise	Where avoidance is not possible, adverse impacts and risks can be minimized through environmental and social measures, treatments, and design.
Restore	Where avoidance or minimization measures are not available, measures to restore, rehabilitate, or remediate the environment, social context, and/or receptor can limit their influence.
Compensate or Offset	Where avoidance or minimization measures are not available, it may be appropriate to design and implement measures that compensate or offset for residual risks and impacts. It should be noted that these measures do not eliminate the identified adverse risks and impacts, but seek to offset it with an (at least) comparable positive one.
Improve	Opportunities to enhance identified positive effects (e.g., supporting economic development through local procurement, employment, and skills development measures).

Source: Adapted from GN62, IFC PS - Guidance Note 1: Assessment and Management of Environmental and Social Risks and Impacts, June 14, 2021 (IFC, 2021).

In many cases, and in accordance with the mitigation hierarchy, the Project design and operational procedures already incorporate measures embedded in the Project to avoid or minimize an impact. These embedded impact mitigation measures are inherent to the design and operational controls of the project facilities and aim to align with good international industry practice. They have been presented in Section 4 (Project Description).

Reflecting the ongoing development of the Project, some plans and measures are presented as ‘frameworks’ which are designed to be developed into full and detailed management plans at a later stage during Project development and based on ongoing data gathering and the development of detailed operating procedures.

All proposed mitigation, management, and monitoring measures are listed in each impact assessment discussion in Section 9, and summarised in Section 10 (Mitigation, Management, and Monitoring). While Section 9 also discusses FIG plans and proposed strategies, plans, and policies, including infrastructure and accommodation developments, a precautionary approach has been taken by providing residual impact ratings that do not consider FIG funded or led mitigation measures as these are not within Navitas’ or the Project’s control to implement.

5.4.3 Residual Impacts

Residual impacts are those that remain following the implementation of the proposed mitigation. These will be identified for each of the topics by reviewing the predicted impacts against the mitigation measure proposed and then identifying any residual impacts.

This SIA assesses residual impacts in each impact assessment section in Section 9, and lists all residual impacts assessed in Section 12 (Conclusions).

This SIA has assessed potential residual socio-economic impacts considering Navitas commitments, plans, and management measures only (not FIG plans and proposed strategies, plans, and policies, as these are not within Navitas’ or the Project’s control to implement).

Residual impacts are assessed based on the same process applied to the assessment of impacts and will also consider confidence in the assessment. Confidence criteria definitions are:

- **Low Confidence:** Cause-effect relationship poorly understood, many unknowns, data incomplete. Effectiveness of mitigation not proven. High degree of uncertainty;
- **Medium Confidence:** Cause-effect relationship not fully understood, some unknowns, data incomplete. Effectiveness of mitigation not proven. High degree of uncertainty; and
- **High Confidence:** Good understanding of cause-effect relationship. Data available. Effectiveness of mitigation well known / proven.

5.4.4 Cumulative Impacts

Each impact assessment will include, where possible, an assessment of whether and how predicted Project impacts have the potential to interact cumulatively with impacts of other past, present, and reasonably foreseeable future projects and developments.

In this SIA, the cumulative impact assessment embedded in each impact assessment is high level and qualitative, and informed by publicly available information as well as communications with FIG.

Past, present, and reasonably foreseeable future projects and developments that have been identified and considered as potentially causing cumulative interactions with the Sea Lion Project include:

- **FIG Waste Management Facility and Landfill** – FIG is planning a new waste management facility, and a new incinerator. The incinerator site will be at Megabid, on the south side of Airport Road east of Stanley, whereas the new landfill is proposed for a site behind the Pony's Pass Quarry, roughly 5 miles west of Stanley. Construction start is anticipated in Q2 2025 and targeted completion is by end of 2026. Labour and equipment requirements for construction are not known;
- **Sand Bay Phase 3 Renewables Project** - Three (3) new turbines to be added to the wind farm, to increase wind power contribution to Stanley electrical generation through the mid-2040s. Currently expected to be complete in 2027. Labour and equipment requirements for construction are not known;
- **New Power Station Project** – Located along the Bypass/Airport Road. Currently expected to be complete by end of 2027 or Q1 2028, to tie into the completion of the Sand Bay Phase 3 Renewables Project. New road to power station will be required. Labour and equipment requirements for construction are not known;
- **Multi-Purpose Recreation Centre** – National Sports Council sports centre currently under construction south of the Bypass Road, with target completion late 2025;
- **Housing and Accommodation Developments** - FIG is servicing roughly 110 housing plots at Sapper Hill. Plot servicing expected to take place mid-2025 through 2026 but could be accelerated. FIG aims to build housing as well as facilitate private sector delivery models for housing development. Housing development is expected to be concentrated at Sapper Hill. Timing for housing construction, and labour and equipment requirements, are not yet known;
- **Large-scale commercial aquaculture development** – FIG is currently undertaking consultation and scoping studies on the potential for commercial scale salmon farming;
- **King Edward VII Hospital (KEMH) improvements** – Initial phase could include new off-site storage and laundry facility to free up space at existing site. No further details known;
- **Future Port Development works** – Current plan is for replacement of causeway and barges at FIPASS location; and
- Creation of new cemetery site – no details known.

6. Stakeholder Engagement

Stakeholder engagement activities have been conducted since Project inception dating back to 2012. This SIA leverages engagement records from the following Project historical and statutory consultation activities:

- Informal scoping consultation workshop in 2014 on the proposed Sea Lion Development with production from 33 wells using a Tension Leg Platform;
- Informal scoping consultation workshop in 2015 on the offshore component of the Sea Lion Phase 1 Development with oil production via 18 oil wells using a FPSO;
- Informal scoping consultation workshop in 2016 on the whole (then) Phase 1 Development (including offshore, onshore, at short and inshore oil export components);
- Statutory public consultation in 2018 on the (then) Phase 1 Development EIS revision B01;
- Statutory public consultation in 2020 on the (then) Phase 1 Development EIS revision B04;
- Informal scoping consultation workshop in 2023 on the optimised Sea Lion Development; and
- Statutory public consultation in July-August 2024 on the EIS: Sea Lion Field Northern Development Area Phase 1 and 2 (Navitas, 2024).

A detailed review of historical stakeholder engagement activities described above is provided in Chapter 6 of the EIS (Navitas, 2024).

A summary of key stakeholders engaged as part of the above activities are identified in Table 6-1. This is not an exhaustive list; numerous other organizations were engaged but not listed below for brevity. It is worth noting that various FIG departments have changed names over time.

Hatch has engaged with key FIG representatives and departments in the development of this SIA to obtain the latest data as well as qualitative information about potential impacts, and local infrastructure and services in particular. Information has been primarily provided by FIG's Public Works Department, Directorate of Natural Resources, and Directorate of Policy, Economy and Corporate Services.

To ensure the Project establishes effective stakeholder engagement, Navitas will continue to engage with, and consider suggestions, concerns, and comments from communities and relevant stakeholders for incorporation into their Project activities. Navitas is currently updating its Stakeholder Engagement Plan, as well as its community comments, compliments, and complaints procedure. Navitas will also develop the Outline Social Effects Monitoring Programme (SEMP) in preparation for Operations and will regularly review and update this throughout the project lifecycle.

Key themes and interest areas highlighted by stakeholders over time include:

- Control of vessels and general management in Berkeley Sound (this was of particular interest when previous operator was considering the inshore ship-to-ship transfer of crude oil in Berkeley Sound, which is not considered as part of this Project);
- Oil spill mitigation and clean up;
- Onshore infrastructure and disturbance through onshore light, onshore noise, odour, visual impacts;
- Offsetting plans;
- Decommissioning plans;
- The impact of this particular type of crude;
- Jobs, employment, and numbers of people migrating to the Falkland Islands;
- Socio-economic impacts, and impacts on housing, tourism, fishing, costs of living, quality of life;
- Impacts to marine biosecurity, and the marine biological environment;
- Standards and governance; and
- The use of marine mammal observers on vessels near and on the Sea Lion field.

Stakeholder	Consulted/Engaged						
	2014	2015	2016	2018	2020	2023	2024
Department of Mineral Resources (FIG)	X	X	X	X	X	X	
Public Works Department (FIG)	X	X	X	X	X	X	X
Policy Unit and Environmental Planning Department (FIG)	X	X	X	X	X		X
FIG Harbour Master/ Falkland Islands Maritime Authority		X	X	X	X	X	X
Ministry of Defence	*Note that the Ministry of Defence was consulted via separate face to face meetings and concerns were related to logistics rather than environmental.						
Falkland Islands Fisheries Department/Department of Natural Resources (FIG)	X	X	X	X	X		X
Members of the Legislative Assembly			X	X	X		
Rural Business Association	X		X	X	X		
Falklands Conservation	X		X	X	X		X
Royal Society for the Protection of Birds			X	X	X		X
Wildlife Conservation Society	X			X	X		

Stakeholder	Consulted/Engaged						2024
	2014	2015	2016	2018	2020	2023	
Falkland Islands Civil Aviation Department (FICAD)	Note that FICAD was consulted via separate face to face meetings as concerns were generally logistical as opposed to environmental.						
Agriculture, Department of Natural Resources (FIG)	X			X	X		
Falkland Islands Fishing Company Association	X		X	X	X	X	
Falkland Islands Tourist Board	X		X	X	X		
Chamber of Commerce	X		X	X	X		X
South Atlantic Environmental Research Institute	X		X	X	X		
Shallow Marine Surveys Group	X		X	X	X		
Agreement for Conservation of Albatross and Petrels Coordinator	X		X	X	X		
United Kingdom Department for Energy Security and Net Zero	X			X	X		
United Kingdom Health and Safety Executive	X		X		X		
Berkely Sound farm owners			X		X		
General public/private companies	X		X	X	X	X	X

7. Scoping

The scoping exercise has considered the potential for direct impacts as well as indirect, second, or higher order impacts where such indirect impacts can be reasonably assessed with current baseline and Project design information. The findings of the scoping are summarized in Table 7-1 and broken out into key areas of focus for the subsequent impact assessment (See Section 9).

The socio-economic environment components (or aspects) that have been determined through scoping to be potentially influenced by the Project, and are therefore assessed as key categories of the impact assessment include the following:

- **Economy:** employment; incomes; consumer spending, inflation and prices; Gross Domestic Product; taxes, royalties and other government revenues; and local businesses;
- **Population and culture:** including population education, and population health;
- **Falkland Islands infrastructure and services:** including housing and accommodation, waste disposal and recycling, water, electricity, fuel, education, health, recreation, government and public safety and emergency services;
- **Transportation:** including air, roads, ports, and public transit;
- **Land and resource use:** agriculture and livestock, fishing and fisheries, areas of cultural significance, and tourism; and
- **Community and worker wellbeing:** including aesthetics and landscape, quality of life, and worker and community safety and security.

This SIA assesses impacts, risks, and interactions that are also considered in the recent Environmental Impact Statement (Navitas, 2024). Hatch attempts to limit duplication, and instead notes where and how this SIA leverages, incorporates, confirms, or modifies the findings of the EIS (Navitas, 2024).

Key issues raised during the EIS (Navitas, 2024) engagement process include: increased vessel use and disturbance to other marine users, competition for resources (accommodation, freshwater, electricity, roads, airlinks), disturbance through onshore light, onshore noise, odour, visual impacts, and concern about unplanned/accident events (collisions with marine mammals, introduction of marine/terrestrial non-native species, vessel collisions, and oil/chemical spills). Stakeholder and public comments on the draft EIS (Navitas, 2024) suggested that the Project could potentially impact tourism, commercial fishing, terrestrial and marine biosecurity, and the marine biological environment.

Potential impacts to military services and infrastructure, including military uses of Berkeley Sound, have been scoped out of this SIA. The EIS (Navitas, 2024) considered potential impact to military uses of Berkeley Sound and concluded that there is limited use of Berkeley Sound by military vessels. The use of Mare Harbour (East Cove Military Port) is not being contemplated as part of the Project description and is therefore not scoped into this SIA. If Mare Harbour is considered for use in the future, an assessment of potential environmental and social impacts, including to military infrastructure, will be required.

Potential impacts to cultural heritage and archaeological sites have been scoped out of the SIA. As the EIS (Navitas, 2024) states, no shipwrecks, aviation wrecks, or unexploded ordinances have been identified near the Sea Lion Field where infrastructure will be placed on the seabed; the closest wrecks are located roughly 40 nautical miles from the field (Navitas, 2024, Section 7.7.6). Wrecks in Stanley Harbour have been identified and in place for many years without being impacted or damaged from vessel use and traffic. As the EIS (Navitas, 2024) notes, shipwrecks in Berkeley Sound are fully covered by water and therefore unlikely to be impacted by Project activities, including an oil spill.

The following Project components and activities have also been scoped out of assessment in this SIA:

- Artificial light generation offshore – no human receptors identified in offshore environment;
- Odour-related impacts – no odour generating activities have been identified near populations, and therefore no odour impacts are anticipated; and
- This SIA does not assess potential effects to geopolitical relationships between Argentina, the Falkland Islands, and the United Kingdom regarding sovereignty disputes.

Component	Assessed in Other Prior Assessment(s)	Potential Project Interactions and Impacts	Project Wide			Offshore					Onshore									
			Presence of Project workers	Population Influx (Indirect, Induced)	Project use of FI infrastructure	Presence of Project components	Generation of waste	Activities impacting fish/fish habitat	Activities that pose OHS risk to workers	Vessel ballast water and biofouling	Accidents and Malfunctions	Generation of waste	Activities that pose OHS risk to workers	Generation of noise	Use of existing TDF and supply base	Use of FIPASS and port facilities	Use of vessels inshore and at port facilities	Use of helicopters	Accidents and Malfunctions	
Economy																				
Employment	Economic Impact Assessment (Hatch, 2025), SIA (Verisk Maplecroft, 2019), Socio-Economic Study (Regeneris, 2013)	Changes to local economy as a result of Project employment, royalties/taxes, Project procurement, and worker/population influx.																		
Income*	Economic Impact Assessment (Hatch, 2025), SIA (Verisk Maplecroft, 2019)																			
Local Businesses	SIA (Verisk Maplecroft, 2019)																			
Inflation and Prices*	Economic Impact Assessment (Hatch, 2025), SIA (Verisk Maplecroft, 2019)																			
GDP*	Economic Impact Assessment (Hatch, 2025), Socio-Economic Study (Regeneris, 2013)																			
Taxes and Royalties*	Economic Impact Assessment (Hatch, 2025), SIA (Verisk Maplecroft, 2019)																			

Social Impact Assessment of the Sea Lion Northern Development Area Phase 1 and 2 Project for the Falkland Islands

Component	Assessed in Other Prior Assessment(s)	Potential Project Interactions and Impacts	Project Wide			Offshore						Onshore								
			Presence of Project workers	Population Influx (Indirect, Induced)	Project use of FI infrastructure	Presence of Project components	Generation of waste	Activities impacting fish/fish habitat	Activities that pose OHS risk to workers	Vessel ballast water and biofouling	Accidents and Malfunctions	Generation of waste	Activities that pose OHS risk to workers	Generation of noise	Use of existing TDF and supply base	Use of FIPASS and port facilities	Use of vessels inshore and at port facilities	Use of helicopters	Accidents and Malfunctions	
Population and Culture																				
Demographics	SIA (Verisk Maplecroft, 2019), Socio-Economic Study (Regeneris, 2013)	Changes to population and culture due to worker and population influx into the Falkland Islands.																		
Education	-																			
Health	-																			
Community Infrastructure and Services																				
Housing and Accommodation	EIS (Navitas, 2024), SIA (Verisk Maplecroft, 2019), Socio-Economic Study (Regeneris, 2013)	Changes to community infrastructure and services availability and quality due to worker and population influx into the Falkland Islands.																		
Waste Disposal and Recycling	Socio-Economic Study (Regeneris, 2013)																			
Energy (electricity and fuel)	EIS (Navitas, 2024) – electricity, Socio-Economic Study (Regeneris, 2013)																			
Water	EIS (Navitas, 2024), SIA (Verisk Maplecroft, 2019), Socio-Economic Study (Regeneris, 2013)																			

Social Impact Assessment of the Sea Lion Northern Development Area Phase 1 and 2 Project for the Falkland Islands

Component	Assessed in Other Prior Assessment(s)	Potential Project Interactions and Impacts	Project Wide			Offshore					Onshore							
			Presence of Project workers	Population Influx (Indirect, Induced)	Project use of FI infrastructure	Presence of Project components	Generation of waste	Activities impacting fish/fish habitat	Activities that pose OHS risk to workers	Vessel ballast water and biofouling	Accidents and Malfunctions	Generation of waste	Activities that pose OHS risk to workers	Generation of noise	Use of existing TDF and supply base	Use of FIPASS and port facilities	Use of vessels inshore and at port facilities	Use of helicopters
Education	SIA (Verisk Maplecroft, 2019), Socio-Economic Study (Regeneris, 2013)																	
Health	Socio-Economic Study (Regeneris, 2013)																	
Recreation	-																	
Social Services	-																	
Government/ Administrative Services	SIA (Verisk Maplecroft, 2019) – telecommunications, governance capacity																	
Public Safety and Emergency Services	-	Changes to public safety and emergency services as a result of worker and population influx, accidents and malfunctions																

Component	Assessed in Other Prior Assessment(s)	Potential Project Interactions and Impacts	Project Wide			Offshore						Onshore						
			Presence of Project workers	Population Influx (Indirect, Induced)	Project use of FI infrastructure	Presence of Project components	Generation of waste	Activities impacting fish/fish habitat	Activities that pose OHS risk to workers	Vessel ballast water and biofouling	Accidents and Malfunctions	Generation of waste	Activities that pose OHS risk to workers	Generation of noise	Use of existing TDF and supply base	Use of FIPASS and port facilities	Use of vessels inshore and at port facilities	Use of helicopters
Transportation																		
Air	EIS (Navitas, 2024), SIA (Verisk Maplecroft, 2019)	Changes to transportation infrastructure, quality, availability, and cost as a result of worker and population influx																
Roads	EIS (Navitas, 2024), SIA (Verisk Maplecroft, 2019)																	
Ports	EIS (Navitas, 2024) – disturbance to users of the ports and port infra as a result of increased vessel use. Socio-Economic Study (Regeneris, 2013)																	
Public Transit	-																	

Component	Assessed in Other Prior Assessment(s)	Potential Project Interactions and Impacts	Project Wide			Offshore					Onshore								
			Presence of Project workers	Population Influx (Indirect, Induced)	Project use of FI infrastructure	Presence of Project components	Generation of waste	Activities impacting fish/fish habitat	Activities that pose OHS risk to workers	Vessel ballast water and biofouling	Accidents and Malfunctions	Generation of waste	Activities that pose OHS risk to workers	Generation of noise	Use of existing TDF and supply base	Use of FIPASS and port facilities	Use of vessels inshore and at port facilities	Use of helicopters	Accidents and Malfunctions
Land and Resource Use																			
Agriculture and Livestock	EIS (Navitas, 2024) – impacts to biosecurity, helicopter noise impacts to livestock	Changes to land and resource use as a result of Project components (vessels, on-land infrastructure), Project activities (worker transportation, oil and gas development, vessel movements), unplanned events, and increase in workers and population																	
Fishing / Fisheries	EIS (Navitas, 2024), SIA (Verisk Maplecroft, 2019) – increased disturbance to users of the sea as a result of increased vessel use, present of offshore infrastructure and exclusion zones																		
Areas of Cultural Significance	-																		
Tourism	-																		

Component	Assessed in Other Prior Assessment(s)	Potential Project Interactions and Impacts	Project Wide			Offshore					Onshore							
			Presence of Project workers	Population Influx (Indirect, Induced)	Project use of FI infrastructure	Presence of Project components	Generation of waste	Activities impacting fish/fish habitat	Activities that pose OHS risk to workers	Vessel ballast water and biofouling	Accidents and Malfunctions	Generation of waste	Activities that pose OHS risk to workers	Generation of noise	Use of existing TDF and supply base	Use of FIPASS and port facilities	Use of vessels inshore and at port facilities	Use of helicopters
Community and Worker Wellbeing																		
Quality of Life	SIA (Verisk Maplecroft, 2019) – fresh fruit and vegetable food impacts, stress levels	Changes to quality of life due to Project activities (lighting and noise generation, vessel use, transportation of workers, accommodation of workers), use of FI infra, population influx, presence of Project components (artificial light), and unplanned events																

Component	Assessed in Other Prior Assessment(s)	Potential Project Interactions and Impacts	Project Wide			Offshore					Onshore							
			Presence of Project workers	Population Influx (Indirect, Induced)	Project use of FI infrastructure	Presence of Project components	Generation of waste	Activities impacting fish/fish habitat	Activities that pose OHS risk to workers	Vessel ballast water and biofouling	Accidents and Malfunctions	Generation of waste	Activities that pose OHS risk to workers	Generation of noise	Use of existing TDF and supply base	Use of FIPASS and port facilities	Use of vessels inshore and at port facilities	Use of helicopters
Aesthetics and Landscape	EIS (Navitas, 2024), SIA (Verisk Maplecroft, 2019) - lighting	Changes to aesthetics and landscape as a result of Project components (vessels in Berkeley Sound, lighting and noise generation, on-land infrastructure), waste generation, unplanned events, and increase in workers and population																
Worker and Community Safety and Security	SIA (Verisk Maplecroft, 2019)	Changes to safety and security as a result of worker and population influx, Project activities (vessels movement and worker transportation), unplanned events. Activities posing OHS risk to workers																

* Direct impacts to these components are assessed in the Hatch (2025^a) Economic Impact Assessment. Conclusions are summarised in this SIA and are leveraged (as applicable) to assess other social impacts.

7.1 Identified Receptors

The term ‘receptor’ is used to describe who and what is potentially affected by a Project. Receptors include environmental features such as air, water, soil, terrain, vegetation, species, (both terrestrial and aquatic), as well as land and resource uses which are valued by society, either for their intrinsic worth and/or their social or economic contribution. Receptors can be activities and industries that use and rely upon environmental features, and which provide social and economic value. Receptors are also social groups including communities, stakeholders, organizations, sociocultural groups, and individuals that may be affected by the Project. These may include infrastructure users, employees, local residents, businesses, special interest groups, and visitors.

Table 7-2 presents the receptors identified for this SIA.

Category	Identified Receptor	Description
Community	Resident population of the Falkland Islands	<ul style="list-style-type: none"> 3,662 people (2021 Census)
	Stanley population	<ul style="list-style-type: none"> 2,974 people (2021 Census)
	Camp ³ population	<ul style="list-style-type: none"> 354 people (2021 Census)
	MPC residents	<ul style="list-style-type: none"> 334 people (2021 Census)
	Berkeley Sound residents	<ul style="list-style-type: none"> Six landowners/farms (Murrell Farm, Long Island, Mount Kent Farm, Brookfield, Port Louis, Johnsons Harbour)
	Residents in east end of Stanley (Gordon Lines area)	<ul style="list-style-type: none"> Residents living east of the Stanley Cemetery and 1 km from the TDF
	Vulnerable groups	<ul style="list-style-type: none"> Seniors, pensioners, low incomes households and individuals
Community Infrastructure and Services	Roads	<ul style="list-style-type: none"> Roads and road infrastructure, particularly the MPC and camp roads, Airport Road and Bypass, Darwin Road and Boxer Bridge Road, and Stanley roads
	Mount Pleasant International Airport	<ul style="list-style-type: none"> Serviced by MoD air-bridge link to UK and LATAM commercial service to Santiago, Chile
	Stanley Airport	<ul style="list-style-type: none"> Serviced by inter-island Falkland Islands Government Air Service (FIGAS), heli-base for exploration drilling programs
	Houses and Homes	<ul style="list-style-type: none"> Houses, apartments
	Hotels and Guest Houses	<ul style="list-style-type: none"> Malvina House Hotel, Waterfront Hotel, Shorty’s Motel, Lookout Lodge, Bed and Breakfasts (B&Bs)
	Water Supply	<ul style="list-style-type: none"> Drinking water to Stanley is collected from the Murrell and Moody Brook reservoirs
	Energy Supply	<ul style="list-style-type: none"> Stanley Power Station and the Sand Bay Wind Farm
General Public	Waste Management Infrastructure	<ul style="list-style-type: none"> Eliza Cove landfill, Public Works Dept
	Marine Users	<ul style="list-style-type: none"> Pleasure craft operators (yachts in Stanley Harbour), vessels on passage

³ The term ‘Camp’ is used in the Falkland Islands to refer to any area outside of Stanley; it is derived from the Spanish word ‘campo’ for ‘countryside’.

Category	Identified Receptor	Description
Local Business	Fishing Industry - Fishers, Fisheries	<ul style="list-style-type: none"> Licensed vessel operators with a B License in area near and around Sea Lion Field, other vessels fishing near and around Sea Lion Field Vessels transiting through the North Falkland Basin (NFB) Fishing vessels using Berkeley sound (peak activity is March-June) Reefer vessels anchoring in Berkeley Sound for transshipment of fish Bunker vessels with fuel oil in and around Berkeley Sound
	Agriculture and Livestock Businesses	<ul style="list-style-type: none"> Meat producers Wool producers Farmers – vegetable producers, etc.
	Tourism Businesses	<ul style="list-style-type: none"> Cruise operators Operators of cruise vessels visiting Berkeley Sound Tourism service providers on land (greater share of income in Camp and outer islands), particularly Kidney Island, and Volunteer Point and Cow Bay Visitors to the Falkland Islands
	Importers	<ul style="list-style-type: none"> Falkland Islands Resupply Service (FIRS) military freight service to re-supply MPC Ro-Ro container vessel, also carrying food imports and civilian supplies South American Atlantic Service container shipping link with UK via Uruguay
	Fuel and Bunkering Services	<ul style="list-style-type: none"> Stanley Services Limited (SSL)
	Hospitality and Retail Sector	<ul style="list-style-type: none"> Restaurants, Hotels, Shops/Retail
	Construction Sector	<ul style="list-style-type: none"> Builders, Suppliers
Research	Research vessels	<ul style="list-style-type: none"> British Antarctic Survey vessels that occasionally anchor in Berkeley Sound and Stanley Port to resupply, change crew and scientists (Sept-Oct, May-June)
Workers	Sea Lion Project workers	<ul style="list-style-type: none"> Directly or indirectly hired staff, contractors, and suppliers
Government Departments/ Agencies	Government agencies, departments, regulators, and elected representatives	<ul style="list-style-type: none"> Public Works Department, Department of Mineral Resources, Policy Unit/Directorate of Policy, Economy, and Corporate Services, Directorate of Development and Commercial Services, Falkland Islands Maritime Authority, Ministry of Defence, Directorate of Natural Resources, including Fisheries Department, Department of Agriculture and Veterinary Services, and Biosecurity Officer, Civil Aviation Department. Government representatives
Land and Resource Users	NGOs/industry associations	<ul style="list-style-type: none"> Rural Business Association, Falklands Conservation, Wildlife Conservation Society, Falklands Islands Fishing Companies Association, Falkland Islands Tourist Board, Chamber of Commerce, South Atlantic Environmental Research Institute, Shallow Marine Surveys Group
Tourism	Tourists	<ul style="list-style-type: none"> Tourists and visitors
Areas of Cultural Significance	Agencies managing cultural sites; cultural site users	<ul style="list-style-type: none"> Sites under the care of and/or identified by the Museum and National Trust, like Cape Pembroke Lighthouse, Cartmell Cottage and the Dockyard

8. Social Baseline

This section outlines the social baseline conditions in the Falkland Islands which has been established through desktop study, utilising secondary data sources such as government publications, academic publications, and online databases which have been evaluated for validity prior to inclusion. No primary data has been gathered to inform the social baseline, other than personal communications with FIG representatives as described in Section 6. Any information gaps have been appropriately noted in the relevant paragraphs.

8.1 Introduction

The Falkland Islands are a UK Overseas Territory situated in the South Atlantic Ocean, about 480 km from the South American mainland. The total land area is over 12,000 square km spread amongst 700 islands, the two largest islands are East Falkland approximately 6,700km and West Falkland 5,300 square km (FIG, 2021).

East Falkland, the larger of the 2 main islands is home to the capital, Stanley which serves as the administrative and economic centre. Stanley houses the majority of the population and key government buildings.

West Falkland is the second largest island and known for its rural settlements and agricultural activities such as sheep farming. The island is less populated than East Falkland, with several small settlements such as Port Howard and Fox Bay.

Notable smaller islands include Saunders Island known for its wildlife and historical significance; Pebble Island which features wildlife and scenic landscapes; Carcass Island popular for birdwatching; and Sea Lion Island famous for its sea lion colonies.

Refer to Figure 8-1 for a visual representation of the islands within the Falkland Islands archipelago.

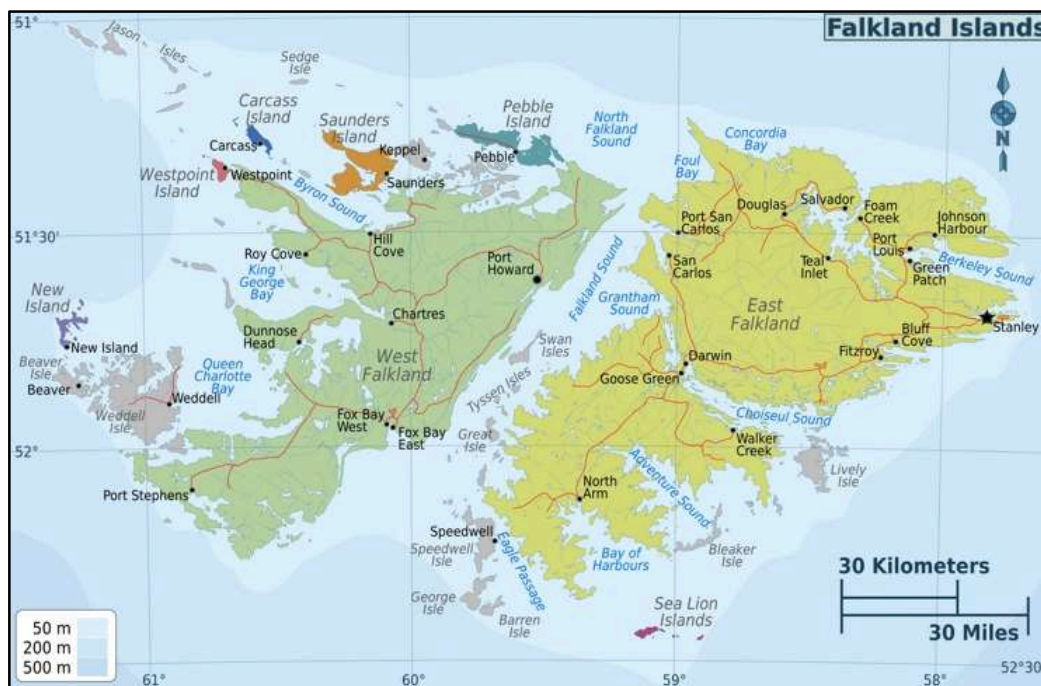


Figure 8-1 Islands within the Falkland Islands Archipelago (OnTheWorldMap, 2022)

8.2 Economy

This section discusses the key elements of the Falkland Islands’ economy, including employment rates, income levels, and the overall economic activity within the region.

8.2.1 Gross Domestic Product

The GDP of the Falkland Islands in 2023 was £280.4 million Falkland Islands Pounds (FIG, 2024^a). In recent years (2011-2023), GDP has grown by an average of 4.7% per year, with this change in GDP being shown in Figure 8-2. Due to the importance of the fishing and hydrocarbons sectors to the economy, annual GDP can be volatile, with the single highest annual jump of 32.1% between 2015 and 2016 being due to onshore exploration campaign activities leading to the discovery of the Zebedee, Isobel Deep and Isobel-Elaine oil deposits in early 2015 (Rockhopper, 2025).

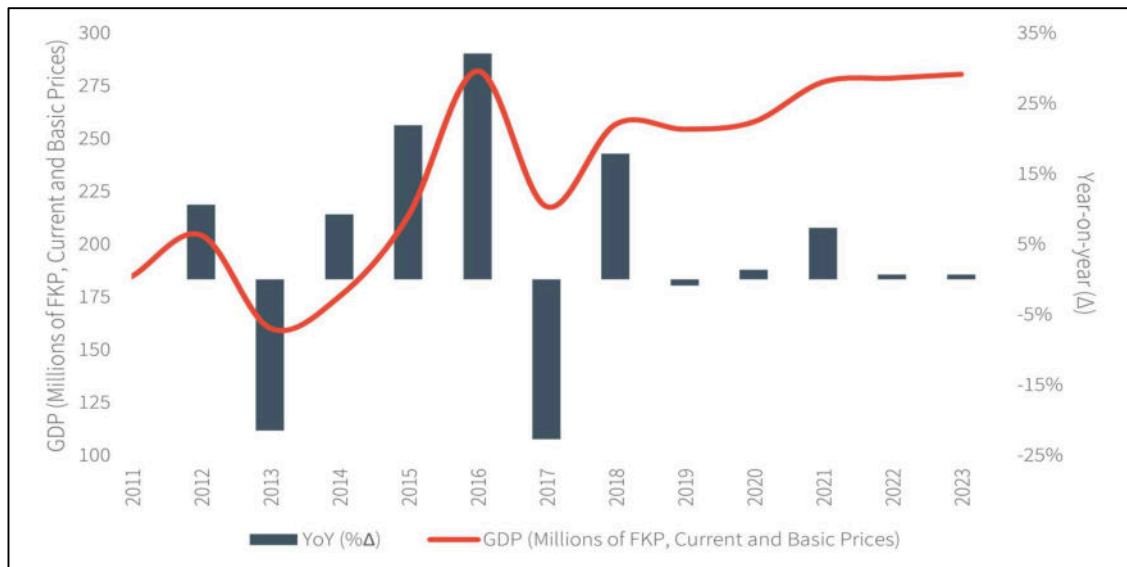


Figure 8-2 Falklands Islands GDP Time Series (FIG, 2024^a; FIG, 2024^b)

Fishing and aquaculture are the largest sectors of the economy and account for 58.6% (£164.3 million) of GDP in 2023 (FIG, 2024^b). Wholesale and retail trade, transportation and storage, accommodation and food service activities, construction and real estate activities, and public administration related activities, also remain amongst the largest contributors (FIG, 2024^a).

Whilst the economy has diversified somewhat in recent years, public sector employment (i.e., defence, education, human health, social work) is high in the Falkland Islands and is therefore an important sector for the economy contributing collectively around £34.3 (12.3%) million to GDP (FIG, 2024^a).

More recently, the oil and gas sector has played an increasingly important role in the Falkland Islands economy, though the sector’s contribution has been volatile. Nevertheless, the sector currently makes up only 3.4% (£9.6 million) of GDP (FIG, 2024^a).

These contributions pertain to the economic activity of oil and gas licensee holders, and so they are not limited just to exploration and extraction. The main activities supported by oil and gas license holders include construction, transportation and storage, accommodation and food services activities, and professional, scientific and technical activities. These activities are supported in the periods in which Oil and Gas License holders are active operationally within the Islands (i.e., during exploration and appraisal, and in the future through development and production activity). Figure 8-3 shows the breakdown of nominal GDP by industry in 2023, showing each industry’s Gross Value Added (GVA) (which measures the industry’s productivity but accounts for taxes and subsidies).

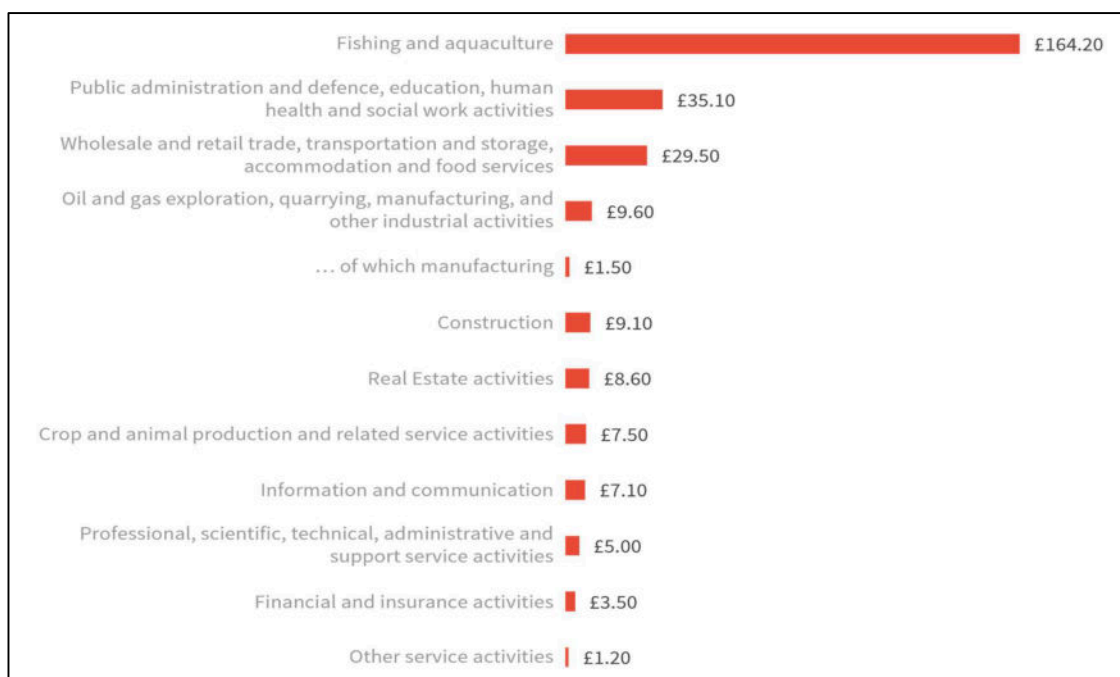


Figure 8-3 GVA by Broad Industry Group (2023, £ millions) (FIG, 2024^a)

8.2.2 Employment

As per the 2021 Census, there were 1,881 working aged people employed in the Falkland Islands, and an additional 147 over-65s employed (excluding MPC) in 2021 (FIG, 2021). This is an overall employment increase of 10% compared to 2016 (when 1,708 people were employed). The Falkland Islands had a very high labour force participation rate of 89% in 2021, up from 78% in 2016. This is noticeably higher than the employment rate in the UK in 2021, which stood at 74.7%. The unemployment rate in the Falkland Islands was less than 1% in 2021 (FIG, 2021) which is very low (by comparison, the UK’s unemployment rate which was 4.5% in the same year) (ONS, 2021).

Figure 8-4 summarizes the top 10 employment sectors found in the Falkland Islands. The largest employer on the Falkland Islands in 2021 was the Falkland Islands Government, which accounts for 32.8% of employment, an increase of 26% from the 2016 Census. Following the FIG, the largest sectors by employment are construction (10.7%), agriculture (10.1%), wholesale and retail trade repair of motor vehicles and motorcycles (9.5%), business services, administrative and support service activities (6.3%), accommodation and food service activities (5.0%), fishing and fisheries (4%), community, social and personal services (3.8%), tourism (3.4%); and transportation and storage (3.4%).

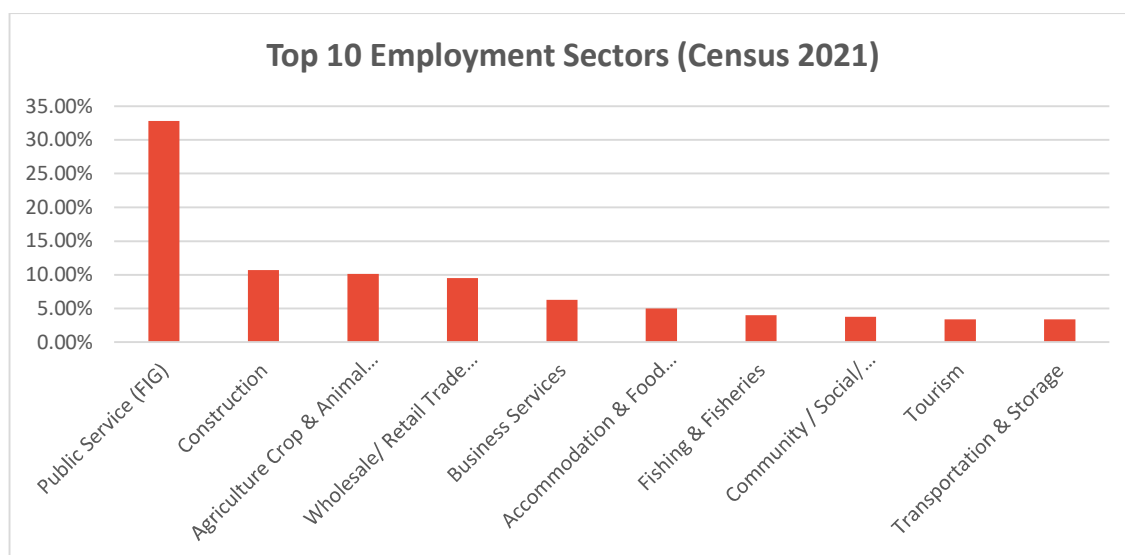


Figure 8-4 Top 10 Employment Sectors (FIG, 2021)

In 2021, out of the 2,027 employed individuals, 1,714 (85%) were employees, while 313 (15%) were self-employed, maintaining a similar proportion to 2016. Among the self-employed, the majority (68%) operated alone without employing any workers. Agriculture (99 workers), construction (45 workers), and tourism (28 workers) sectors had the highest numbers of self-employed workers. Men were slightly more likely to be self-employed than women, with 10% of all male workers being self-employed compared to 6% of female workers (FIG, 2021).

The 2016 Census showed that of those in employment, 80% have 1 job (FIG, 2016). In contrast, 18% had 2 jobs whilst the remaining 2% of the population had 3 or more jobs. Of those who had 2 or more jobs, 87% were based in Stanley. The 2021 Census (FIG, 2021) found that 1 in 6 people indicated that they had 2 or more jobs, which highlights the tight labour market has remained on the islands.

Economic activity is very high in the Falkland Islands, with an economic activity rate of 83% (this compared to a UK rate of 57%) in 2021 (FIG, 2021).

8.2.3 Earnings, Cost of Living, and Inflation

In 2021, the median income for employed individuals in the Falkland Islands was £24,000, a 17% increase from 2016 (FIG, 2021). The average income was approximately £29,900, reflecting a 13% increase from 2016. The proportion of workers earning £15,000 or less annually decreased from 25% in 2016 to 21% in 2021A. Permanent residents had an average income of £29,300, while temporary residents averaged £31,300 (FIG, 2021).

The gender pay gap in 2021 was £5,300 per annum, but this gap has narrowed by 22% since 2016, with median incomes now equal for both sexes for the first time. The average annual household income was £49,000, a 12% increase from 2016. Camp households saw a 14% increase in average income to £41,900, though the median income only rose by 5% (FIG, 2021). In Stanley, average and median household incomes increased by 12% and 15%, respectively (FIG, 2021).

The per capita average income for individuals aged 16 and over was £26,700, with Stanley slightly higher at £27,300 and Camp at £23,500 (FIG, 2021). The income gap between Stanley and Camp workers is closing, with an average difference of £4,700 per annum compared to 2016 (FIG, 2021). Overall, annual income from employment rose for all workers, regardless of their location, sex, or residency status.

Different cost of living indexes calculate average monthly living costs for different cities. As of March 2025, according to livingcost.org, the monthly cost of living in the Falkland Islands is £1,382, which is 1.2 times less expensive than the UK. According to expatistan.com, the average monthly cost of living in the Falkland Islands is £1,802 (Expatistan, 2025).

Inflation in the Falkland Islands, reflecting changes in the costs of goods and services as well as fuel prices and import costs, has remained relatively stable, with average inflation rates ranging between 2% and 3% since 2020. This is in contrast to global inflation rates which have risen since 2020; global inflation rates were 3.47% in 2021, 7.97% in 2022, and 5.69% in 2023 (Macrotrends, 2025).

The Falkland Islands Retail Price Index (RPI), a measure of inflation, is based on a basket of 175 goods representing consumption patterns for the Stanley population. The Falkland Islands RPI has grown by an average of 2.2% over the past decade (from 2014 through 2024) but saw large increases from December 2021 through September 2023 with an average of 7.4% increase during that time. Since then, RPI has stabilised with much lower increases of 1.5% through December 2024 (FIG, 2025). The lower RPI increase rate has come from fuel and food prices, however there was an increase in recreation & culture and restaurants & hotels (Penguin News, 2024).

8.2.4 Businesses

There is no FIG data publicly available about the number of and the size of businesses in the Falkland Islands. The Falkland Islands Chamber of Commerce reports to have 119 members and cites government data that the annual private sector contribution to GDP in 2020 was £202 million (FICC, 2025). The Falkland Islands Development Corporation, in its 2023 Business Climate Survey, provides estimates for the number of businesses by sector, as shown in Table 8-1 (FIDC, 2023).

Industry	Estimated Number of Businesses
Agriculture and Animal Related Services	80
Business Services	36
Communications and Finance	6
Construction	34
Education, Health and Social Services	4
Fishing	14
Land Transport	5
Marine Services	7
Mining, Quarrying, Oil and Gas Related Services	1
Real Estate	4
Restaurants and Hotels	11
Retailers	23
Science Research and Environmental Services	4
Tourism	22
Transport Ancillary	5
Total	256

The 2023 Business Climate Survey found that 4 businesses were established in the last 12 months, and that the period from 2016 to 2021 saw the largest growth in the number of businesses since 1982 (20 new businesses were established). 67% of businesses are based in Stanley, 15% in East Falkland, 9% in West Falkland, 9% on the Islands and 1% in Mount Pleasant. Businesses responding to the 2023 Business Climate Survey noted that the largest domestic customer base is in Stanley. In contrast, the number of companies who selected their main customer base to be overseas or export increased by 27 responses compared to 2021 (FIDC, 2023).

The survey shows a steady growth in the number of people employed. Table 8-2 shows the different employee types by business size in 2022. 2022 saw an increase in the number of businesses who indicated that they employed 50+ full time employees, up from 1 business in the 2021 edition of the survey to 5 businesses in 2022. All of the 5 businesses who stated that they employ 50+ full time employees were founded pre-2000, and all are Limited Companies based in Stanley. All 5 are also members of the Falkland Islands Chamber of Commerce, with the largest represented primary sector being Retailers.

Employee Type	1 Employee	2 - 5 Employees	6 -10 Employees	11 -25 Employees	26 -50 Employees	50 + Employees	Total
Full-Time	16	80	64	180	76	250	666
Part-Time	10	60	24	18	0	0	112
Casual	8	24	0	72	0	0	104
Seasonal	0	44	8	18	38	100	208
Consultant	3	12	0	0	0	0	15
Interim / Temporary	1	4	0	18	0	0	23
Trainee	1	12	0	0	0	0	13
Other	0	0	0	0	0	0	0
Total							1141

Full-time staff made up 58% of those employed in 2021, 2022 and 2023. Part-time, Casual, and Seasonal workers made up 40% of the workforce, decreasing to 37% in 2022 and 2023. However, there was an increase in business either employing or intending to employ seasonal workers in 2023, with 2 businesses across the 3 years indicating 50+ seasonal workers.

Regarding profitability, 57% of business indicated making a profit in 2021 (i.e. within the 2022 published results), compared to the 54% forecast in the 2021 edition of the survey. Businesses reporting a profit increased in 2022, with 63% reporting a profit, and increased again in 2023, with 76% reporting a profit. Tourism and retailers were the largest sectors reporting profits, likely due in large part to easing Covid-19 restrictions and increased cruise ship travel. In 2023, 7 businesses (14% of those who responded to the question) predicted a loss for the period, the majority of which were in the agriculture sector (FIDC, 2023). Table 8-3 shows business turnover (i.e. revenue) in 2021 and anticipated turnover in 2023 by percentage of businesses.

Turnover	2021 Actual	2023 Forecast
£0	5.26%	1.32%
£1 - £50k	23.68%	25.00%
£51k - £100k	13.16%	17.11%
£101k - £150k	13.16%	5.26%
£151k - £300k	11.84%	13.16%
£301k - £500k	5.26%	7.89%
£501k - £1m	5.26%	5.26%
£1.01m - £3m	9.21%	7.89%
£3.01m - £5m	1.32%	3.95%
£5m+	11.84%	13.16%

When asked about changes within a business' balance sheet value, 64% of businesses stated that their balance sheet had increased over the last 2 years (with construction companies performing particularly well). The most common response (22 businesses from tourism, agriculture and animal related services, and business services) was that there had been no growth within the balance sheet, which is the same as the 2021 edition of the survey. 7% of businesses indicated a decrease in their balance sheet.

Finally, the 2023 Business Climate Survey asked businesses about the barriers that prevent growth (FIDC, 2023). Shortage of skilled labour was the largest identified barrier to growth and has been in the top 5 since the 2012 edition of the survey, with recruitment and retention a persistent issue for Falkland Islands businesses. The Islands have a limited labour market, with many businesses having to rely on recruitment from overseas. The ability to recruit and retain skilled workers is compounded by the shortage of available housing (placed at 9th in barriers to growth), and limited connectivity both digitally with telecommunications. Bandwidth (speed and quality) is ranked 3rd, telecommunications (cost) at 7th, and air links to South America at 4th, and air links to the UK placed at 14th. The data suggests that new businesses tend to struggle more with accessing skilled labour. The issue is particularly acute in Stanley. Table 8-4 shows the top 10 barriers to business growth.

No.	Barrier to Growth
1	Shortage of Skilled Labour
2	Cost of Fuel
3	Telecommunications - Bandwidth (Speed & Quality)
4	Air Links to South America (LATAM)
5	Cost of Electricity
6	Distance to Markets
7	Telecommunications - Cost
8	Public Infrastructure
Joint 9	Coastal Shipping/Ferry
Joint 9	Freight costs by Sea - Import
Joint 9	Housing
Joint 10	Freight costs by Sea - Export
Joint 10	Small Local Market

8.2.5 Taxes and Royalties

Companies based in the Falkland Islands must pay corporate income tax on all their global income and gains. Additionally, foreign companies that earn income from sources within the Falkland Islands are also required to pay tax on that income (Deloitte, 2015). The fiscal regime of the Falkland Islands is designed to be straightforward and transparent, aiming to foster exploration and production activities. It includes a variable acreage rental, a 9% royalty on production, and a 26% corporation tax on adjusted chargeable profits. Notably, there are no signature bonuses, production sharing contracts, back-in rights, or local market discounts (FIG, 2024^c).

A 9% royalty is levied on the market value of any petroleum extracted, with provisions allowing the Governor to reduce this rate under specific conditions, such as to promote the development of smaller fields, extend the life of producing fields, or during periods of exceptionally low petroleum prices. Royalties are payable biannually as per the Offshore Petroleum (Licensing) Regulations 1995 & 2000 and payments can be deducted from taxable income (Deloitte, 2015).

Corporate income tax is set at 26% for profits from exploration and extraction activities, with a reduced rate of 21% for non-oil-related activities on the first £500,000 of profits. This jurisdiction covers the entire Falklands Designated Area (i.e., Falkland Islands Continental Shelf), taxing all petroleum extraction activities and capital gains on licence transfers. Contractors are also taxed within this area, with the production licence holder responsible for any defaulted taxes. A 2-way ring-fence restricts the relief of expenditures to income within the same trade category. Taxable income includes revenue from oil and gas sales, tariff receipts, and gains from petroleum-related assets (Deloitte, 2015).

8.2.6 Government Spending

FIG's operating budget for 2024/2025 is £101.8 million (excluding internal recharges):

- £18.9m for health and wellbeing;
- £10.9m for education and training;
- £2.8m increase in government wages, including a cost-of-living increase for all staff and step point increments; and
- £8.4m on protecting the environment, including funding for subvention bodies and scientific research.

This represents a 6.2% growth from FIG's 2023/24 operating budget of £95.8 million (excluding internal recharges). FIG's investments in capital improvements in 2024/2025 is £6m through the capital programme fund (MercoPress, 2024; MercoPress, 2023).

FIG is also focused on supporting with costs of living. Since 1 July 2024, all government establishment employees have received a cost of living pay award of 5.5%. FIG increased weekly retirement pension payments from £177.78 to £192.57, in line with the September 2023 RPI increase of 8.3%. FIG also increased the minimum wage hourly rate on 1 January 2025 from £8.57 to £9.19. The income tax personal allowance increased from £15,960 to £16,860; and the 21% threshold will increase from £12,000 to £18,000 (MercoPress, 2024; MercoPress, 2023).

8.3 Population and Culture

The FIG conducts a regular census of the Falkland Islands. The 2021 census found the usually resident population of the Falkland Islands to be 3,662 (FIG, 2021). For the purposes of the census, the FIG categorise the population into the following categories:

- Usual residents.** These are persons who have lived in, or intend to stay in, the Falkland Islands for 12 months or more, or persons who have a permanent address in the Islands but who are overseas and intend to be for less than 12 months. This includes persons who hold different immigration status, including Falkland Island status holders and permanent residents. Note that the census does not consider usual residents who were overseas at the time of the census in the total population (referred to as usual resident and absent); and
- Non-resident visitors.** These are persons who at the time of the census intend to stay in the Falkland Islands for less than 3 months, and are usually resident outside the Falklands. This tends to be tourists and those present on marine vessels docked in Falkland waters on the night of the census.

Figure 8-5 provides a visual representation of the of the population statistics for the past 3 census periods, covering both the usual resident population present (usual residents present on census day minus non-resident visitors), usual resident population absent on census day, non-resident visitors present on census day, and total usually resident population (usual residents present and absent on census day, and not inclusive of non-resident visitors).

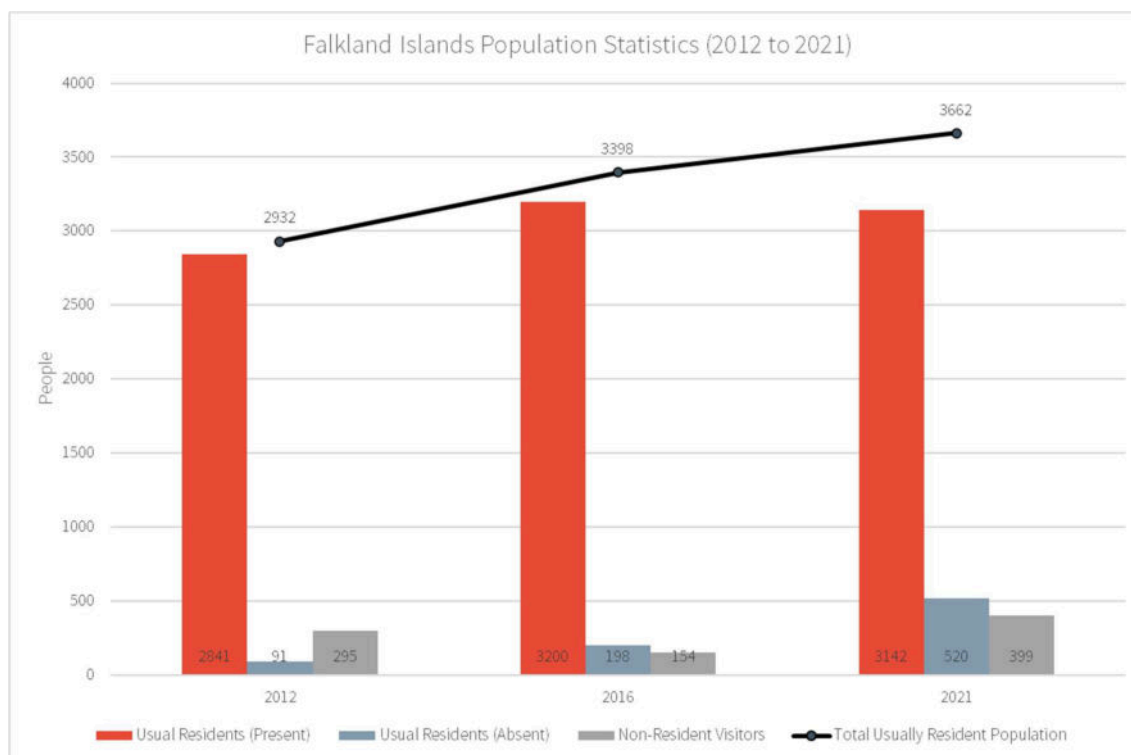


Figure 8-5 Falkland Islands Population Statistics (2012 to 2021)

Source: FIG, 2021; FIG, 2016; FIG, 2013.

Between 2016 and 2021, the total usually resident population of the Falkland Islands increased by 264 people, approximately an 7.8% increase, compared to a population increase of 16% between 2012 and 2016 (FIG, 2021). The 2021 census report states that the Falkland Islands has seen an overall growth in population between 2016 and 2021 at average rate of 1.2 % per annum (FIG, 2021). For comparison, an average annual population growth rate of 0.5% was reported for the UK, over 10 years from 2011 to 2021). Over the 3 last census periods there has been a fluctuation in the non-resident population and in 2021 it was at the highest level recorded in the past 3 censuses.

Net migration is the primary driver of population growth in the Falklands and the sole determinant of long-term change, especially if fertility rates continue to fall below replacement levels (FIG, 2021). Figure 8-6 shows how births, deaths and migration have influenced the Falkland Islands population since 2007. Between 2012 and 2016, natural increase dropped by 45 people whilst net migration increased by 152 people. A decline in both occurred between 2016 and 2021 with net migration resulting in an approximate 20% decrease from 2016. It important to note that the Covid-19 pandemic occurred during this period which may have influenced this decrease.

Without net immigration or a substantial increase in fertility rates, the Islands’ population would remain largely stable and is expected to decrease over a longer period (FIG, 2021). Even with current levels of migration, the average annual population growth rate of 1.2% since 2016 is still below the population growth rate of 1.9% projected by FIG for the years 2019 to 2035 (FIG, 2021³).

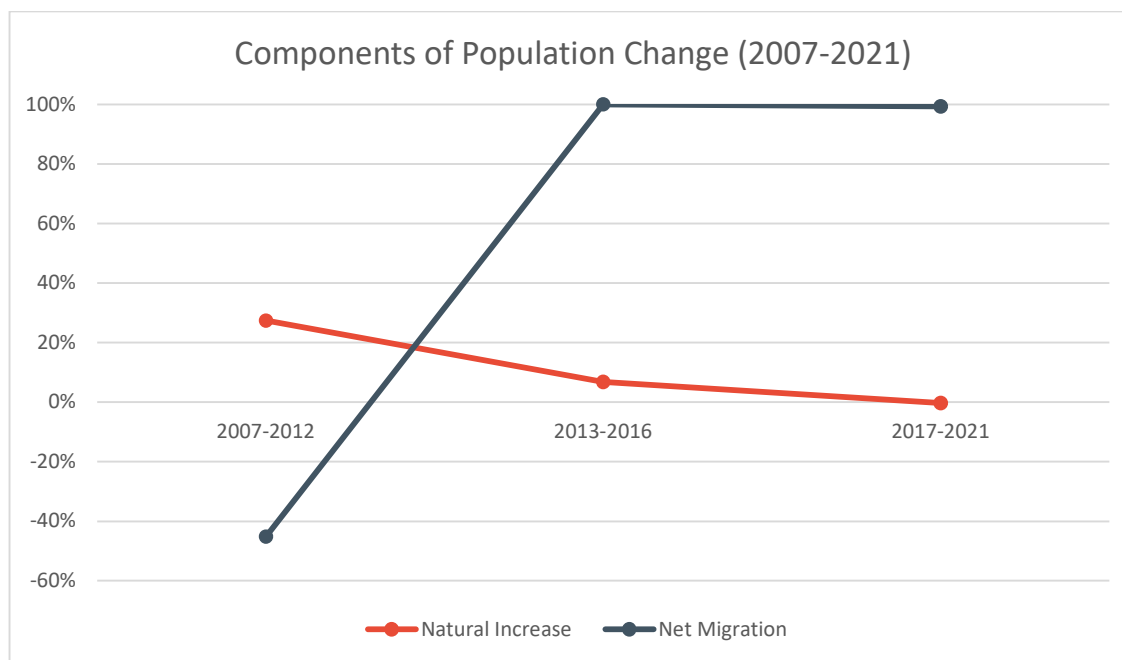


Figure 8-6 Components of Population Change (2007 – 2021)

The FIG (2021) census also shows how the demographic profile of the Falkland Islands has changed according to other factors. In 2021, Stanley accounted for 81% of the total population with 2,974 inhabitants and was the only location experiencing population growth (FIG, 2021). Between 2012 and 2021, the usual resident population in the rest of East Falkland, West Falkland, and the Outer Islands all decreased at different rates, indicating a trend towards urbanisation.

The gender distribution of the overall population has also changed over time to a more balanced distribution between males and females. In 2021, there were 1,645 males and 1,497 females (including MPC) (from the usually resident and present population), resulting in an overall sex ratio of 110 males to 100 females (FIG, 2021). The higher number of males can be attributed to the MPC where civilian contractors present at MPC are more likely to be male, thus influencing the overall sex ratio.

Of the total usually resident and present population across the Falklands in 2021, 72% are of working age (aged 15-64), 16% are 14 or younger and 12% are aged 65 and over (FIG, 2021). In comparison, the working age population in the 2021 England and Wales Census accounts for 63% of the population, followed by both the 0-15 and 65+ population accounting for approximately 19% (ONS, 2022). A higher percentage working age group means higher workforce participation with more people contributing towards the economy, and potentially lower dependency ratios (FIG, 2021).

The 2021 Census excluded the MPC from the statistics when calculating the dependency ratio. Age dependency ratios measure the support provided to younger and older individuals by the working-age population, expressed as the relative size of these groups compared to those of working age.

The total dependency ratio for the usually resident and present population decreased from 45.9% in 2016 to 43.6% in 2021, indicating there are 2.3 working-age people for every dependent person. Lower values for this ratio suggest a more favourable population structure in terms of dependency, and this ratio compares well with the UK's rate of 57.8% (FIG, 2021).

The median age recorded in the Falklands in the 2021 Census is 41. This has increased from 39 in 2016. This upward shift aligns the Falklands with trends in other developed countries, such as the UK (median age 40 years) and the European Union (EU) average (median age 44.4 years) (FIG, 2021).

The average household size in the 2021 Census was 2.3 persons which represents a slight decrease in the 2016 figure of 2.4 persons. These figures are commensurate with the decline in the usual resident population observed between the years 2016 and 2021.

8.3.1 Immigration Status

The 2021 Falkland Islands Census recognises immigration statuses as per the list shown in Figure 8-7.

The 2021 Census demonstrates that Falkland Islanders/Status Holders comprise 61% of the population, followed by work permit holders at 23%, and permanent residence permit holders at 10% (FIG, 2021). Approximately 60% of the total population who possess a work permit are resident in Stanley, followed by approximately 37% in MPC and 3% in Camp as per the 2021 Census (FIG, 2021). The geographical distribution of work permit holders highlights that Stanley is the main centre for employment.

Some FIG initiatives, such as housing policy, distinguish between permanent and temporary populations, and these are defined by immigration status as follows:

- Permanent population comprises Falkland Islands status holders and permanent residence permit holders; and
- Temporary population comprises work permit holders (and their dependents) and people belonging to other immigration categories.

Immigration category	Total	Stanley		Camp		MPC	
		Count	%	Count	%	Count	%
Falkland Islander/Status Holder	2,089	1,800	86.2	286	13.7	3	0.1
Permanent Residence Permit	331	311	94.0	15	4.5	5	1.5
Residence Permit	49	49	100.0	0	0.0	0	0.0
Work Permit	770	456	59.2	27	3.5	287	37.3
Dependent Permit	75	71	94.7	0	0.0	4	5.3
Accompanying Dependent Permit	66	64	97.0	0	0.0	2	3.0
Visitor's Permit	6	4	66.7	2	33.3	0	0.0
Exempt	42	11	26.2	0	0.0	31	73.8

Note: Immigration category not known for some usual residents overseas at the time of the census

Figure 8-7 Population by Immigration Category and Location (FIG, 2021)

8.3.2 Citizenship and Place of Birth

Table 8-5 shows the usual resident population by citizenship, showing the 10 most common forms of citizenship in the Falkland Islands in 2021.

Citizenship	2021
British	1,122
British Overseas Territories Citizen (BOTC)	139
Chilean	117
Filipino	157
South African	54
Zimbabwean	51
Peruvian	41
British/BOTC	26
Australian	13
New Zealander	11

Source: FIG, 2021.

The number of usual residents born in the Falkland Islands was 1,530, or 44.6% of the usual resident population (including those absent on Census night). While this is an increase in absolute numbers, it represents an approximate 2% decrease in the proportion of Falkland Islands-born residents compared to 2016. At the time of the 2021 Census, 1,898 individuals reported being born elsewhere, an increase of 75 people or 4.1% from 2016 (FIG, 2021).

Table 8-6 provides a summary of the recorded countries of birth and the changes since 2012 for the usual resident population. The 2021 Census accounted for a total of 71 different countries or territories of birth, 11 more than reported in the 2016 Census, highlighting the growing multicultural nature of the Falklands (FIG, 2021).

Country of Birth	2012	2016	2021
Falkland Islands	1,339	1,371	1,530
Total Foreign-Born	1,501	1,823	1,898
...of which UK	798	878	749
...of which Saint Helena	295	315	369
...of which Philippines	22	63	178
...of which Chile	181	199	168
...of which Other	205	368	434
Not known	227	431	234

Source: (FIG, 2021).

As in previous census years, the predominant foreign countries of birth remain the UK and Saint Helena. The largest foreign-born group is from the UK, comprising 21.8% of the population, followed by Saint Helena at nearly 11% and the Philippines at approximately 5%. Together, the Falkland Islands and the UK account for 66.5% of the population’s birth countries. A total of 130 individuals were born outside the Falkland Islands for medical reasons and arrived within 6 months of birth, with 85% of these births occurring in the UK. These individuals were considered Falkland Islands-born during the Census (FIG, 2021).

Between 2016 and 2021, the population groups with the largest absolute increases were from the Philippines, St Helena, and South Africa, reflecting the dynamics of specific employment sectors in the Islands. Conversely, the UK, Chile, and Zimbabwe saw the largest absolute decreases compared to 2016 (FIG, 2021). Refer to Figure 8-8 for a visual representation.

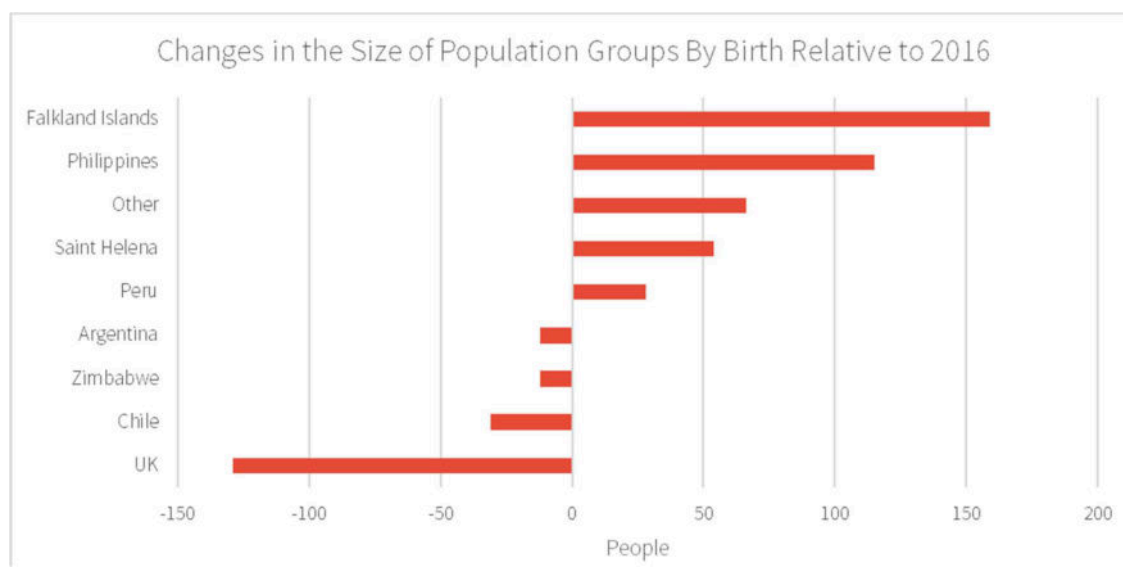


Figure 8-8 Changes in the Size of Population Groups by Birth Relative to 2016

Source: FIG, 2021.

8.3.3 National Identity

National identity is more of a subjective measure. While it is linked to both country of birth and citizenship, it is instead an indicator of the culture, traditions and language people most identify with. This may be a single cultural identity or can reflect the influences of 2 or more cultures combined. As shown in Figure 8-9, approximately 54% of the usual resident population that took part in the 2021 census identified as Falkland Islanders or a combination of Falkland Islander and another culture, with a further 22% as being British or a combination of British and another culture. In total, approximately 76% of people stated they embody a Falkland Islands identity, a British identity, or a combination of both. The next largest groups were Saint Helenian at 8%, followed by Filipino at 5% (FIG, 2021).

The number of people claiming a Falkland Islands or British identity has fallen since 2016. Over the same period, the number of people claiming a combined ‘Falkland Islands/British’ or a ‘Falkland Islands/other’ identity increased. Of those who consider themselves Falkland Islanders, 78% were born in the Islands, 16% were born in the UK, and the remaining 5% were born in other countries (FIG, 2021). There are no Indigenous groups in the Falklands as the islands were uninhabited until 1765 when they were first claimed by the British.

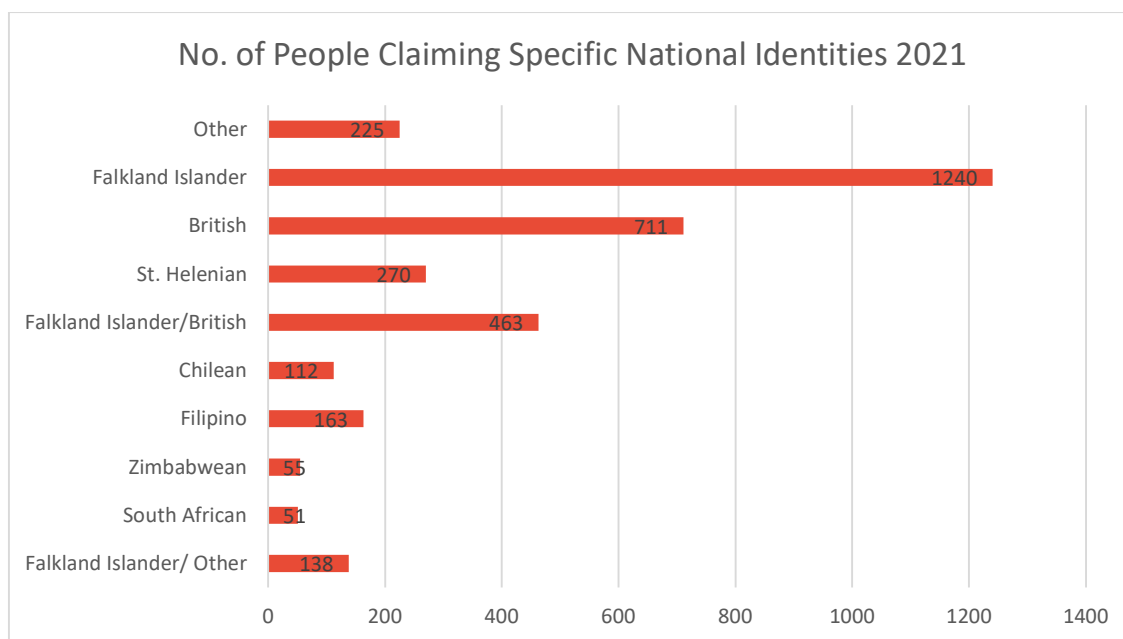


Figure 8-9 No. of People Claiming Specific National Identities 2021

Source: FIG, 2021.

8.3.4 Languages

There is significant cultural diversity in the Falkland Islands, with a growing number of non-native English speakers and growing diversity of languages spoken despite the small population size.

English was the first language for 82% in 2021, down slightly from 2016 (85%) and 2012 (86%) (FIG, 2021; FIG, 2016; FIG, 2012). In 2021, approximately 20% of the population spoke a foreign language at home, compared with 15% in 2016, and 12.7% in 2012 census.

In 2021, 92.2% of Falkland Islanders aged 5 and older who spoke English as a second language reported being proficient (i.e., ‘very well’ or ‘well’ proficiency of spoken English) (FIG, 2021). This represents a 4% increase from 2016, when 88.19% were proficient, and a 1% increase from 2012, when proficiency was 90.9% (note: the 2012 census data included children aged 0-4) (FIG, 2016; FIG, 2012).

The Islands is seeing growing diversity in languages spoken, with 45 languages spoken recorded in 2021, compared with 31 languages recorded in 2016 and 30 languages recorded in 2012 (FIG, 2021; FIG, 2016; FIG, 2012).

In 2021, 47% of people who spoke a language other than English at home spoke Spanish. This marks a decline from 2016, when 58% of those households spoke Spanish (FIG, 2021; FIG, 2016).

Spanish remains the most common foreign language, but the variety of languages increased, reflecting the diverse origins of the population. High levels of English proficiency among non-native speakers suggest effective integration, although newer arrivals, particularly younger adults and those in their mid-fifties, faced challenges (FIG, 2016). The 2016 Census noted that difficulties in speaking English were often linked to a shorter length of stay in the Islands (FIG, 2016).

8.3.5 Religion

According to the 2021 Census, 51% of the population identified as Christian, making it the predominant religion in Falkland Islands, though this proportion has been declining over the past decade (FIG, 2021). The 2016 Census showed that 57% of the population identified as Christian, 35% had no religious affiliation, and a small percentage (6%) did not specify their religion (FIG, 2016). According to the 2012 Census, 66% of the population identified as Christian, making it the predominant religion. 32% of the population reported having no religious affiliation, while the remaining 2% adhered to other religions (FIG, 2013). Results are reflected in Table 8-7.

Religion	2012	2016	2021
Christian	66%	57%	51%
No Religion	32%	35%	34%
Other Religion	2%	2%	3%
Not specified	0%	6%	12%

Source: FIG, 2013; FIG, 2016; FIG, 2021.

8.3.6 Educational Levels

Figure 8-10 shows the education levels in the Falkland Islands using FIG Census data. The data shows a steady increase in the number of people obtaining qualifications of all types between 2012 and 2021.

The most significant rise was in the secondary qualifications category, with an increase of 898 people between 2012 and 2016, followed by a dip in 2021. This is potentially an outlier number, and the spike may be due to a reporting issue or who was on the Island the night of the census.

In 2012, secondary educational attainment was higher amongst women (35.8%) compared to men (27.2%). By 2016, this trend had shifted, with 21% of women and 22% of men achieving secondary education. Vocational education attainment was higher in men in both 2012 (Females: 10.8%, Males: 16.1%) and 2016 (Females: 7%, Males: 11%). A higher percentage of women (10%) than men (9%) had attained tertiary education in 2016, reversing the 2012 trend where more men (9%) than women (7%) had tertiary qualifications (FIG, 2016). Data on education levels by sex in 2021 was not available.

Educational attainment levels were lower in Camp (18%) compared to Stanley (113%) in 2016 (FIG, 2016).

More up-to-date figures on overall education levels are available in the FIG's (2023^c) 'A Workforce Development Strategy for the Falkland Islands.' It found that in 2023 29% of the Falkland Islands population aged 19-64 had achieved tertiary or vocational qualifications, compared with 34% in the UK. And 27% had secondary qualifications including A levels or vocational equivalents, compared with 17% in the UK.

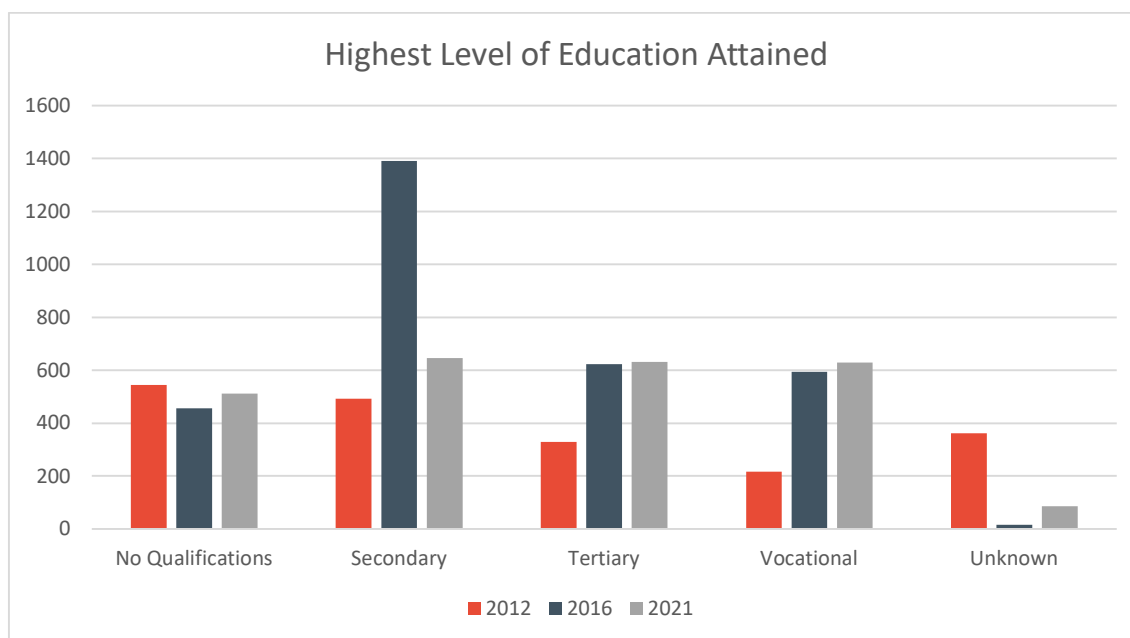


Figure 8-10 Highest Level of Education Attained in the Falkland Islands

Source: FIG, 2013; FIG, 2016; FIG, 2021.

8.3.7 Health

Most population health data from the Falkland Islands is self-rated health captured in the 2016 and 2021 censuses, as well as FIG's (2019) Falkland Islands Health and Lifestyle Survey. Self-rated health is one of the most commonly used measures to evaluate the overall health of a population. Although it is a brief and straightforward assessment, it has been shown to strongly correlate with mental, functional, and physical health outcomes.

In the 2016 Census, about 88% of the population rated their health as 'good' or 'very good'. Only a small portion (1%) rated their health as 'bad' or 'very bad'. Individuals aged 55 and over were more likely to report poorer health. Additionally, 9% of people indicated that their daily activities are limited due to a long-term health condition, with the number of those significantly affected by their condition more than doubling from 11% to 24%.

Tobacco use was reported by 18% of the population in 2016, with the largest decrease observed among young people aged 16 to 24 years. Furthermore, 65% of adults reported consuming alcohol, with approximately 20% of men and 8% of women exceeding the recommended 14 units per week, particularly those aged 45 and over (FIG, 2016).

According to the 2021 Census, about 85% of the population rated their health as “very good”. Only a small fraction (1.3%) rated their health as “bad or very bad”, which is a decrease of 0.7% since the 2019 survey. Approximately 20% of the population reported smoking, with younger adults (16-34) having the highest smoking rates at 31%. Men reported smoking more cigarettes daily on average (10.8) compared to women (8.7).

Alcohol consumption was reportedly relatively common, with 69% of the population reporting drinking alcohol. Men (16%) were more likely to consume alcohol and drink more units per week compared to women (8%). A small percentage of the population (12%) reported exceeding the recommended weekly alcohol intake (FIG, 2021).

The overall high self-rated health scores remained consistent, though there was a slight decrease of 3% in the population rating their health as ‘very good’ from 2016 to 2021. The slight increase in the percentage rating their health as ‘bad or very bad’ suggests a minor decline in perceived health quality. There was an increase in the number of people affected by long-term conditions in 2016, indicating a growing concern for chronic health issues. The lack of specific data for 2021 makes it difficult to assess trends, but the high self-rated health scores suggest some improvement. Smoking rates slightly increased by 2% from 2016 to 2021, particularly among younger adults. Alcohol consumption also increased slightly by 4% during the same period. Men continue to be more likely to exceed the recommended alcohol intake. Overall, the general self-rated health of the Falkland Islands population is high.

FIG’s (2019) Falkland Islands Health and Lifestyle Survey presents the most recent statistics on illnesses. Approximately 47.1% of respondents reported having a long-term health condition, disability, or infirmity. The most commonly reported conditions were high blood pressure (19.7%), arthritis (14.1%), respiratory conditions (9.1%), mental health conditions (5.2%), type 2 diabetes (6.7%), and heart disease (3.5%). High blood pressure and arthritis were the most frequently reported long-term conditions. A significant portion of respondents (87.4%) participate in regular health screenings, indicating good health awareness and preventive care practices. The primary reasons for not attending health screenings among the remaining respondents were time constraints and a sense of well-being (FIG, 2019).

Statistics on Sexually Transmitted Infections (STIs) are available from the Public Health Strategy (2019-2021). Between June 2017 and June 2018, 402 STI screenings were conducted among individuals aged 16 to 77 years in the Islands. This included 218 males and 184 females. Positive results were more prevalent in males, particularly those from the military base at MPC, with 39 positive cases from MPC and 13 from King Edward VII Memorial Hospital (KEMH), compared to 2 females from MPC and 10 from KEMH (FIG, 2019^a).

Mental health in remote communities can be particularly challenging. In a 2015 survey completed by Regeneris, local professionals identified that low level depression is not uncommon in the Falkland Island community. Table 8-8 shows the activity undertaken by the Community Psychiatric Nurse, whose role involves working with people suffering from common mental health concerns including stress and depression.

Year	2011	2012	2013
New referrals	11	5	12
Review appointments	32	34	42
Total appointments	43	39	54

Source: FIG, 2015.

8.4 Community Infrastructure and Services

8.4.1 Housing and Accommodation

According to the 2021 Census, the estimated total number of housing units in the Falkland Islands (excluding MPC) is 1,352, of which 1,297 were occupied on the night of the census (FIG, 2021).

Of the 1,352 housing units in the Falkland Islands (exclusive of MPC), 1,195 housing units are in Stanley. Of these, 1,046 units are houses, 82 are flats, and 67 are mobile or temporary structures. Flats and mobile structures in Stanley are mostly 1 or 2-bedroom properties, whereas houses are larger. There has been a growth in housing availability; 15% of housing units in Stanley are less than 5 years old (FIG, 2021). Growth in housing from 2016 to 2021 by unit types in Stanley is portrayed in Figure 8-11.

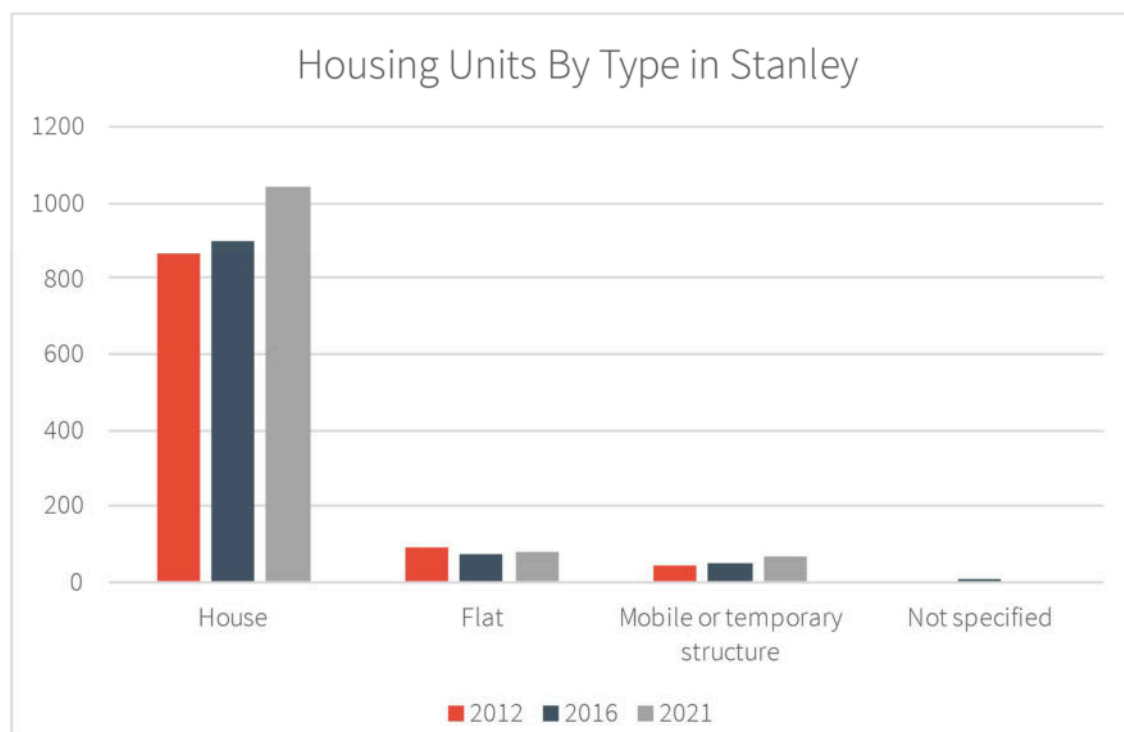


Figure 8-11 Occupied Housing Units by Type in Stanley

Source: FIG, 2021.

Property can be bought in cash or through mortgages, some of which are provided through the Joint General Mortgage Scheme (JGMS) backed by FIG. Data from the JGMS shows that between 2015 and 2019, the average home value was approximately £100,000, with a median value of around £94,000. The JGMS indicates that the average cost for new home construction in Stanley was around £120,000 and is 30% to 45% higher in Camp (FIG, 2020).

In 2021, approximately 55% of households in the Falkland Islands reported owning their own home, either outright (34%) or with a mortgage (21%), and 36% were renting (FIG, 2021). The cost of accommodation in the Falkland Islands for those households paying a mortgage or renting has increased, with the majority spending between £401 and £700 per month and 28% spending between £551 to £700 per month (See Figure 8-12).

Compared to 2016, average rent and mortgage payments increased by 26% and 13% respectively. This means that accommodation costs have increased overall, and half of all households are now paying up to a third more in rent or mortgage payments than they were 5 years ago (FIG, 2021).

There is limited recent data available about housing quality. According to the 2016 Census, 83% of residents in Stanley and 76% in Camp rated their housing as ‘good’. Whilst housing quality varies between Stanley and Camp, and depending on ownership, only 1.7% of households in Stanley and 1.9% in Camp rated their housing as ‘not good’ (FIG, 2016). The 2021 Census did not collect data on housing quality.

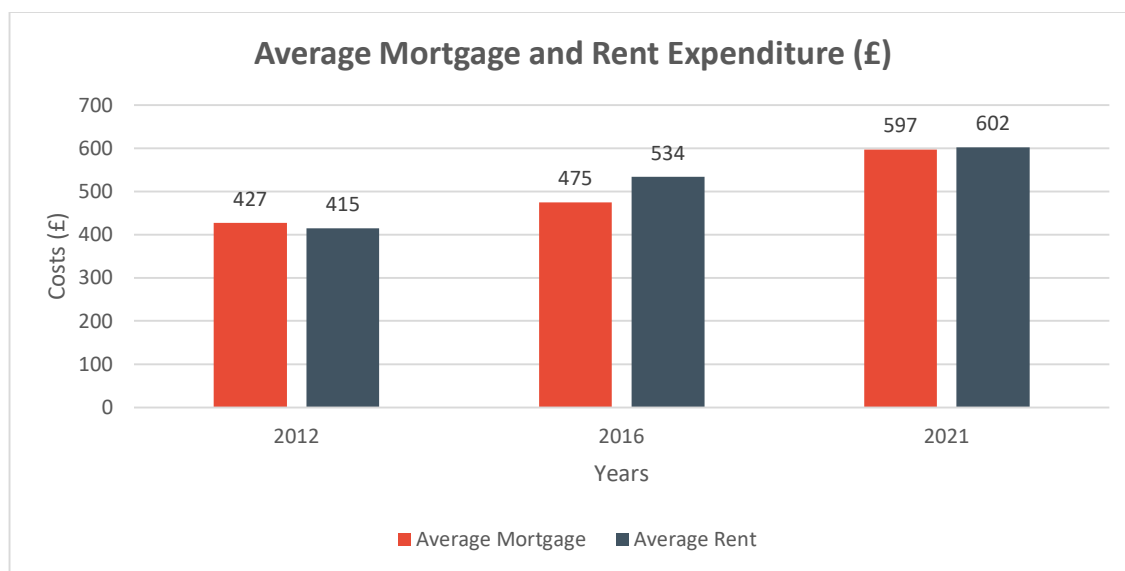


Figure 8-12 Average Mortgage and Rent Expenditure

Source: FIG, 2021.

Only residents with a permanent residence permit or full Falkland Islands Status can own property in the Falklands. Unless FIG grants a license to hold land, a non-status or permanent resident permit holder cannot own land. Those on work permits employed by FIG, as well as residents, are entitled to FIG-provided housing. Permanent resident permit and Falkland Island Status holders can apply for FIG housing, but not all will be eligible or prioritised based on a needs-based prioritisation system. Based on the FIG Supply, Demand and Policy Options Report (2020), FIG has 128 houses in its local housing portfolio and provides a rent rebate program for households in need.

The largest hotel in Stanley is the 70 room Malvina House Hotel. Other hotels include the Waterfront Hotel and Shorty's Motel, which both have 6 rooms. Additionally, there are several small bed & breakfast establishments in Stanley, and a 60-room hostel at Lookout Lodge (Malvina Hotel, 2024).

FIG data indicates that the supply of serviced accommodation in Stanley has generally been consistent between January 2023 and December 2024 (FIG, 2025^a). Over that period, there were on average approximately 145 rooms available per month for serviced accommodation. The occupancy rate for serviced accommodation over that period varied significantly from 7.6% up to 72.6%. There is more variation in the supply of self-catered accommodation, with a range between 30 and 93 rooms available per month and an average of 76 rooms available per month. The occupancy rates for self-catered accommodation tend to be higher than serviced (FIG, 2025^a).

8.4.2 Waste Disposal and Management

Current waste disposal and recycling facilities in the Falklands are basic, primarily involving landfill, reuse of glass and scrap metal, and local recycling of cans, tins, and household batteries. Eliza Cove landfill, despite being at capacity since 1997, continues to operate due to a lack of alternatives (FIG, 2018). A household survey conducted in 2017 identified the types of waste produced by households as follows: plastic (31%), food waste (20%), glass (5%), aluminium (6%), tins (6%), and cardboard and paper (19%). There is no hazardous waste treatment infrastructure, so such waste is stored and shipped to the UK for disposal.

The Falklands 2018 Waste Management Strategy aims to improve waste separation, incineration, and collection facilities, with ongoing efforts to develop appropriate legislation and policies. FIG plans to build a new Waste Management Facility and Landfill, which will include a new incinerator. The incinerator site will be at Megabid, on the south side of Airport Road east of Stanley, whereas the new landfill is proposed for a site behind the Pony's Pass Quarry, roughly 5 miles west of Stanley. Construction start is anticipated in Q2 2025, and targeted completion is by end of 2026.

Marine litter and debris pose a significant challenge in the Falkland Islands. The government collaborates with non-governmental organizations (NGOs) and the public to raise awareness and address this issue. Research by Falklands Conservation underscores the severity of the problem where 283 items of rubbish were found per kilometer of coastline surveyed in a 2013/14 study. Approximately 70% of the rubbish on the beaches likely originated from outside the Falkland Islands, based on packaging analysis. The majority of this waste is plastic (FIG, 2023).

The Falkland Islands Draft Pollution Prevention and Waste Management Policy Consultation Report (FIG, 2024) noted that respondents to surveys about FIG's waste management policy stated that managing industrial/commercial waste on land and in water was the top ranked area of focus for waste management, above increasing sewage treatment and managing household waste.

8.4.3 Education Infrastructure and Services

FIG is responsible for the provision of education throughout the Falkland Islands. Through the Education Department, it provides primary and secondary schools in Stanley and small settlement schools in rural areas, supported by a ‘travelling teacher’ service for remote pupils. Schooling is free and compulsory for children between 5 and 16 years of age. Attracting and retaining teachers, particularly secondary school teachers, is challenging (Maplecroft, 2019).

There are 5 reported small settlement schools in Camp for children below age 9. Some children in more remote areas are educated at home with some support from visiting teachers and remote education (FSA, 2025).

In Stanley, there are 3 educational facilities that cover all age groups, i.e.:

- The Stanley Infant Junior School and Camp Education has 330 pupils aged from 3 to 11 years. The latest school review (March 2019) judged that the quality of education provided by the school is ‘good’ (FIG, 2024^d);
- The Falkland Islands Community School has approximately 210 pupils in the 11-16 age range. The school offers Key Stage 3 and Key Stage 4 curriculum including General Certificate of Secondary Education (GCSE) and International General Certificate of Secondary Education. Some children from Camp board during term time at Stanley House; and
- The Falkland College, located in Stanley, provides further education opportunities for over 16s, including adults. It also serves as an examination centre for individuals studying remotely or self-studying. Table 8-9 shows the participation figures for the Falkland College between July 2023 and June 2024. The figures are numbers of participants not number of students physically at the Falkland College.

While Falkland College does provide some further education opportunities for over-16s, and some students study A-Levels at Falkland College through distance learning, most students progressing to A-levels study overseas. Generally, those who attain sufficient grades at the Community School then study abroad for A-Levels or equivalent (16-18 year old study). Students who meet the academic and residential criteria for Falkland Islands Government sponsorship are funded to complete A Levels or equivalent overseas. In 2022, there were 18 students who started sixth form or further education abroad in 2022 (FIG, 2023^a).

Activity	# of Participants
GCSEs	18
Long courses (1 year plus, e.g. National Vocational Qualification (NVQ) level 3 and above)	15
Medium courses (2 weeks to 1 year, e.g. NVQ level 2, Achieving your Assessment and Quality Assurance Units (TAQA), 18th Edition, Portable Appliance Testing (PAT Testing))	25
Short courses (1 day to 1 week, e.g. first aid, Health & Safety)	90
Online Continuing Professional Development (CPD) course	770
ESOL (English as a second language)	21
Leisure classes	38
Examinations held (e.g. from specific CPD courses to degree and master’s level exams)	334
English immigration tests	54

Source: FIG, 2025a.

8.4.4 Health Infrastructure and Services

There is 1 hospital on the Falkland Islands, the King Edward VII Memorial Hospital (KEMH) in Stanley, which also serves as the base for most medical, dental and inpatient services.

KEMH has 24 beds, including acute beds, a maternity bed, isolation unit, intensive care unit and long-stay beds for older people (FIG, 2025^a). There are facilities for outpatients and community health care, a day centre, 3 dental surgeries, and a single theatre with anesthetic room (FIG, 2024^e). Other facilities include an accident and emergency department, a pharmacy, and a dental department.

The KEMH has a resident consultant general surgeon, consultant anesthetist, practice nurse, primary care assistant and an advanced nurse practitioner, midwives, community psychiatric nurses and an ambulance team. A variety of overseas medical specialists also work in the hospital on a locum basis, depending on need. Visiting specialists provide consultations and surgery for non-urgent and elective cases (FIG, 2024^e).

There are 6 general practitioners (GPs) working in the Falkland Islands all based in the KEMH. 5 are full time and 1 is part time. This equates to 610 patients per GP (using 2021 Census data) (FIG, 2024^g). In comparison, in 2022 the average number of patients to GPs in the UK is 1,700 patients per doctor (ONS, 2022^a).

According to FIG, the majority of health services operate with minimal wait times (FIG, 2025^a). Routine appointments for new Emotional Wellbeing Services are usually available within 1-2 weeks, and following initial assessment there is no waiting list for general Emotional Wellbeing services. Emergency Emotional Wellbeing Service appointments are seen within one working day. Neurodevelopmental assessments have a waiting list of around 6 months. Other highly specialised services (such as eye movement desensitization and reprocessing therapy, for example) have waiting lists of 3-4 months, but patients on these waiting lists are seen every 4-6 weeks for therapeutic preparation support (FIG, 2025^a).

The Falkland Islands is not part of the National Health Service (NHS) but does have a healthcare governance framework in place which is drawn from UK models and best practice to ensure patients receive safe and high-quality healthcare (FIG, 2024ⁱ). Most services, including prescriptions, are free to residents and British nationals. However, there are charges for some procedures and medical services as well as non-essential healthcare. Patients who cannot be treated in the Islands can be referred to UK hospitals under a reciprocal agreement with the NHS although some patients are also referred to Chile and Uruguay for diagnosis and treatment (FIG, 2024^e).

8.4.5 Recreation Infrastructure and Services

Outdoor leisure recreation is an important aspect of Falkland Island culture with almost all Falkland Islanders (>90%) having reported spending time outdoors during their leisure time (Bormpoudakis et al., 2019). Outdoor leisure recreation typical of the Falkland Island population includes a variety of land and water-based activities. Land-based activities include walking, wildlife watching, horse riding, climbing, shooting, hiking, camping, eating outside, off-roading, foraging. Water-based activities include coast and river fishing, surfing, diving, rafting and kayaking (Bormpoudakis et al., 2019). There are also some community activities such as sheep shearing competitions, the Midwinter Swim, and the Standard Chartered Stanley Marathon (Bormpoudakis et al., 2019).

One of the main facilities for recreation is the Stanley Leisure Centre, located adjacent to the Falkland Islands Community School. It has a pool, three courts or one full hall, a squash court, one fitness suite and all-weather outdoors pitch. Utilisation of the courts and hall is around 95%, mostly taken up by clubs, and the swimming pool rarely reaches capacity (FIG, 2025^a). A new indoor facility is being built on an area south of the Bypass Road, which is currently expected to be completed by late 2025.

8.4.6 Government, Social and Public Safety Infrastructure and Services

8.4.6.1 Government / Administrative Services

According to the 2008 Constitution, there is a Legislative Assembly with 8 members selected by popular vote every 4 years. The Legislative Assembly is chaired by a Speaker, and includes 2 ex officio members: the Chief Executive and the Financial Secretary. No political parties are represented on the Legislative Assembly, all of its members (MLAs) are elected as independents, and there is no formal opposition. MLAs work closely with FIG departments, but do not set FIG policy. The Executive Council, led by the Governor, meets monthly to formulate strategy and policy. Finally, the judiciary is independent. There is a Magistrates Court and a Court of Appeal operated by the Senior Magistrate based in the Falkland Islands, but overseen by the Chief Justice of the Islands, a non-resident who visits the Islands annually.

The FIG 2015 SEMP Report shows that respondents trust the government's integrity and feel it is free from corruption, with strong democratic participation allowing them to influence decisions (FIG, 2015).

According to FIG (2025^b), there were 18 long-term vacancies in government, primarily in health and education. Some of these roles are filled with agency staff and contractors (at a higher cost), although some remain unfilled. FIG recruit internationally through their dedicated website, and also in national UK newspapers and trade press.

8.4.6.2 Social Services

The Falkland Islands Social Services Department, under the Director of Health and Social Services, provides various services including early help, income support, probation, and residential support for young people. As of May 2024, the team consists of 14 personnel, with 7 vacancies. The team includes roles such as head of social services, team manager, principal social worker for adults, advanced practitioner for children, social work assistants, probation officer, residential support worker team leader, residential support workers, office manager, and public protection police officer (FIG, 2024^h). The department collaborates with housing, police, health, and education departments to safeguard and promote the welfare of children and adults at risk.

Income support services assist eligible individuals in financial need, offering attendance and winter fuel allowances. The Safeguarding Adults Board and the Falkland Islands Safeguarding Children Board coordinate efforts to protect vulnerable adults and children. Financial assistance schemes include the assisted pension contribution grant for individuals earning less than £342.80 per week or not in work, and income support aimed at helping those with lower incomes (FIG, 2024ⁱ). The probation service manages risks posed by individuals on probation and provides advice to the court, with His Majesty's Prison (HMP) Stanley serving as the primary correctional facility.

The KEMH social services team supports the elderly at the hospital's Elderly Care Unit, which has 7 rooms and a Day Centre offering activities and meals. Supported living accommodation is also provided, with mobile wardens visiting residents regularly (FIG, 2024).

8.4.7 Energy

Fossil fuels are currently the primary energy source in the Falkland Islands, although the FIG Energy Strategy and Implementation Plan aspires to have a fully renewable energy supply by 2045 (FIG, 2023^b).

In 2022/23, Stanley's annual energy use was 19,520,590 kWh, with an average daily consumption of 53,481 kWh. During the last exploration drilling period (2013/14 to 2015/16), energy use increased by 16%, and post-exploration, usage remained higher than pre-exploration levels. By 2021/22, energy use was still 15% above 2013/14 figures, making it difficult to isolate the impact of oil exploration from general usage trends. Stanley's peak power output is around 3,200 kW, limited by generator capacity, and sudden peak loads can cause system failures (Navitas, 2024).

The FIG Power Station in Stanley serves as the main electrical distribution hub, balancing supply from diesel generators and the Sand Bay wind farm. The Sand Bay wind farm, with 6 turbines, meets about 30% of the demand, reducing diesel consumption by 35-40%. However, due to the variability of wind power, Stanley's power needs are primarily met by diesel generators to ensure a reliable supply (Navitas, 2024). The station operates 8 in-house diesel generators and 3 high-speed sets, which together supply over 99% of Stanley's electricity. The Stanley Town Plan recognises that the current 8 diesel generators are nearing the end of their design life, which raises concerns about capacity, reliability, and maintenance costs. The 3 additional high-speed sets serve as a temporary solution while plans are being developed for a new power station at a different location to meet long-term needs. FIG has noted that, with capital funding commitments, significant changes are anticipated by 2027/28. Therefore, any changes in demand must be factored into the planning of future developments and operations (Navitas, 2024).

The Sand Bay Phase 3 Renewables Project will increase wind power contribution to Stanley electrical generation through the mid-2040s and is expected to be completed in 2027. FIG's new power station is expected to be complete by end of 2027 or Q1 2028, to tie into the completion of the Sand Bay Phase 3 Renewables Project. Stanley Services Limited (SSL) operates under an exclusive licence to provide domestic fuels and bunkering services within territorial waters. SSL stocks fuel supply to demand to maintain a three-month supply of each fuel grade for the local population and operates a terminal with a 7,500 m³ capacity for Marine Gas Oil in Stanley. Bunkering operations can occur both at sea and in Berkeley Sound, with additional storage capacity available if needed. SSL also stocks aviation fuel for local aircraft and helicopters supporting oil and gas operations, with jet fuel replenished from a military base 60 km away (Stanley Services Ltd., 2025).

8.4.8 Water

All residents on the Falkland Islands have access to clean water for consumption. In rural areas, water is sourced from individual springs or wells, while in Stanley, a water delivery system is in place. Stanley's water sources are tested every 6 months to ensure that they meet UK standards for safe drinking water (FIG, 2023).

Potable water in Stanley is supplied by the FIG Public Works Department water filtration plant. Water comes from untreated rainwater from the Moody Brook and Upper Murrell River catchments and is pumped from the Moody Brook pump station via a single pipeline to the Dairy Paddock Storage Reservoir. The Upper Murrell River catchments, developed in 2016, increased the catchment area for the capture of rainwater by over 60% to meet rising demand from residential growth and new industries. Whilst this has increased the availability of water, there are constraints on the treatment, distribution and therefore supply of potable water. There is only 1 pipeline, a limit on the filtration capacity at the water filtration plant, and limits to the operational hours at the Moody Brook and Murrell River pumps, as well as the filtration plant (Navitas, 2024).

Potable water is pumped to storage tanks in 2 systems: the Murray Heights Low Level System, which has a capacity of 1,232 m³ and supplies central Stanley, and the Sappers Hill High Level System, which has a capacity of 2,874 m³ and serves new development areas. Although these tanks provide some buffer storage, they cannot be fully drawn down due to the risk of sedimentation and the need to maintain a 2-day supply for Stanley. In the event of water shortfalls, a hierarchy of restrictions prioritizes Stanley and emergency services, with the TDF being the lowest priority (Navitas, 2024). There have been no incidents of water shortfalls that have led to rationing of water (FIG, 2025^a) in the last 5 years.

FIG has undertaken some upgrades to the water storage and supply system. At the time of writing, the control system at Sapper Hill was being updated, including adding 2 additional storage tanks. The distribution network is also being upgraded, although funding has only been secured for works up to Murray Heights (FIG, 2025^a). The design plans extend the pipeline to the new power station site and connect it to the existing port main to enhance supply, but there is not yet a formal political commitment for the additional funding required to complete this. The next proposed phase involves adding a third treatment stream to ensure resilience and allow for necessary maintenance of the existing streams (FIG, 2025^a).

8.5 Transportation

8.5.1 Air Transportation and Airports

There are 2 main airports in the Falkland Islands. Port Stanley Airport (known as Stanley Airport) is a small civil airport 3 miles outside of Stanley. The Mount Pleasant Airport is the main international airport, approximately 60 km west of Stanley.

To travel between the various islands of the Falklands, the Falkland Islands Government Aviation Service (FIGAS) provides air services departing from Stanley Airport. The Falkland Islands have several airstrips located on West Falkland, East Falkland and the outer islands for the purpose of flights operated by FIGAS. FIGAS also provides freight services, fishery zone surveillance patrols, commercial charters, and scenic flights. These flights are not on a fixed schedule and operate on an on-demand basis. Flying has become increasingly seasonal, with ground-based tourists and local passengers constituting the majority of the traffic (Navitas, 2024).

International travel to the Falkland Islands is through the Mount Pleasant Airport. There is a twice weekly Ministry of Defence (MoD) flight from the UK (i.e. the air-bridge), and once weekly LATAM flights scheduled between the Islands and Santiago, Chile. Mount Pleasant Airport has the capacity to manage 1 flight at a time, both in terms of the terminal processing capacity and the air movements facilities.

While the FIG Civil Aviation Department issue all the necessary aeronautical permits to fly to the Falklands, availability of the airfield is ultimately determined by the MoD and their operational needs (Navitas, 2024).

Table 8-10 shows key facts about both international routes from Mount Pleasant Airport. The air-bridge flight now has a fixed allocation of 40 seats for civilian use on each flight, as of December 2024 (FIG, 2025^a). In 2024, the average seat utilisation was 86% (Navitas, 2024). More recent occupancy data was unavailable but is assumed to be similar or lower given the increased in allocation of seats. Demand is highest around school holidays. A return flight costs £1,570 per person for people working in or connected to the Falklands Islands, embarkation tax included. The price is fixed, although it is subject to periodical increases.

Demand for the LATAM flight had been increasing 7% per year between 2013 to 2018 and averaged 54% occupancy between 2016 and 2018. However, between 2022 and 2023 demand decreased and the average occupancy rate was 44%, meaning that there were 94 spare seats per flight (Navitas, 2024). Price data from Booking.com indicates that on average the return flight MPN-Santiago was around £500 per person in 2024. Demand is highest between October and March due to the Falklands and Patagonian tourist seasons, particularly if there are cruise ship passenger exchanges (FIG, 2025^a).

Onwards international travel from Santiago is an additional cost to the £500 per person. For example, price data from Google indicates that flights between the Falkland Islands and London, UK, via Santiago varied between £1,700 and £2,750 (economy class, excluding accommodation in Santiago and embarkation tax).

Description	MoD Airbridge	LATAM Airlines (Santiago Route)
Route	Mount Pleasant, Falkland Islands – Brize Norton, UK	Mount Pleasant, Falkland Islands – Santiago, Chile
Aircraft	Airbus A330 variant KC2 Voyager	Airbus 320 - 200
Frequency of Flights	Twice per week	Once per week
No. of Flights per year	104	52
Commercially Available Seats	31	168
Average Occupancy Seats	27 (86%)	74 (44%)
No. of Flights per Annum (at full capacity)	16 - 20	5
Peak Season	August and Christmas (school holidays)	November – March (cruise vessels and tourism) August (school holidays)
Average Weekly Spare Capacity (2022-2023)	9	94

Source: Navitas, 2024.

8.5.2 Roads

The road network in the Falkland Islands is relatively new. As of 2008, the road network on the Falklands covered 862km. In 2012, the FIG introduced a highways asset management plan to categorise the road network based on strategic importance. Table 8-11 summarises the road classification and Figure 8-13 provides an associated map.

Road Classification	Definition
Class A Road	Primarily link road between major national assets Greatest traffic use by volume and weight
Class B Road	Link road between class A and C Major tourist destinations Major supply route to abattoir
Class C Road	All other roads
MoD Road	Roads linking MoD facilities with the national road network

Source: Navitas, 2024.



Figure 8-13 Map of the Falkland Islands Road Network

Source: Navitas, 2024.

The majority of the road network remains unpaved and consists of a gravel surface, the only asphalt roads are at the MoD Mount Pleasant Complex, the town of Stanley and Mount Pleasant Road. Despite a continuous maintenance program to plough and roll the gravel-topped roads, they still suffer from widespread potholes.

Between 2011 and 2015, the FIG Public Works Department (PWD) set out pressure activated loggers at several sites to determine the number of vehicles passing through. The results are summarised in Table 8-12. Data for the MPC road is averaged from 3 sites along the MPC road (2 at Sapper Hill and 1 by Mt Kent fuel tanks) and data from the Airport Road was taken between Chandlery and Stanley Growers Market Garden. No more recent road counts have been undertaken.

Based on public consultation records, overall road usage has increased year on year, especially within the MPC, however these trends show evidence of stabilising in recent years.

Road	Number of vehicles across the four-year period	Vehicle types
MPC Road	483 vehicle passes / day	87.2% are 4x4s, minibuses, or light goods vehicles
Airport Road	1,755 vehicle passes a day	92.2% are 4x4s, minibuses, or light goods vehicles

Source: Navitas, 2024.

8.5.3 Public Transport

There are limited public transport services in the Falkland Islands. These include:

- A limited bus service between Mount Pleasant airport and Stanley, mainly used by international passengers;
- Two main taxi companies that serve the Falkland Islands, both of which are based in Stanley; and
- A small bicycle hire business targets the tourism market and is not generally used by the resident population.

8.5.4 Ports

In East Falkland, there are 4 main ports. Stanley Harbour, Berkeley Sound, Port William, and Mare Harbour. Stanley Harbour is the primary port and main hub for maritime activities in the Falklands. It offers a holding ground for vessels in depths ranging from 5.0 to 8.0 meters. The harbour spans approximately 4.0 nautical miles in length and 0.3 nautical miles in width. There are 10 designated anchor positions, primarily for yachts and fishing vessels (FIG, 2024^k).

Berkeley Sound is a deep-water bay frequently used for transshipping frozen fish and squid, as well as for licensed bunkering operations from tankers and reefers. There are no designated anchorages within Berkeley Sound. Since there are no shore facilities in Berkeley Sound, all personnel and stores transfers are conducted by launch from Stanley (FIG, 2024^k).

Port William, located adjacent to Stanley Harbour, provides anchorage for deep draft vessels seeking shelter from westerly gales. It has designated anchorage areas divided into inner and outer zones, with 10 inner anchorages and 5 outer anchorages charted to the east of Charles Point. Transshipping and bunkering are permitted in Port William with prior agreement from the Harbour Authority (FIG, 2024^k).

Mare Harbour is the East Cove Military Port and is a deepwater port in Choiseul Sound, East Falklands, operated by the MoD. Mare Harbour is primarily used by the UK Royal Navy vessels patrolling the South Atlantic but also cargo vessels. It is the port facility and depot for MPC and is approximately 36 miles south-west of Stanley by road (Navitas, 2024).

Table 8-13 shows the vessel visits to the main port in Stanley Falklands Interim Port and Storage System (FIPASS) between 2014 -2022.

Year	Cargo	Cruise Ship	Jigger	Long Liner	Naval Vessel	Oil Related	Patrol Vessel	Research	Tanker	Trawler	Tug	Yacht
2014	37	25	4	34	7	27	37	6	17	99	11	11
2018	32	31	2	31	3	0	34	13	11	94	3	8
2022	25	18	12	33	1	0	28	1	13	104	1	2

Source: Navitas ,2024.

8.6 Land & Resource Use

8.6.1 Crop and Animal Production

Crop production in the Falkland Islands primarily focuses on forage crops and home gardens. Swedes are commonly grown for animal feed due to their ease of cultivation and are strip-grazed in a rotational grazing system. However, the sowing of perennial pasture and annual forage is limited, with only 18 hectares of perennial pasture sown from 2023-2024 (FIG, 2024^l). Many residents grow vegetables in home gardens to supplement their diets, although the harsh climate and soil conditions restrict large-scale crop production (FIG, 2024^m). The Department of Agriculture focuses on supporting crop production through advisory and research efforts.

Sheep farming has been a traditional livelihood in the Falkland Islands since the 1850s. However, its relative importance in the overall economy has been decreasing in recent years due to the growth of the fishing industry (FIG, 2021^a). Agriculture is the second largest employment sector in the Falklands, accounting for 10.1% of employment in 2021. The industry employed 204 people in 2021, down from 210 in 2016, a decrease of 2.86% (FIG, 2021).

A significant portion of the Falkland Islands’ land mass is dedicated to agriculture (92.4%), with wool being the primary product. An EU-approved abattoir produces mutton and lamb for both local and export markets, as well as beef for local consumption (FIG, 2024^m). According to the Falkland Islands Farming Statistics 2023/2024, the Islands are home to a total of 81 farms, divided between East and West Falkland and the Outer Islands, covering 1,143,596 hectares.

The total sheep population on the Falkland Islands is 421,112, with an average lamb marking percentage of 68.52%, though this varies across different farms. The Islands also have approximately 2,836 cattle, including breeds such as Aberdeen Angus, Hereford, Red Devon, and Murray Grey. The average calf marking percentage is 76.6% (FIG, 2024ⁿ).

The Falkland Islands produce high quality wool. The annual wool production is approximately 1,638,467 kg of greasy wool, with an average fleece weight of 4.02 kg and a fibre diameter range of 16.8-28µm (FIG, 2024^m). Around 43% of farms are accredited under the Responsible Wool Scheme (RWS), and a small number have organic certification from Australian Certified Organic (ACO), enhancing their marketability internationally.

8.6.2 Fisheries and Aquaculture

Fishing takes place within the Exclusive Economic Zone (EEZ) of the Falkland Islands, an area of approximately 466,000 square km. The EEZ extends up to 200 nautical miles from the coast (although the claim is shorter to the west where it borders Argentina), granting the Falkland Islands special rights over the exploration and use of marine resources, including fishing and energy production (FIG, 2024^o).

Fisheries within the EEZ are overseen by the Falkland Islands Fisheries Department (FIFD). The FIFD divides the EEZ into 2 Fisheries Conservation Zones, the Falklands Interim Conservation Zone (FICZ) and the Falklands Outer Conservation Zone (FOCZ) (FIG, 2024^o). The FICZ has a 160-nautical mile radius and the FOCZ lies between the perimeter of the FICZ and the Falklands 200-nautical mile EEZ boundary. Figure 8-14 to Figure 8-20 provides a visual representation of the FICZ, FOCZ, fisheries, and limits (sea limit and nautical miles). Vessels are not permitted to operate within 3 miles of the coast (FIG, 2023).

FIFD manages fisheries under the Fisheries Conservation and Management Ordinance of 2005, which introduced a system of Individual Transferable Quotas (ITQs) in 2006. This system helps regulate the number of fish that can be caught, ensuring sustainable fishing practices (Eurofish, 2025). It issues licenses to local and foreign vessels for specific fish. These licenses are a significant source of revenue and are described below (Eurofish, 2025). The Falklands fishing zones use trawling, longlining, and jigging. Trawling involves pulling a net through the water, with bottom trawling targeting sea floor species and midwater trawling targeting upper water column species. Longlining uses baited hooks on a long line, and jigging attracts squid with bright lights.

FIFD issues the following fisheries licenses. Each fishing license has designated areas where fishing is permitted.

- **Licence A:** This is an unrestricted finfish license authorising the catching of hake. In 2023, the licence was issued to 10 Spanish and 9 Falkland vessels. The fishing season initially ran from 01 March 31 October. The “hake box” grid squares are closed to vessels with ‘W’ licenses until October 31(FIG, 2024^o) (refer to Figure 8-14 to Figure 8-20);
- **Licence B:** Authorises the catching of *Illex Argentinus* Squid and *Martialia* Squid within the Northern FOCZ. In 2023, the licence was issued to 28 Korean, 74 Taiwanese, and 4 Vanuatu vessels. The fishing season is from 15 February to 15 June (FIG, 2024^o);
- **Licence C:** Authorises the catching of *Loligo* Squid, also called Falkland Calamari or Patagonian Squid. In 2023, licences were issued to 1 Spanish vessel and 16 Falkland vessels). The fishing season is from 26 February and to 30 April and between 30 July to 29 August (FIG, 2024^o);
- **Licence F:** Authorises the catching of all species of the skate family only. No licenses were issued in 2023. Licences were issued to 3 Spanish vessels in 2021. The fishing season is from May 1 to 30 June (FIG, 2024^o);

- **Licence G:** A combined license authorising the catching of Illex Squid, Martialia Squid, and any finfish except hake, toothfish, or skate. In 2023, license were issued to 10 Spanish and 2 Falkland vessels. The fishing season is from 01 March to 31 August, in the same fishing area as Licence A (FIG, 2024^o);
- **Licence L:** Authorises the catching of toothfish using longliners. In 2023, 1 licence was issued to a Falklands vessel. Fishing is allowed year-round (FIG, 2024^o);
- **Licence S:** Authorises the catching of Southern Blue Whiting and Hoki by surimi factory vessels through pelagic trawling. No licenses were issued in 2023. The last license was issued to 1 Falkland vessel in 2018. The fishing season is from 01 January to 30 June and 16 October to 31 December, with limited fishing days (FIG, 2024^o);
- **Licence W:** Restricted finfish license authorising the catching of any finfish except hake, toothfish, skate, and grenadier. In 2023, 16 licences were issued to Spanish and 8 to Falkland vessels. The fishing season is from 01 March to 31 August, in the same area as Licence A (FIG, 2024^o); and
- **Licence X:** Authorises the catching of Patagonian Squid, with the same conditions and area as Licence C. In 2023, 16 licences were issued to Falkland vessels (FIG, 2024^o).

Refer to Figure 8-14 to Figure 8-20 for a visual representation of permitted fishing areas under each licence. For fisheries licensing and management purposes, the FICZ is divided into grid squares. Each grid square is 15' of Latitude by 30' of Longitude, or approximately 15 nautical miles by 17 nautical miles in size (Navitas, 2024).

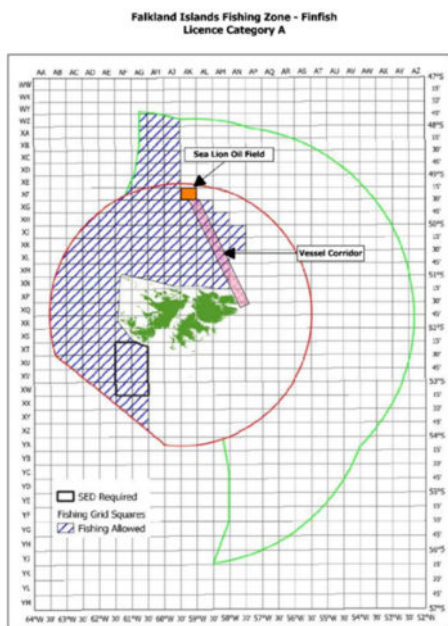


Figure 8-14 Licence Category A (FIG, 2024^P)

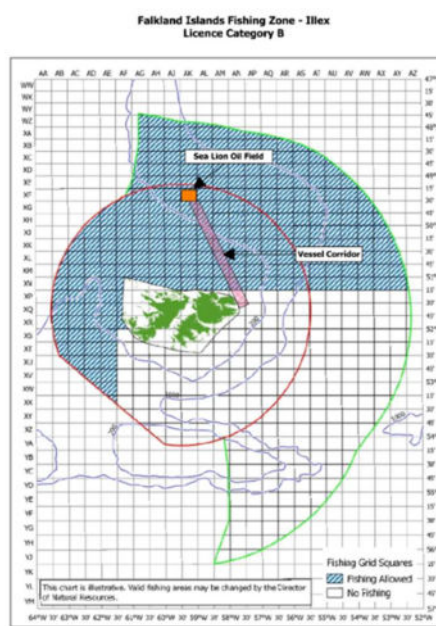


Figure 8-15 Licence Category B (FIG, 2024^P)

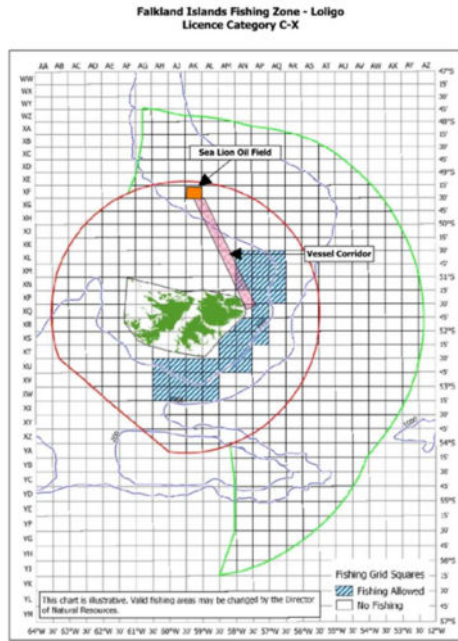


Figure 8-16 Licence Category C&X (FIG, 2024^P)

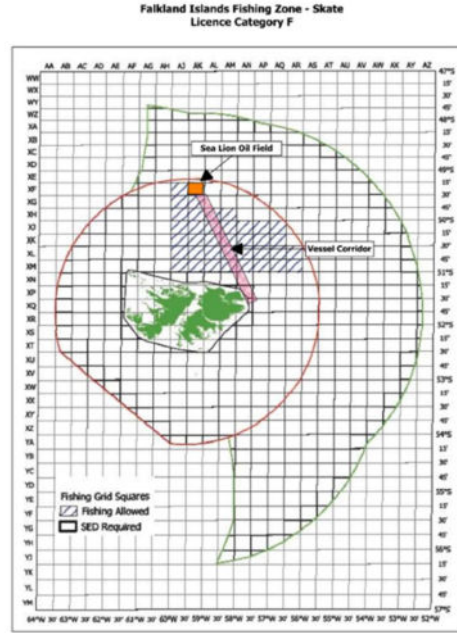


Figure 8-17 Licence Category F (FIG, 2024^P)

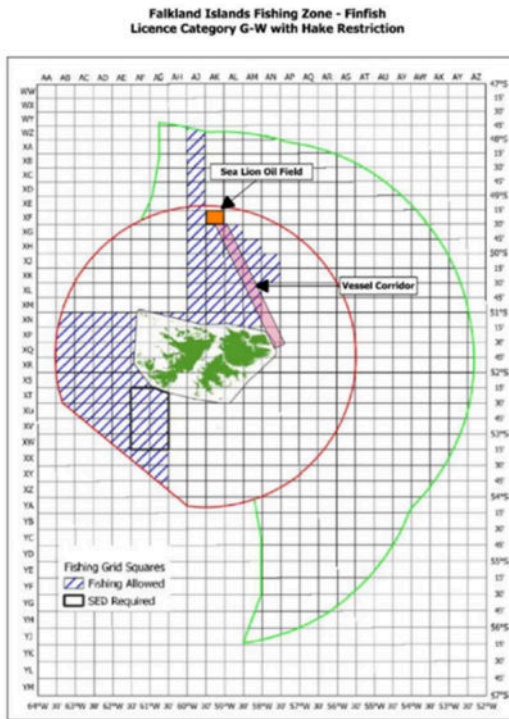


Figure 8-18 Licence Category G&W (FIG, 2024^P)

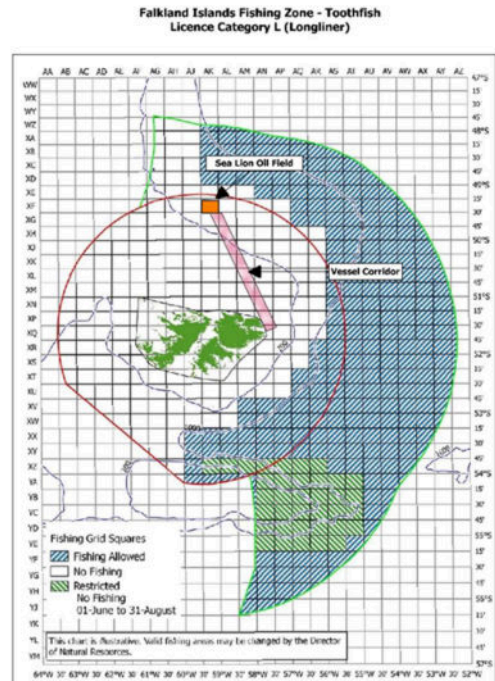


Figure 8-19 Licence Category L (FIG, 2024^P)

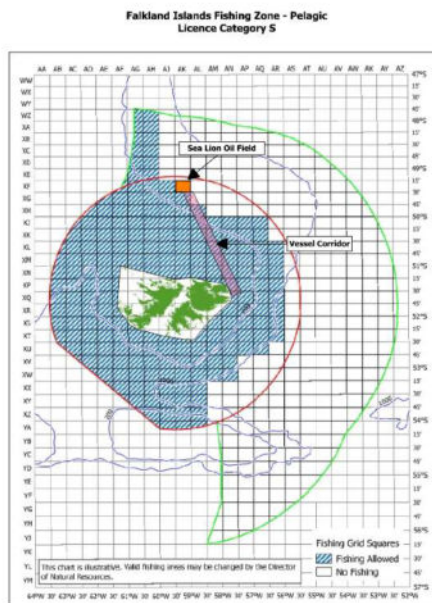


Figure 8-20 Licence Category S (FIG, 2024^P)

The sale of fishing licenses to foreign vessels operating within the Falkland Islands’ EEZ is a major revenue source, significantly contributing to the Islands’ GDP. Although the income from license fees varies, it currently accounts for 25-30% of FIG’s revenue (Navitas, 2024). The total annual revenue from licenses in 2023 was £33,187,748, with most of the income coming from Licence B, followed by Licence X (FIG, 2024^P). Refer to Figure 8-21 for a visual depiction of the differences in revenue generated from fishing licenses between 2019 and 2023. The fisheries and aquaculture sector overall contributes annually between 35-60% of the Falkland Islands GDP and accounts for more than 90% of all exports (FIG, 2023).

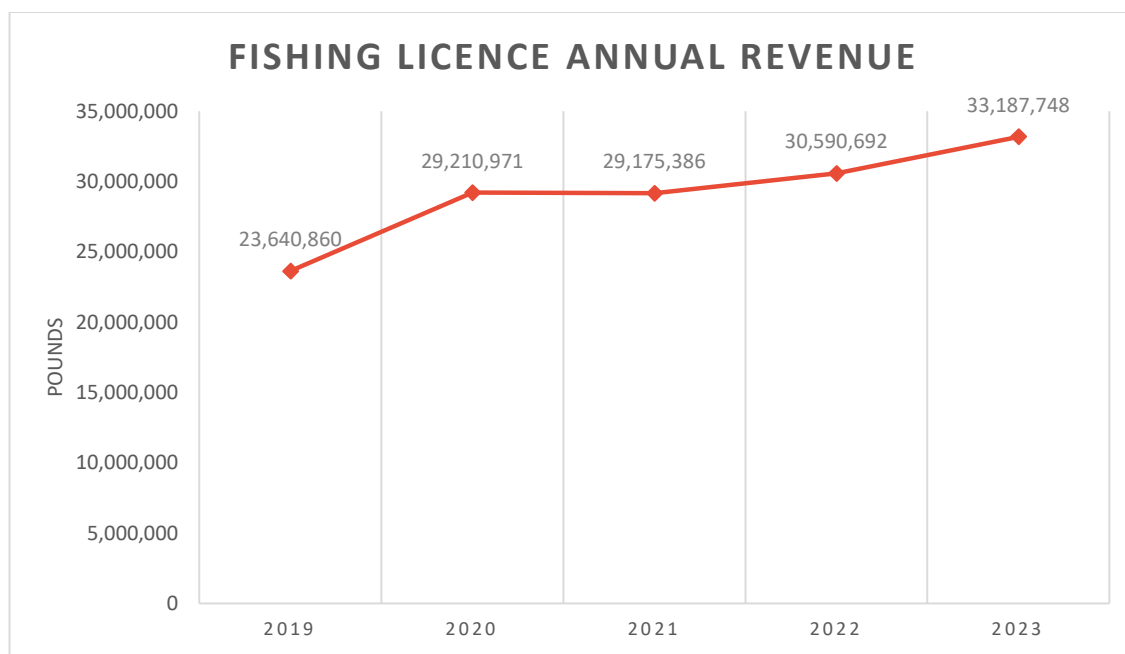


Figure 8-21 Fishing Licence Annual Revenue

Source: FIG, 2024^P.

Although local residents participate in the fishing industry, fishing in Falkland waters is predominantly carried out by non-residents. In 2023, a total of 231 licenses were issued, 37 to Spain, 57 to the Falkland Islands, 28 to Korea, 74 to Taiwan, and 4 to Vanuatu (FIG, 2024^p). To detect and deter illegal, unreported, and unlicensed fishing activities, the Falkland Islands employ various methods, including a dedicated fishery protection vessel, aerial surveillance, and satellite monitoring. Additionally, the license conditions for all commercial fisheries are reviewed annually to incorporate the latest scientific knowledge about fish stock status (FIG, 2023).

Overall, the Fisheries Statistics Report of 2023 indicates that the total annual catch for the year, approximately 187,305 tons, was the lowest since 2020 and fell below the median of the previous 9 years (2014 to 2022). As usual, the catch trend was primarily driven by squid, which made up 61.5% of the total. The catch of Loligo Squid in 2023 was the lowest since 2020, and the catch of Illex Squid was the lowest since 2019. Hake, the most commonly caught finfish, had a lower catch than 2022 but was still the second highest of the past decade.

Table 8-14 provides data on the total catches that occurred from 2019 to 2021 in Falkland waters for specific species. Note, Grenadiers, Scallops and those species classified as “others” occurred as bycatches, whilst Martiala Squid were caught and discarded.

Total Catch (Tonnes) of All Species by Year					
Species	2019	2020	2021	2022	2023
Red Cod	1,768	1,418	1,189	750	1,127
Southern Blue Whiting	518	69	86	273	51
Rock Cod	950	737	1,279	1,245	1,417
Illex Squid	43,444	62,699	172,537	73,034	45,453
Kingclip	1,710	1,625	1,708	1,340	1,454
Loligo Squid	81,908	60,732	95,627	101,166	69,751
Martiala Squid	0	1	0	0	0
Common Hake	53,378	43,327	59,177	62,803	60,673
Austral Hake	96	48	4	8	36
Skates and Rays	1,504	1,397	1,574	1,202	1,778
Toothfish	1,316	1,246	1,095	1,140	1,166
Hoki	7,407	7,643	1,914	2,326	3,430
Grenadiers	414	609	225	168	295
Scallops	2	16	62	122	114
“Others”	1,930	1,002	469	520	561
Total	196,345	182,569	336,946	246,097	187,306

Source: FIG, 2024^p.

Table 8-14 shows that between 2019 and 2023, the Falkland Islands' annual catch numbers fluctuated significantly, from a low of 182,569 in 2020 to a high of 336,946 in 2021. After a slight decline from 2019 to 2020, there was an 85% increase in 2021 due to favourable environmental conditions and effective management policies, followed by a decrease in 2022 and 2023. These variations highlight the impact of environmental factors, management strategies, and possibly other external influences on the fisheries in the Falkland Islands.

Fishing fleets from Spain, the Falkland Islands, Korea, Taiwan, and Vanuatu accounted for all catches in 2022 and 2023, with the Falkland Islands' fleets recording the highest numbers during these years FIG, 2024^p.

8.6.3 Biosecurity and Invasive Species

The Falkland Islands are largely free from animal and plant pests and diseases. The Department of Agriculture focuses on implementing and enforcing biosecurity regulations to prevent the risk of introducing threats like invasive species (FIG, 2024^o). Biodiversity threats are prioritized based on their frequency, likelihood, and the effectiveness and cost-efficiency of mitigation measures (FIG, 2023^b). A high priority threat for the Falkland Islands is the introduction of non-native species, which can have significant environmental, social, and economic impacts. These species are classified as invasive, and some may become invasive due to changes in climate or genetics.

The Department of Agriculture focuses on prevention and eradication measures to protect biosecurity. Prevention measures focus on the importation of invasive species and eradication on invasive species already established, including:

- There are 4 main importers of fresh produce (i.e. 3 commercial entities and the Ministry of Defence) to the Falkland Islands. Importing fresh produce requires a license and products are inspected by the Department of Agriculture. Inspections are conducted at importers' premises, since there is no dedicated biosecurity facility, and are conducted ad hoc dependent on risk. General cargo and vehicles are all spot-checked, but shipping containers are generally not inspected;
- Passengers arriving by sea must inspect their clothing and footwear for organic matter, and certain items (like animals, animal products, some organic materials and other animal products) require certification and prior permission to be brought ashore. International Catering Waste is disposed of by incineration or deep burial, and vessels must flush ballast water tanks before arrival (FIG, 2024^k). At Mount Pleasant Airport, biosecurity signage is present, along with a biosecurity amnesty bin (Key, 2018); and
- The Department of Agriculture has ongoing programs to control top invasive species such as rodents, thistles, and Calafate. As of 2019, 70 islands, covering 6,615 hectares, have been certified as rodent-free (FIG, 2023^c). The top 10 invasive species, identified in the Falkland Islands Biosecurity and Invasives Strategy report, require a Species Action Plan for control due to their impact on biodiversity, public health, and the economy.

Identified key weaknesses of the biosecurity system include an insufficient number of staff to handle biosecurity tasks effectively, a lack of detailed and comprehensive protocols, the absence of an overarching biosecurity policy framework, and inadequate and outdated biosecurity legislation (Key, 2018).

8.6.4 Areas of Cultural Significance

The Falkland Islands have several areas of cultural significance that reflect their history and heritage (Falkland Islands Museum & National Trust, 2024). Key sites are described below:

- Stanley, the capital city of the Falkland Islands, is important as the cultural hub and houses the Falkland Islands Museum and National Trust, which showcases the islands' history through artifacts and exhibits;

- The Historic Dockyard in Stanley, dating back to the mid-1840s, is important for its concentration of listed buildings and is used to house the Historic Dockyard Museum;
- Cartmell Cottage, located on Pioneer Row in central Stanley, is important for its historical representation of domestic life and is used to display rooms decorated to reflect different eras, managed by the Falkland Islands Museum and National Trust;
- Hawk's Nest Shanty, situated on Hawk's Nest Farm in West Falkland, is important for its agricultural history and is used as a base for the Past Finders youth group;
- The Cape Pembroke Lighthouse, located at the easternmost point of East Falkland, is important as a navigational aid and memorial site and is used to guide vessels and commemorate the Atlantic Conveyor lost during the 1982 war;
- Yorke Bay, located half a mile north of Stanley Airport in East Falkland, is known internationally as a breeding site for the threatened Magellanic penguin;
- The Whale Bone Arch in Stanley is important as a symbol of the Islands' whaling history and British heritage and is used as a landmark commemorating British administration;
- Corrals, such as those at Sapper Hill, Port Harriet, and Darwin, are important for their agricultural heritage and are used as stone and turf enclosures historically for managing livestock;
- Cemeteries in the Falkland Islands, including the Blue Beach Military Cemetery at San Carlos, the Argentine Military Cemetery near the Darwin Settlement, and Stanley Cemetery, are important for reflecting the Islands' history and the 1982 conflict and are used as sites of remembrance and reflection;
- The Centenary Memorial Wall in Stanley is important for commemorating the World War I naval battles of Coronel and the Falklands and is used as a memorial site with plaques detailing these events;
- The 1982 battlefields, including sites at Goose Green, Mount Tumbledown, and San Carlos, are important for marking key areas of the Falklands War and are used as memorials and small museums;
- Shipwrecks around the Falkland Islands, such as the Lady Elizabeth and the SS Great Britain, are important for their maritime heritage and are used as underwater museums preserving the history of maritime disasters;
- Christ Church Cathedral in Stanley, consecrated in 1892, is important as the southernmost Anglican cathedral and is used as an architectural landmark and cultural symbol, housing significant artifacts;
- Government House, located in Stanley, serves as the residence of the Governor of the Falkland Islands and is an important site for official events and ceremonies. It played a crucial role during the 1982 Falklands War, including the surrender of Argentine forces, and symbolizes the Islands' British heritage and governance;
- Gypsy Cove, located 6.5 km from Stanley, is a wildlife site within the Cape Pembroke peninsula and a National Nature Reserve. It is renowned for its natural beauty and abundant wildlife, including Magellanic penguins. The cove also features vibrant wildflowers and views of the wreck of the Lady Elizabeth, with historical significance due to nearby minefields (since cleared) from the 1982 Falklands War;
- The 1982 Memorial Wood in Stanley is dedicated to the memory of British servicemen and women who lost their lives during the 1982 Falklands War. Each tree represents a fallen soldier. It is located near the Stanley Cemetery;

- The United Free Church Tabernacle in Stanley, built in 1892, is a historic site serving as a place of non-conformist worship and community gathering;
- St. Mary's Catholic Church in Stanley, consecrated in 1899, serves as the pro-cathedral and parish of the Apostolic Prefecture of the Falkland Islands; and
- Yorke Bay, located on East Falkland, was mined during the 1982 conflict and closed to the public, but recent efforts have restored its status as a recreational site (Watson, 2020).

The cultural identity of the Falkland Islands is described as British, combined with distinct traits resulting from the Islands' ancestry, location, and size (Verisk Maplecroft, 2019). This British heritage is reflected in various cultural practices and symbols, particularly those related to farming, such as sheep farming, which plays a significant role in the Islands' identity.

The culture of the Falkland Islands is also deeply intertwined with its natural environment. Verisk Maplecroft (2019) found that many residents work outdoors in farming, tourism, and scientific research, which is linked to higher life satisfaction.

Outdoor leisure activities, such as walking, wildlife watching, foraging, and off-roading, as well as social events, like sheep shearing competitions and marathons, also reportedly contribute significantly to well-being. These activities enhance the overall well-being of the residents and reflect the strong connection between the Falkland Islanders and their natural surroundings.

8.6.5 Tourism

The Falkland Islands have seen a steady increase in tourism. In terms of land-based tourism, there were approximately 4,729 tourist arrivals in 2023, a 34% increase on 2022 figures. Approximately 1,800 of these tourists were travelling for leisure. The average length of stay was 11 nights with the average spend per leisure tourist per night was £228 (though this spend is 26% lower than in 2022). In 2023 there were 73,000 cruise passengers (22% increase since 2022), and the average spend per passenger is £96 (30% increase in spend since 2022). It is predicted that the unique nature of the Falkland Islands means tourism numbers will continue to rise (FITB, 2023). The Air Visitor Survey undertaken by Falklands Islands Tourism Board shows that walking/hiking (almost 90%) and photography were the 2 most popular activities undertaken by overnight visitors, followed by visiting the Historic Dockyard Museum and bird watching (FITB, 2023).

During the 2023-2024 season, the Falkland Islands saw 73,191 cruise passenger arrivals, marking the highest number ever recorded in a single season. This represents a 22.1% increase in arrivals compared to the 2022-2023 season (FITB, 2023). Many of these vessels explore locations in the western part of the islands to observe wildlife, with most also making a stop in Stanley. In Stanley, various businesses and individuals offer excursions to nearby attractions. These sites, including Surf Bay, Gypsy Cove, Cape Pembroke, Volunteer Point, Murrell Farm, Kidney Island, Long Island, and Bluff Cove, are not only significant for their wildlife but also serve as important recreational areas for both residents and visitors (Navitas, 2024).

In 2023, residents of the Falkland Islands undertook an estimated 16,919 domestic tourism trips for various purposes. These trips accounted for a total of 43,197 nights spent away from home, with an average stay of 2.6 nights per trip (FITB, 2023).

In the 2023-2024 season, tourism had experienced a ‘post-COVID bounce back’ with total expenditure from cruise ship and land-based visitors reaching almost £16.7 million (FIG, 2023^f). In 2019, total expenditure from cruise ship and land-based tourists was £15.5 million, and in 2018 gross value added by the tourism was £5.5 million (FIG, 2021^a). In the 2021 census, 43 people stated that their primary employment was in tourism, with a further 20 people saying that they had secondary employment in tourism (FIG, 2021).

8.7 Community Wellbeing

8.7.1 Quality of Life

Life satisfaction is a key component of subjective well-being, which is a major indicator of quality of life. According to the 2021 Census, average life satisfaction in the Falkland Islands is 8 out of 10. There is some variation where females and those living in MPC tend to be slightly happier than males and residents of other locations (FIG, 2021). Another reported component of quality of life in the Falkland Islands is community cohesion, friendliness, and a sense of belonging (Verisk Maplecroft, 2019). The study also found that ‘residents of the Falklands identify their relationship to the environment as the single most important core cultural value’ (Verisk Maplecroft, 2019).

The FIG’s 2015 SEMP for oil and gas development workshop and survey findings also revealed a strong sense of community in Stanley and across the Falklands (FIG, 2015^a). Anecdotal evidence included people stopping to help with car troubles, waving to each other while driving, noticing absences, and large funeral turnouts. Additionally, two-thirds of respondents participated in community activities, averaging 4 hours per week. However, some respondents felt a lack of privacy, describing it as ‘living in a goldfish bowl’. Both groups agreed that the close-knit community’s pros and cons significantly influenced their enjoyment of life in the Falklands. Overall, consultees emphasised that community connectedness was crucial to their quality of life and stressed the importance of maintaining these values despite potential new developments (FIG, 2015).

8.7.2 Noise

The EIS (Navitas, 2024) contains detail on noise levels in the Falkland Islands. It shows that to date, 4 noise monitoring exercises have been conducted in Stanley, providing baseline noise level data near the onshore supply base and the TDF. These measurements were carried out for Workboat Services Ltd in March 2013, Noble Energy Falklands Ltd in March 2014, and POEPL in both August 2016 and February 2017 (Navitas, 2024). Figure 8-22 and Table 8-15 show the results of the studies; refer to the EIS (Navitas, 2024) for further detail.

The baseline noise studies conducted in Stanley identified various sources of ambient noise, including both natural and human activities. Key sources included traffic noise from vehicles, wind, and occasional aircraft, which were common across multiple locations such as Liberty Lodge, Coastal Finger Pier, and various points around Stanley. Additionally, operational activities at facilities like the TDF and nearby industrial areas contributed to the ambient noise levels. Marine traffic and vehicle movements were also significant sources of noise, particularly in areas close to the coast and operational docks (Navitas, 2024).

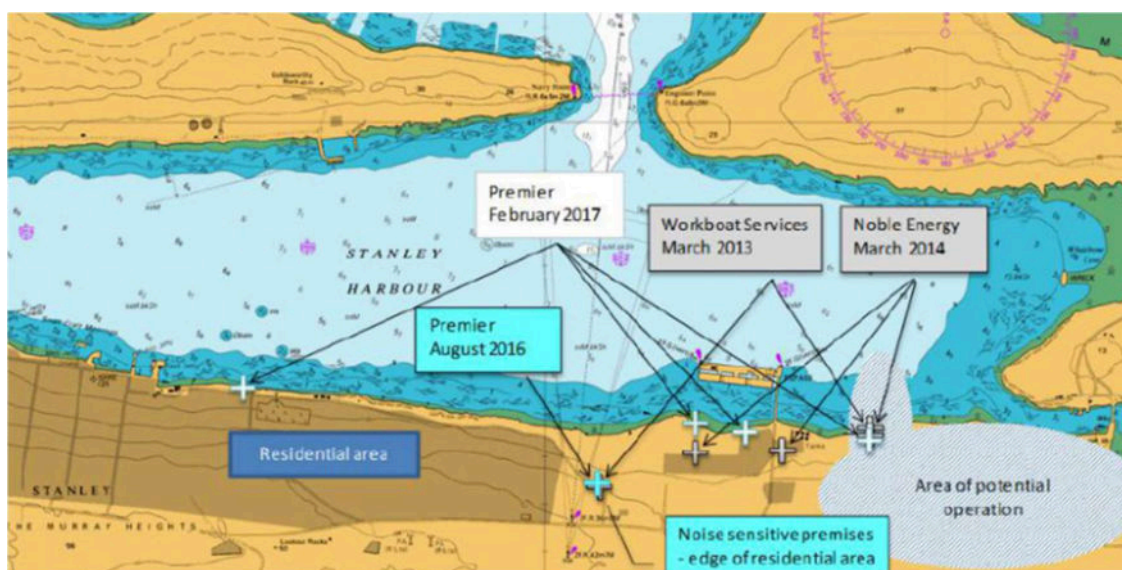


Figure 8-22 Location of Noise Monitoring Points in Stanley - Source: (Navitas, 2024)

Table 8-15 Noise Levels Around Stanley – Source: (Navitas, 2024)

Reference	Locations	Time Period	LAeq dB ¹	LA90 db ²
Workboat Services, March 2013	Liberty Lodge	Daytime	45.3	38.9
		Nighttime	38.3	35.7
	Coastal Finger Pier	Daytime	43.4	37.7
		Nighttime	37.5	34.4
Noble Energy Falklands Ltd, March 2014	Stanley Growers	Daily	48.0 – 49.1	Not reported
	TDF	Daily	53.3 – 58.7	Not reported
POEPL, August 2016	Liberty Lodge	Daily	45.3	41.7
POEPL, February 2017	Various locations	Snapshot over 5-6 minutes	41.8 – 72.5	Not reported

¹ Average noise level over the measurement period.

² Noise level exceeded 90% of the time.

Source: (Navitas, 2024).

8.7.3 Artificial Lighting

In populated areas like Stanley, street lighting is used to ensure visibility and safety at night. At night, there are operational lights from the industrial end of town (the Gordon Lines area) and FIPASS, as well as from vessels in the harbour. The number of vessels, and thus the lights, peaks in January and February before the Illex squid fishing season starts. During previous oil and gas operations, lights from the TDF and supply bases were noted during scoping consultations to be noticeable to Stanley residents. In 2015, a community complaint was made to POEPL about the lighting from vessels moored in the harbour at night. According to the New World Atlas of Artificial Brightness, the Falklands generally have dark skies, with most of the population experiencing minimal light pollution (Navitas, 2024). In more remote parts of the islands, artificial lighting is limited.

In Berkeley Sound, sources of anthropogenic light include jiggers that use the area to tranship their catches to reefer vessels and refuel. While the full rig of jigging lights is not typically deployed, these vessels still emit a significant amount of light, visible from Stanley. Additionally, other vessels anchor in Berkeley Sound primarily for fish transshipment. Although vessels can be present year-round, activity peaks between March and June, with over a dozen vessels at times, though this varies annually. Together, these vessels contribute substantially to anthropogenic light in the area (Navitas, 2024).

8.7.4 Air Quality

There is no existing data on air quality in the Falkland Islands (FIG, 2024). However, the primary sources of pollution are the Stanley power station and burning of gas and kerosene. The power station runs on diesel and produces particulate matter (PM) among other pollutants. It is located on the western side of Stanley. Gas and kerosene are popular fuels for heating and cooking in Stanley and these fuels produce fine particulate matter (PM_{2.5}) and nitrogen dioxide (NO₂). Air quality and odour have not been raised as issues during consultations to date.

8.7.5 Safety and Security

The Royal Falkland Island Police (RFIP) force contains 35 officers and is based out of the police station in Stanley (RFIP, 2024).

There is limited publicly available data on recent crime rates. However, there is an RFIP survey that captured perceptions of crime and policing in 2020, comparing results to a baseline in 2012 (RFIP, 2020). It found that the issues identified most frequently as moderate or serious problems were vehicles speeding (55%), drunk driving (31%), traffic offences (21%), rubbish or litter (23%), and drunk or rowdy behaviour (21%) (RFIP, 2020). While 78% stated their quality of life is not affected by anti-social behaviour, the impact of anti-social behaviour has increased significantly since the survey began in 2012. All of those stating they are affected by anti-social behaviour are based in Stanley and MPC. Although 63% were not worried about being a victim of crime, worry levels had increased since 2012 (RFIP, 2020).

Confidence in police effectiveness was mixed, with 75% confident in emergency response but only 44% confident in the effective use of public-provided information, and 46% lacked confidence in the police's ability to handle online crime (RFIP, 2020). Consequently, 16% of respondents experienced anti-social behaviour and 25% were victims of crime in the last year but did not report it, often due to previous bad experiences with the police or a belief that the police could not help (RFIP, 2020).

8.7.6 Gender Based Violence

Gender-based violence (GBV) is a concern globally, as it is recognized by the United Nations Fund for Population Activities as one of the most prevalent human rights violations in the world. However, there is no specific data on the prevalence of GBV in the Falklands.

8.7.7 Marine Vessels and Safety

The Falkland Islands Maritime Authority (FIMA) enforces maritime standards for vessels operating in Falkland Islands waters and those flagged to the Falkland Islands. The Head of the Maritime Authority is supported by a small team, including the Harbour Master, Deputy Harbour Master, and Assistant Harbour Masters (FIG, 2024^f). FIMA emphasizes marine safety through regular navigational safety reviews in critical areas like Port William and Stanley Harbour, safety inspections for compliance with maritime laws, and protocols for harbour closures during adverse weather conditions. A voluntary ship reporting system has been introduced to monitor vessel movements, enhancing maritime safety.

The Falkland Islands have a 24-hour reporting system for vessels entering and exiting Port William, Stanley Port, and Berkley Sound, monitored from the Duty Control Room. Vessels must report their entry, exit, anchor drop position, and when they are secured alongside their berth. All vessels intending to berth at Falklands Interim Port and Storage System (FIPASS) are required to take a pilot, with pilot requests made at least 24 hours in advance (FIG, 2024^k). Bunkering operations can be conducted alongside FIPASS or at sea, with strict adherence to safety checklists for fuel handling.

9. Impact Assessment

9.1 Economy

The summary table below can be used as a high-level overview of the identified Economic impacts associated with the Project (Table 9-1). The following related subsections reflect the details of these findings.

Impact	Source of Impact	Key Identified Receptors	Receptor Sensitivity	Timing	Magnitude Criteria					Likelihood	Impact Significance Determination
					Type of Impact	Duration	Frequency	Reversibility	Extent		
Employment	Job creation	Resident population of the Falkland Islands	Low-Moderate	Throughout, peak in 2025-2032	Positive	Long-term	Regular	Reversible	Falkland Islands, primarily Stanley	Likely	Major
Income	Job creation in oil and gas industry	Resident population of the Falkland Islands	Moderate	Throughout, peak in 2025-2032	Neutral	Long-term	Continuous	Reversible	Falkland Islands, primarily Stanley	Likely	Moderate
Consumer Spending, Inflation and Prices	Job creation, procurement	Resident population of the Falkland Islands	Moderate	Throughout, peak in 2025-2032	Neutral	Long-term	Continuous	Reversible	Falkland Islands, primarily Stanley	Likely	Moderate
Gross Domestic Product	Navitas profits and employment costs	Resident population of the Falkland Islands; FIG	Moderate	Throughout, peak in 2025-2032	Positive	Long-term	Continuous	Reversible	Falkland Islands	Likely	Major
Taxes, Royalties and Government Revenue	Royalty payments and corporate taxes to the FIG	FIG, Government agencies, departments, regulators, elected representatives	Moderate	Throughout, peak in 2025-2032	Positive	Long-term	Continuous	Reversible	Falkland Islands	Likely	Major
Local Businesses	Local procurement	Local Businesses	Moderate	Throughout, peak in Stages 1 and 2	Neutral	Long-term	Regular	Reversible	Falkland Islands, primarily Stanley	Likely	Moderate

9.1.1 Employment

Overall, the Project is anticipated to create 5,660 person years of employment across 32 years, or an average of 180 full time equivalent (FTE) jobs per year (Hatch, 2025).

The Sea Lion Project is likely to cause significant changes to Falkland Islands employment, through the creation of jobs as follows:

- **Offshore direct jobs:** jobs directly created by the Project on various offshore infrastructure;
- **Onshore direct jobs:** jobs directly created by Navitas and its Tier 1 contractors, and primarily based on the Falkland Islands, rather than offshore;
- **Onshore indirect jobs:** employment opportunities created in the Falkland Islands supply chain, covering a range of corporate, drilling and commissioning, hospitality, logistics, transportation roles, as well as other technical roles;
- **Onshore induced jobs:** jobs created by personal spending increases from those direct and indirect onshore workers, such as in accommodation, food services, and retail;
- **Super multiplier jobs:** public service jobs created to support the increase in populations, increased spending and economic activity, and activities related to the Project, such as government and regulatory oversight, education, health care, and emergency services; and,
- **Infrastructure accelerator jobs:** jobs required to build the necessary onshore infrastructure and accommodation resulting from the Project.

9.1.1.1 Offshore Job Requirements

Hatch's Economic Impact Assessment concluded that the development of the Sea Lion Project is estimated to create an average of 240 FTE offshore jobs from 2026-2033, peaking at just under 370 jobs. This would fall into a steady state of an average 90 jobs per year from 2034-2057 (Hatch, 2025).

These offshore jobs include roles on drilling, production, and maintenance crews, marine operations, health and safety roles, and catering and support roles. Some of these offshore positions could be filled by local Falkland Islands residents, though it is assumed that some highly specialized roles will require expertise not readily available within the current Falkland Islands labour market.

Based on these findings, the offshore job creation does not contribute significantly to the impact of employment on the Falkland Islands.

9.1.1.2 Onshore Job Requirements

Figure 9-1 presents the expected numbers of onshore jobs created by the Project, by type and by year, from 2025-2057.

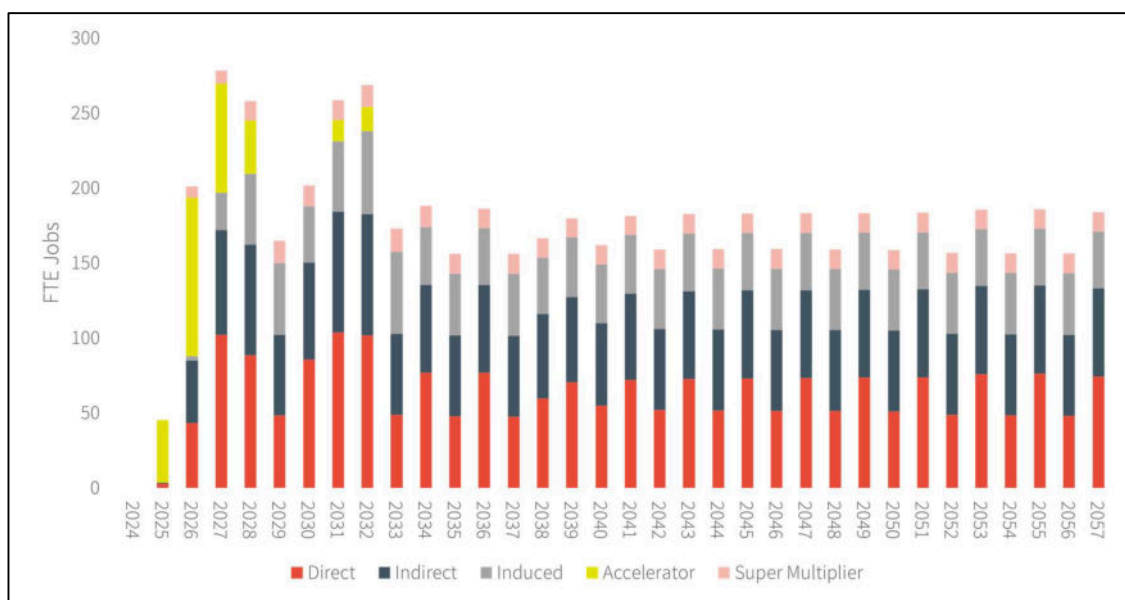


Figure 9-1 Summary of Expected Onshore Employment

Source: Hatch, 2025.

The Project is expected to create on average approximately 60 onshore direct FTE jobs and 60 onshore indirect FTE jobs per year from 2025-2057. The peak in onshore direct and indirect employment would be in 2031 during Phase 2 when around 100 direct and 80 indirect FTE positions will be created. A smaller peak in employment would also occur in 2027 when around 100 direct and 70 indirect FTE positions will be created. Once Phase 1 and Phase 2 drilling and construction are complete and the Project fully enters Stage 3 (2033-2056), the Project is expected to create on average approximately 60 onshore direct FTE jobs and 55 onshore indirect FTE jobs per year.

An average of 40 FTE induced jobs per year are expected to be created by additional personal expenditure in the Falkland Islands economy by direct and indirect workers. Most of those jobs (84%) are first-round induced jobs. There is expected to be a peak in induced jobs during Phase 1 and 2 (2027 to 2032) (Hatch, 2025).

On average, it is expected that 13-14 FTE super multiplier jobs per year will be created, primarily in regulatory, education and other public sector jobs to support the governmental administration of the Project as well as increase in population. 7 of these positions would be required for oil and gas regulatory oversight (Hatch, 2025).

The final category of jobs created will be the infrastructure accelerator jobs in construction. Since these are building and repairing onshore infrastructure and accommodation in readiness to support Sea Lion offshore drilling, construction, and production operations, most of the jobs would be required between 2025 and 2027. There are expected to be 40 FTE roles in 2025, 106 FTE roles in 2026 and 75 FTE roles in 2027. 11 jobs would be created between 2032 and 2033 to build additional housing (Hatch, 2025).

9.1.1.3 Resulting Impact

At peak onshore employment from 2026-2028, and again from 2031-2032, Project-created employment could increase the total number of employed people in the Falkland Islands (including MPC) from 3,142 (2021 Census data) to 3,372-3,389, representing a 7-8% increase. Employment effects will likely be more pronounced in Stanley, where the vast majority of employment opportunities will be. At peak onshore employment from 2026 - 2028, and again from 2031-2032, Project-created employment could increase the total number of employed people in Stanley from 1,642 (2021 Census data) to 1,872-1,889, representing a 14-15% increase.

Of these onshore direct and indirect jobs, Hatch's Economic Impact Assessment (Hatch, (2025^a) predicted that around 25% of FTE onshore direct and indirect employment would be filled by expats. Onshore direct and indirect jobs that are expected to be filled by locals or local contractors, on average, would be at around 55 FTE jobs per annum between 2025 and 2057, peaking in 2027 and 2031 at 80 FTEs.

The Project will likely increase the proportion of people employed in certain sectors, including construction (10.7% of total as of 2021 census), business services (6.3% of total as of 2021 census), and accommodation and food services (5% of total as of 2021 census). However, it will not likely substantially change the overall make-up of employment, and FIG is expected to remain the largest employer in the Islands by a large factor.

The Project could also cause employment changes in other industries that are indirectly impacted, through competition for workers, materials, and other resources, or demands arising as a result of biophysical impacts or unplanned events such as an oil spill.

Stakeholders have consistently shown interest in the job creation impacts of the Project, including direct, indirect, and induced jobs, as well as opportunities for training and skill development. A 2023 survey of students and young Falkland Islanders in the UK highlighted that career progression opportunities linked to specific job openings would make returning to work in the Falkland Islands most appealing (FIG, 2023^d).

Labour shortages of all types are regularly reported by businesses, and the 2021 and 2022 Falkland Islands Workforce Shortage Lists notes shortages across most, if not all, of the occupations that will be in demand by Project direct, indirect, and induced jobs (FIG, 2023^a). The creation of new jobs and opportunities, particularly those that may be higher paying than current jobs and offer new or different career paths, is likely to create churn and exacerbate recruitment and retention challenges currently experienced by businesses.

According to the Falkland Islands Employment Protection (Amendment) Ordinance 2024, employers are required to hire Falkland Islanders if a suitable Falkland Islander with the necessary skills has applied, is available, and is willing to do the work. Navitas will prioritise employment of Falkland Islanders with suitable qualifications, skills and experience. With the Falkland Islands at nearly full employment, these Project created jobs will therefore trigger a need for the backfilling of vacated roles.

Though unlikely, there could be additional changes to Falkland Islands employment as a result of accidents and malfunctions. Accidents and malfunctions, such as a blowout or oil spill, that shut down drilling, production, and other associated activities for short or medium durations of time could negatively impact Sea Lion workers, contractor workers, and other suppliers.

Depending on the duration of shutdown, Navitas and its contractors may wait out delays and hold on to workers, transfer those workers to other operations or projects, or may retrench workers. Depending on the economic climate at that time, those workers may be unable to find other comparable work (BOEM, 2014). Accidents and malfunctions could also change employment in other industries, including the fishing and tourism industries; this is assessed further in Section 9.1.5.1 (Changes to local businesses).

Overall, with a potential peak of 14-15% increase in the number of employed people in Stanley (and 7-8% increase in the number of employed people across the Falkland Islands), the Falkland Islands employment context could experience significant change. While employment opportunities and changes will occur throughout the life of Project, the most acute changes will likely occur after Project approvals are achieved, and between 2025-2033 in particular. Changes will be regular as new jobs and employment opportunities are created. Project direct and indirect jobs will be finite during the life of Project (therefore reversible), while induced and other jobs created will likely be longer term but potentially reversible post decommissioning. As summarized in Table 9-1, impacts to employment are considered to be likely, positive, and **Major**.

9.1.2 Incomes

The principal impact on incomes in the Falkland Islands will be through direct and indirect onshore employment. Hatch's Economic Impact Assessment estimated that as a result of the Project, approximately £10 million per year will be spent on wages (Hatch, 2025^a). Hatch's Economic Impact Assessment assumes that various categories of direct and indirect onshore FTE will be needed, ranging from accommodation management to corporate, to drilling and commissioning office-based jobs. Within each category there will be different roles required (for example, hotel management, hotel security and hotel cleaning). The Economic Impact Assessment estimates that the average salary per employment category could range from approximately £49,900 per year for some categories to £250,000 per year for sole traders (Hatch, 2025^a).

According to the Falkland Islands Census, the median income from employment is £24,000 per year and the average income from employment is £29,900 per year (FIG, 2021). In Stanley, the median income is £24,000 per year and the average is £30,400 per year. The Census found that in 2021, 17% of the people in employment earned over £40,000 per year (the highest earning threshold recorded), representing approximately 345 people. An increase of on average 120 people earning over £40,000 per year would amount to an almost 21% increase in the number of people earning the highest income threshold tracked by the census.

Generally, the oil and gas industry is one of the highest paying in the world. Wage benefits are not typically restricted to oil and gas workers; other industries directly or indirectly supporting the Project, as well as those supporting new populations and workers with higher consumer spending, generally also experience wage increases. In line with this global trend, the Sea Lion Project will likely create changes to income levels in the Falkland Islands primarily through employment creation.

Offshore direct FTE jobs (ranging from 90 to just under 370 positions depending on Project phase) are expected to be relatively high paying jobs (compared to the median income in the Falkland Islands), although salary estimates are not available. Some of these offshore positions could potentially be filled by local Falkland Islands residents, however, it is assumed that most will be filled by expats who will also be based offshore and have limited interactions with the Falkland Islands' economy.

Additional income-related findings are as follows:

- Less than £5 million per year of this is expected to be spent locally on onshore direct and indirect (120 FTE per year) as well as induced (40 FTE per year) employees. The wages paid to these onshore direct and indirect FTEs will vary significantly depending on role, skills, experience and other factors;
- Although estimates for the average annual salaries of the remaining onshore jobs are not available, the remaining onshore induced jobs and offshore FTE jobs are not expected to have a significant impact on incomes;
- Super multiplier FTE jobs such as FIG regulatory, health professionals, and education professional jobs would likely be significantly above the median annual salary in the Falkland Islands; and
- Finally, there are estimated to be a total of 221 infrastructure accelerator jobs between 2025-2027 (average of 74 per year) and these are estimated to earn on average approximately £29,600 per year, i.e. in line with the current Island average salary.

9.1.2.1 Resulting Impact

Increases in local income levels can lead to positive changes for individuals and households. Better incomes can increase household spending, enabling families to invest more in education, healthcare, and other essential services that can improve human development outcomes. This can lead to improved educational outcomes and better health standards, contributing to the overall well-being of the community. Additionally, higher incomes can enhance pensions and savings, providing greater financial security for individuals and families.

The positive impacts of rising local incomes also impact the economy generally. Increased consumer spending can stimulate local businesses and services, leading to further job creation and economic growth. Higher incomes can also improve the standard of living for residents, providing better access to goods, services, and opportunities. Additionally, increased tax revenues from higher wages can enable the government to invest in public infrastructure and services, benefiting the community as a whole.

Studies show that wages can increase over time due to oil and gas activity. For example, a study of the economic impact of the offshore oil and gas industry in Newfoundland and Labrador (Canada) in 2018 revealed that the average wage for all industries rose from 13% below the national Canadian average in 1998 to 6% above the national average by 2017. Between 2001 and 2017, the average wage in various sectors in the province increased faster than the national averages for those sectors: 46% faster in the professional services sector, 55% faster in the personal services sector, and 26% faster in the retail trade sector (Jupia Consultant Inc., 2018).

However, rising incomes and wages can also lead to increased inequality, as not all sectors and industries will experience wage increases. Those working in sectors removed from the oil and gas activities, such as agriculture and public sector work in education, health, and social work, may not experience wage increases on par with average wage increases. This may disproportionately affect women, Camp residents, and older generations, potentially exacerbating existing pay gaps within these population groups. Other income gap related impacts include:

- While the gender pay gap in the Falkland Islands has narrowed in recent years to £5,300 per annum, this will likely increase as more men than women typically work in oil and gas and will therefore experience the highest wage increases;
- Income gaps between wealthier and less well-off households in Stanley has been narrowing, however this gap could potentially increase with the influx of higher paying jobs in the oil and gas sector in Stanley;
- The gap between Camp and Stanley incomes may potentially grow. Roughly half of Camp households have not experienced similar gains in household income as other Camp or Stanley residents; this income gap will likely be more pronounced as the wage gains will likely be concentrated in Stanley households; and
- Labour shortages are already critical in Camp, and the FIG Rural Development Strategy requires attracting young workers and entrepreneurs to Camp. Rising income disparities between Stanley and Camp could further undermine FIG’s Rural Development Strategy.

Overall, as summarized in Table 9-1, the impacts on local incomes as a result of Project caused jobs are considered likely, overall neutral as those experiencing rising incomes will experience positive effects but those impacted by rising income inequality could experience negative effects, and with an overall **Moderate** impact on local incomes. These impacts are expected to be long-term, lasting beyond the steady state production, and regular. The increased incomes are considered reversible, as economic conditions can change, and incomes may decline as Project employment decreases after the decommissioning of the Project.

Note that there will be a separate EIA and EIS process for decommissioning that will assess these impacts further. The moderate impact could positively affect the well-being of some receptors, including individuals and households, by improving their financial security and access to essential services. Additionally, the broader economy could benefit from increased consumer spending, job creation, and enhanced public services.

9.1.3 Consumer Spending, Inflation, and Prices

There is extensive research about the ‘Dutch Disease’ economic cycles that countries experience when their economies become dominated by oil and gas exports. When countries become overwhelmingly dependent on oil and gas export revenues, they have typically demonstrated poorer economic growth and performance. Typically, this is because oil windfalls push up real exchange rates of local currencies and make other industries and markets (often agriculture) less competitive, thus shrinking those other sectors and increasing reliance on oil and gas. As oil and gas prices are volatile, this exposes those countries to economic shocks and boom-bust cycles. Non-oil and gas industries can experience price inflation, particularly for imports due to exchange rate increases.

The Falkland Islands has experienced much lower inflation since 2020 than the global average, likely due to its stable economy that is more dominated by agriculture and fishing than industries that are more dependent on global supply chains. Lower inflation may also be related to effective fiscal and government policy to keep prices stable, and a small population with predictable and smaller demand for goods and services (FIG, 2021^a). Furthermore, because the Falkland Islands Pound is pegged to the British Pound, the Falkland Islands should be protected from currency exchange rate inflationary pressures.

The Project has the potential to lead to cost inflation with potential increases in material and labour costs. As assessed in Section 9.1.2, average incomes in the Falkland Islands, and Stanley in particular, could rise as a result of the Project. As wages rise and as the population grows, household consumer spending on goods and services will likely increase. With the Falkland Islands at nearly full employment, the Project may compete with other sectors to attract workers and equipment. In turn, local businesses will compete with the Project to attract and maintain workers, which could have inflationary effects on wages. This competition could increase prices for labour, capital goods, and wages. Businesses may also adjust prices in response to increased consumer spending and demand.

As noted in Section 9.1.2, offshore oil and gas projects have contributed to inflationary pressures on wages elsewhere. Higher prices may also lead to demand for increased wages from workers to keep up with the cost of living. Wage inflation and the rising cost of living is one of the most common concerns raised by stakeholders during consultations processes in 2014, 2015, 2016 and 2023 (Navitas, 2024).

A study of the economic impact of Newfoundland and Labrador's offshore oil and gas industry in 2018 showed how oil and gas-related consumer spending flowed through the local economy. Consumer spending in the following categories grew substantially more than the national average: restaurants, vehicles, insurance products (home, auto, health, etc.), gifts of money, support payments, and charitable contributions, eye care and dental services, clothing and accessories, household furnishings and equipment, entertainment, and communications (telephone, internet) (Jupia Consultants Inc., 2018). Because a portion of the Navitas workforce will be rotational expat workers spending earnings outside of the Falkland Islands during their off-rotation, there could be a lessened effect of oil and gas-related consumer spending in the local economy than elsewhere.

When a local economy experiences inflationary pressures, some households may reduce spending, particularly on non-essential goods and services, to manage household budgets. Falkland Island households on fixed incomes and those not experiencing wage increases on par with average wage increases, will be most vulnerable to price increases, particularly for essential goods and services such as accommodation, fuel, food, transportation, and telecommunications.

Local businesses most vulnerable to inflationary prices and wage pressures are lower margin businesses (such as hospitality), and those whose labour and equipment might be most subjected to inflationary pressures, such as those already experiencing labour and equipment shortages or those reliant on global supply chains.

9.1.3.1 Resulting Impact

Impacts to consumer spending, inflation, and prices are considered overall neutral, as some people and businesses will experience positive impacts (e.g., increased spending creating economic opportunities) while others will experience negative impacts (e.g., increased prices). Any impacts to consumer spending, inflation and prices would likely be most acute in Stanley but could have a broader impact across the Falkland Islands. The potential increase in household spending, prices and inflation will be long-term, lasting throughout the Project's construction and production phases, although the most acute changes will occur immediately after Project approvals are achieved, and between 2025-2032 in particular. The impacts are continuous as they will impact upon daily consumption patterns (through increased spending or increased prices) and reversible, since once the Project enters the decommissioning phase household incomes and spending may decrease. The sensitivity of the impacted households varies, as discussed above, but are overall considered to be moderate since they have a limited capacity to absorb changes. Overall, as summarized in Table 9-1, the potential impact is considered to be **Moderate** and likely.

9.1.4 Gross Domestic Product

The Gross Domestic Product (GDP) of the Falkland Islands in 2023 was £280.4 million Falkland Islands Pounds (FIG, 2024^a). Fishing is currently the largest economic activity, accounting for approximately 59% of nominal GDP in both 2022 and 2023, followed by public administration and defence, education, human health, and social work activities, which cumulatively contributes to around 12-13% of GDP in 2022 and 2023 (FIG, 2024^a). The Project will likely drastically increase the oil and gas industry's contribution to GDP, which in 2023 was 3.4% (£9.6 million GVA) (FIG, 2024^a).

According to Hatch's Economic Impact Assessment (Hatch, 2025), the development of the Sea Lion Project is anticipated to have a substantial impact on this GDP (See Figure 9-2). Over the course of the Project, the cumulative uplift to GDP is estimated to be £8.09 billion, averaging £253 million per year⁴. This includes profits made by Navitas, as well as total employment costs (wage bill, pension contributions, and income taxes paid). Therefore, the Project is expected to contribute on average to more than a doubling of the Falkland Islands GDP. The peak year for this uplift is anticipated to be 2032, with an estimated increase of £806 million, representing around a 290% increase compared to the current GDP baseline. This far exceeds recent growth rates in the Falkland Islands' GDP, which between 2011-2022 grew at an average rate of 9.3% per year (FIG, 2024^a).

⁴ Hatch's EIA uses Navitas' annual oil flow rate projections based on mid-case price assumptions for modelling purposes, and notes that fluctuations in oil prices may pose material effects for estimates of FIG GDP uplift; demand for oil, and therefore oil prices, may be impacted by energy transition policy and wider (geo)politics.

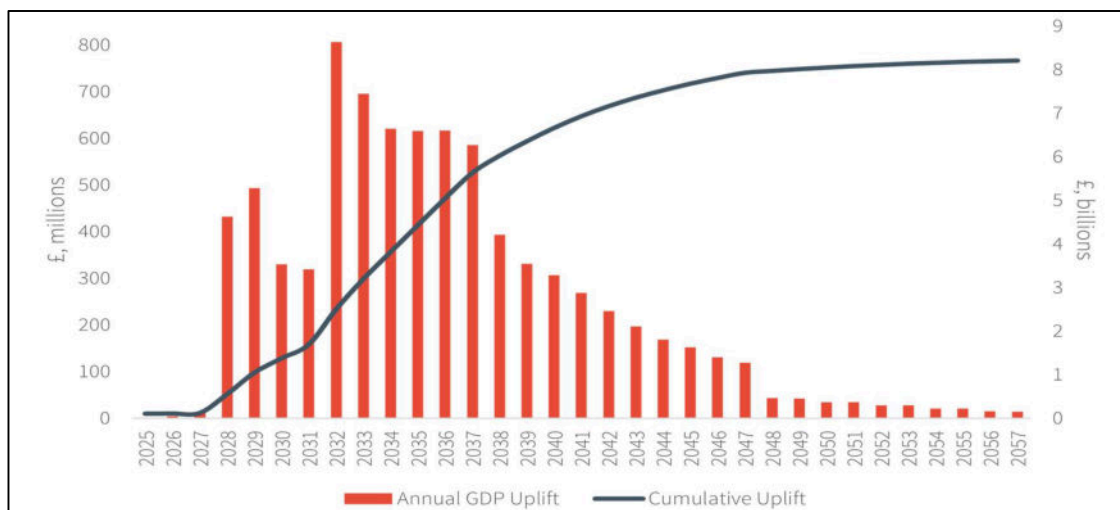


Figure 9-2 Direct GDP Uplift Caused by the Project

Source: Hatch, 2025.

9.1.4.1 Resulting Impact

The Sea Lion Project's impact on GDP is expected to be transformative, with substantial increases in absolute numbers and as a percentage of the total economy. This growth could potentially lead to increased economic activity, job creation, and improved public services, benefiting the Falkland Islands' economy and its residents. Increased GDP can support local communities by providing more resources for public infrastructure, healthcare, education, and social services. It can also attract further investment. The extent to which and the ways in which GDP impacts local communities and human development in the Falkland Islands depends on multiple factors, such as FIG economic policy and management of government revenue. These factors are out of scope for this SIA, which focuses on how the Project can manage social impacts.

However, there are some caveats to the extent of the positive impact of GDP increases. Firstly, in as far as it leads to changes in Gross National Income (GNI), these are expected to be more modest, given the repatriation of profits out of the Islands, and the use of expat workers. The proportion to which the Project may contribute to GDP also increases the risk of volatility in the Falkland Islands' economy. The Falkland Islands economy is already subject to volatility due to its reliance on fishing and natural resources. For example, there was an annual change of 32.1% between 2015 and 2016 following the discovery of 3 oil deposits during exploration campaign activities (Rockhopper, 2025).

Overall, as summarized in Table 9-1, the impact of the Sea Lion Project on GDP is expected to be **Major**. The change is long-term, lasting at least until decommissioning phase, and continuous. The increased GDP is reversible, as economic conditions can change, and GDP may decline after the decommissioning of the Project. The sensitivity of the local economy to these changes is considered to be moderate. The likelihood of these positive impacts occurring is high, as similar development activities of comparable scale, size, and complexity have shown similar outcomes.

9.1.5 Taxes, Royalties, and Other Government Revenues

Hatch's Economic Impact Assessment (Hatch, 2025) concluded that revenue streams through royalty payments and corporate tax streams to the FIG will start in 2027, and will be £3.60 billion cumulatively from 2027 to 2057, or an average of £109 million per annum⁵. This would represent on average a doubling of FIG revenue from current levels of £120 million in 2023/2024. Revenues are expected to be highest during the years 2033-2037, with a peak in 2034, when they are projected to reach circa £279 million, roughly 2.5 times greater than the baseline total revenue.

Just over half (56%) of the revenue from the Project is expected to come from corporate tax (25% on profits greater than £500 million), and 44% from royalties (9% on annual revenues). It should be noted that there will also be additional fiscal impacts from employees (e.g. payment of income tax) of Navitas and its supply chain, although these wider fiscal impacts were not quantified in the Economic Impact Assessment (Hatch, 2025).

There will be increased revenues to FIG starting from mid-2025 in terms of personal income tax arising from onshore construction and offshore drilling and construction activity, but revenues from oil production (royalty payments) are expected to substantially commence in 2028. Corporate tax payments are expected to substantially commence in 2033.

The Project could potentially impact other industries such as fisheries and tourism that contribute to taxes, royalties, and other government revenue. Section 9.1.5.1 finds that impacts to fishing and fisheries as a result of unlikely events such as biofouling and the introduction of non-native marine species are moderate and possible. Oil spills caused by accidents or malfunctions are unlikely but could have an impact upon government revenue from fishing and fisheries. Licence fees account for approximately 25% to 30% of government revenues.

9.1.5.1 Resulting Impact

Overall, as summarized in Table 9-1, the impact of the Sea Lion Project on government revenue is expected to be **Major**. The change would be long-term, lasting beyond steady state production phase, and continuous, occurring constantly. The increase is considered temporary and reversible, as economic conditions can change, and revenue may decline after the decommissioning of the Project. The sensitivity of the local economy to these changes is considered moderate. The likelihood of these positive impacts occurring is considered high, as similar development activities of comparable scale, size, and complexity have shown similar outcomes.

⁵ Hatch's EIA uses Navitas' estimates on corporate tax payments that take into account historic losses and depreciation. The EIA uses Navitas' annual oil flow rate projections based on mid-case price assumptions for modelling purposes, and notes that fluctuations in oil prices may pose material effects for estimates of FIG revenues through taxes and royalties; demand for oil, and therefore oil prices, may be impacted by energy transition policy and wider (geo)politics.

9.1.6 Local Businesses

The current Falkland Islands labour market is constrained, while businesses report labour shortages across key sectors including skilled building, welding, and electrical trades, administrative and secretarial occupations, engineering, business administration and finance, architecture and surveying, security, driving and transportation. Shortages are also reported in sectors that are primed to service increased consumer spending and populations, including hospitality and food preparation, information technology, teaching and education, childcare, health care, cleaning services, legal, tour guides, and transportation. FIG's Economic Development Strategy also notes the limited existing capacity of professional and advisory services for business start-ups. Retention rates of workers are low, and high turnover rates lead to high costs of worker recruitment, which could impede the ability of local businesses to capture these Project opportunities (FIG, 2019^b).

As described in Section 9.1.3, local businesses may experience inflationary pressures on prices as well as wages. The most vulnerable businesses to these labour shortages and inflationary pressures on wages and prices will likely be those already experiencing labour shortages, those with low profit margins, and those whose inputs and labour will be most impacted by inflationary pressures.

The Project will create new economic opportunities for local businesses through Project procurement opportunities, and by increasing wider demand for local goods and services. Increased competition for these goods and services may in turn impact local businesses through wage and price inflation and labour shortages. Additionally, Project-related migration will likely increase demand for a range of local businesses' goods and services, from construction to retail to hospitality.

It is also possible that the dependants of those arriving through in migration could create new businesses, further increasing employment opportunities in the Falkland Islands.

Navitas will enter into contracts with specialist external (non-Falkland Islands) 'Tier 1 Contractors' for the FPSO, Subsea equipment, Offshore construction/installation vessels and services, drilling and well services, and helicopters. The Falkland Islands Supply Chain does not currently have the resource capacity to provide these components. However, Navitas projects that a range of procurement and contracts opportunities will be available to the Falkland Islands supply chain directly with Navitas, or with Navitas' Tier 1 Contractors and Subcontractors (Navitas, 2024^a). Navitas has not yet conducted a detailed market survey to confirm business capacity and availability to provide these goods and services. Expressions of Interest for key contracting opportunities were invited in Q1 2024, and the outcomes of these exercises have informed future contracting strategy.

During construction and early execution, a range of opportunities will be available, including: accommodation of Sea Lion Field Personnel, Supply Base and support services, upgrades to TDF, heliport and aviation support services, telecommunications, utilities, emergency response, UK to the Falkland Islands logistics chain (vessel support and bunkering), and a range of local business support services including taxation, accounting, banking, legal, immigration, planning, administrative, land transportation, and environmental monitoring and management services.

During Stage 3 (Steady State Production), a range of opportunities will be available to the Falkland Islands supply chain, including production operations base personnel and administrative support, site security, accommodation management and services, TDF operations and maintenance, environmental monitoring and management services, carbon and biodiversity fund support, land transportation, helicopter operations support, communications and IT, emergency response, aviation fuel and marine bunkering, inshore marine tender vessels, medical services, and provision of food supplies, and catering services (Navitas, 2024a).

FIG requires Navitas to make contributions to an environmental fund to offset carbon emissions from the Project, and this fund could be open to applicants who have proposals for projects across Falkland Islands that will create or protect habitat and biodiversity, and (in doing so) contribute to carbon sequestration. This fund could provide opportunities to local businesses and organizations who could benefit from these grant funds to hire and upskill workers, purchase new equipment and resources, and support delivery of these habitat restoration and biodiversity offsetting projects.

9.1.6.1 Resulting Impact

Impacts to local businesses are considered overall neutral as some businesses will experience positive impacts (e.g., new economic opportunities), while some businesses will experience negative impacts (e.g., labour shortages, inflationary pressures of prices and wages). The impacts to local businesses will likely be most acute in Stanley but could have a broader impact across the Falkland Islands. The potential increase in economic opportunities for local businesses will be long-term, lasting throughout the Project's construction and operations phases, although the most acute changes will occur after Project approvals are achieved, and between 2025-2032 in particular. The impacts are considered regular, as there will be regular tendering opportunities, and reversible, since once the Project enters the steady state production and then decommissioning the opportunities for local businesses will decrease. The sensitivity of the local businesses varies, as discussed above, but are overall considered to be moderate since there are structural constraints impacting their ability to absorb changes. Overall, as summarized in Table 9-1, the impact is considered to be **Moderate** and likely.

9.1.7 Mitigation and Residual Impacts - Economy

The Project will enhance positive and control negative impacts to Falkland Islands' economy through the following key mitigation measures:

- Navitas' Local Content Policy commits Navitas to enable local hiring and local buying and requires contractors and partners with an operational presence on the Islands have a Falkland Islands specific local content policy consistent with the Navitas Local Content Policy;
- Navitas has committed to conducting an assessment of the labour market in the Falkland Islands that includes an inventory of the skills available locally and a gap analysis against the skills required by the Project (for both direct and indirect employment opportunities);

- Navitas will update and finalize a Local Content Plan that will describe how the Project will provide local employment, procurement, and skills training opportunities. The Local Content Plan will contain local workforce development strategies including pre-employment and on-the-job training, internships, scholarships. Navitas recognises that some local applicants may have the requisite skills and experience even if they lack formal qualifications, in alignment with the FIG Workforce Development Strategy for the Falkland Islands (FIG, 2023);
- The Project will advertise employment opportunities locally in formats accessible to local communities, and will engage with FIG, relevant FIG departments, the Falkland Islands Development Corporation and other relevant stakeholders to coordinate the labour market assessment, capacity building initiatives, recruitment initiatives and any other relevant elements of the Local Employment Plan;
- A skills-transfer and training programme is being developed, which aims to increase potential local offshore employment rates by Stage 3 of the Project;
- Navitas' local content policies and human resources procedures for equitable hiring may help to ensure that the wage benefits of the project are more evenly distributed across the community; and
- Navitas is required to have sufficient insurance in place to cover the worst-case costs of an oil spill and response, as well as financial impacts on Falkland Islands' economy. Navitas will hold financial liabilities to cover potential losses to fisheries and aquaculture, as well as cover potential losses to the tourism industry, in the unlikely worst-case well blow-out scenario.

Table 9-2 presents a summary of the assessed residual impacts to the Falkland Islands Economy after the implementation of Project proposed mitigation measures. Because Project measures seek to enhance the mostly positive economic opportunities related to the Project, the residual impact ratings are unchanged from impact ratings.

Impact	Source of Impact	Key Identified Receptors	Receptor Sensitivity	Timing	Likelihood	Impact Significance Determination	Confidence	Residual Impact Significance Determination
Employment	Job creation	Resident population of the Falkland Islands	Low-Moderate	Throughout, peak in 2025-2032	Likely	Major	High	Major
Income	Job creation in oil and gas industry	Resident population of the Falkland Islands	Moderate	Throughout, peak in 2025-2032	Likely	Moderate	Medium	Moderate
Consumer Spending, Inflation and Prices	Job creation, procurement	Resident population of the Falkland Islands	Moderate	Throughout, peak in 2025-2032	Likely	Moderate	Low	Moderate
Gross Domestic Product	Navitas profits and employment costs	Resident population of the Falkland Islands; FIG	Moderate	Throughout, peak in 2025-2032	Likely	Major	High	Major
Taxes, Royalties and Government Revenue	Royalty payments and corporate taxes to the FIG	FIG, Government agencies, departments, regulators, elected representatives	Moderate	Throughout, peak in 2025-2032	Likely	Major	High	Major
Local Businesses	Local procurement	Local Businesses	Moderate	Throughout, peak in Stages 1 and 2	Likely	Moderate	Low	Moderate

9.1.8 Applicable FIG Policies, Plans, and Developments - Economy

The 2021 FIG Workforce Development Strategy lists a series of proposed actions for government as well as industry around investments in education and skills, recruitment and integration, and retention, to build and maintain a capable, motivated, and flexible workforce to support economic and social development in the Falkland Islands. The strategy acknowledges that the Falkland Islands workforce can be enhanced and grown to capture new employment opportunities through:

- Education and training opportunities at Falkland College, achieving formal qualifications to demonstrate competence in different fields, trades, or professions;
- Expanding funding for further education, expanding apprenticeship programs and eligibility; and
- Improved engagement between Falkland Island employers and young people studying abroad to promote local career opportunities and encourage people to return after overseas studies.

Recruitment and retention can be enhanced by a single and centralized online portal for international recruitment, improved settlement services, improvements to the immigration system, clearer succession planning and career development supports for workers, and infrastructure improvements to attract workers to live in the Falkland Islands (FIG, 2023^a).

If these strategies and plans are realized, Falkland Islanders could have greater opportunities to respond to changes in employment opportunities created by the Project in a way that suits their needs, aspirations, and concerns. If enhancements for education and training, recruitment, and retention are not realized, Falkland Islanders may not be able to capture potential employment opportunities created by the Project, or could be more negatively impacted by labour shortages caused by Project related employment opportunities.

Moreover, FIG has considered how best to manage, invest, and segregate funds received through taxes and royalties, including how they can be used for investments in economic and social infrastructure, and invested to provide revenue stability for future generations (e.g., sovereign wealth fund).

9.1.9 Cumulative Impacts - Economy

Present and future projects will likely cause cumulative impacts to the economy by creating shorter-term employment demand that could lead to shortages of workers and an increase in migration to directly fill or backfill positions. At this time, labour needs for these projects are not known. There will be an increase in demand for construction workers between 2025 and 2028 due to the Sea Lion Project (most construction jobs expected 2025 to 2027), and this could be exacerbated by the following planned projects and developments:

- The new waste management facility and incinerator (construction 2025 to 2026);
- Sand Bay Phase 3 Renewables Project (construction expected to be completed in 2027);
- FIG's new power station (construction 2027 to 2028);
- The Multi-Purpose Recreation Centre (construction 2025); and
- New housing and accommodation developments at Sapper Hill (construction 2025 to 2026).

There is also the potential for cumulative impacts to incomes, consumer spending, inflation, government revenues, GDP, and local businesses as a result of these projects and developments, i.e.:

- While there is limited information available about the upcoming projects in the Falkland Islands to properly assess these cumulative impacts, it is reasonable to assume that additional labour and equipment shortages could lead to further wage increases and potentially price inflation;
- These projects represent opportunities as well as challenges to local businesses who will benefit from construction and procurement opportunities, but who could also encounter labour shortages and price inflation during the period of heaviest construction activity from 2025-2028; and
- These other projects are not anticipated to contribute substantially towards FIG revenues as they are mostly not profit-generating developments, but could contribute to GDP through FIG spending, business investments (housing construction), and employment costs (wages, pension contributions, and income taxes paid).

9.2 Population and Culture

The summary table below can be used as a high-level overview of the identified Population and Culture impacts associated with the Project (Table 9-3). The following related subsections reflect the details of these findings.

Table 9-3 Summary of Potential Impacts to Population and Culture											
Impact	Source of Impact	Key Identified Receptors	Receptor Sensitivity	Timing	Magnitude Criteria					Likelihood	Impact Significance Determination
					Type of Impact	Duration	Frequency	Reversibility	Extent		
Population and Culture	Worker and population influx	Resident population of the Falkland Islands	Moderate	Throughout, peak in 2025-2032	Neutral	Long-Term	Regular	Reversible	Falkland Islands	Likely	Major
Population Education	Job creation, Worker and population influx	Resident population of the Falkland Islands	Moderate	Throughout, peak in 2025-2032	Positive	Long-Term	Regular	Reversible	Stanley population	Possible	Minor
Population Health	Project activities	Resident population of the Falkland Islands	Moderate	Throughout, peak in 2025-2032	Neutral	Long-term	Regular	Reversible	Stanley population	Possible	Minor

9.2.1 Population and Culture

The Project will directly cause worker influx to the Falkland Islands and will indirectly induce population influx to the Falkland Islands. In this SIA, 'Project induced migration' or 'Project-related migration' refers to both worker and population influx directly and indirectly caused by the Project.

Hatch's Economic Impact Assessment (Hatch, 2025^a) estimated the likely migration to the Falkland Islands induced by the Project. Economic modelling has estimated that the Project will result in demand for 5,700 person years of onshore employment over 32 years, or an average of 180 full-time equivalent (FTE) roles per year. This includes direct jobs (jobs directly employed by Navitas), indirect jobs (jobs in the supply chain required for the construction and operation of the Sea Lion Project, employed by Navitas contractors and suppliers), induced jobs (jobs supported by the personal spending increases associated with the gross increase in direct and indirect jobs, such as accommodation, food services, and retail jobs), and super multiplier jobs (public service jobs required as a direct result of the Sea Lion Project and to support the rise in population related to the development of the Project, such as jobs in education, O&G regulation, health and leisure services, and emergency services).

The Economic Impact Assessment has made assumptions around which of these positions will be filled by current residents of the Falkland Islands, which will require workers to migrate to the Falkland Islands, and which of these roles will result in in-migration to backfill jobs left vacant by local residents taking employment opportunities with the Sea Lion Project. The Economic Impact Assessment assumes that 28% of direct or indirect roles requiring in-migration will bring families or dependents with them. The Economic Impact Assessment assumes that there will be a 12-month lag between position vacancy and arrival of newcomer to fill the vacant role. Modelling to project migration and population changes in the Falkland Islands has not included offshore jobs, or onshore infrastructure jobs which are anticipated to be temporary and short-term, as these jobs are not anticipated to result in in-migration.

The below figures summarize the estimated worker and population influx related to the Project:

- Figure 9-3 shows estimates for migration to the Falkland Islands related to the Sea Lion Project, against projections for direct, indirect, induced, and super multiplier FTE jobs created by the Project. These estimates do not consider offshore jobs or accelerator (onshore infrastructure construction) jobs as these are not anticipated to result in migration; and
- Figure 9-4 shows the estimated annual migration related to the Project. Total migration is the total number of new people anticipated to migrate to the Falkland Islands as a result of the Project, and net migration is the year-on-year change anticipated.

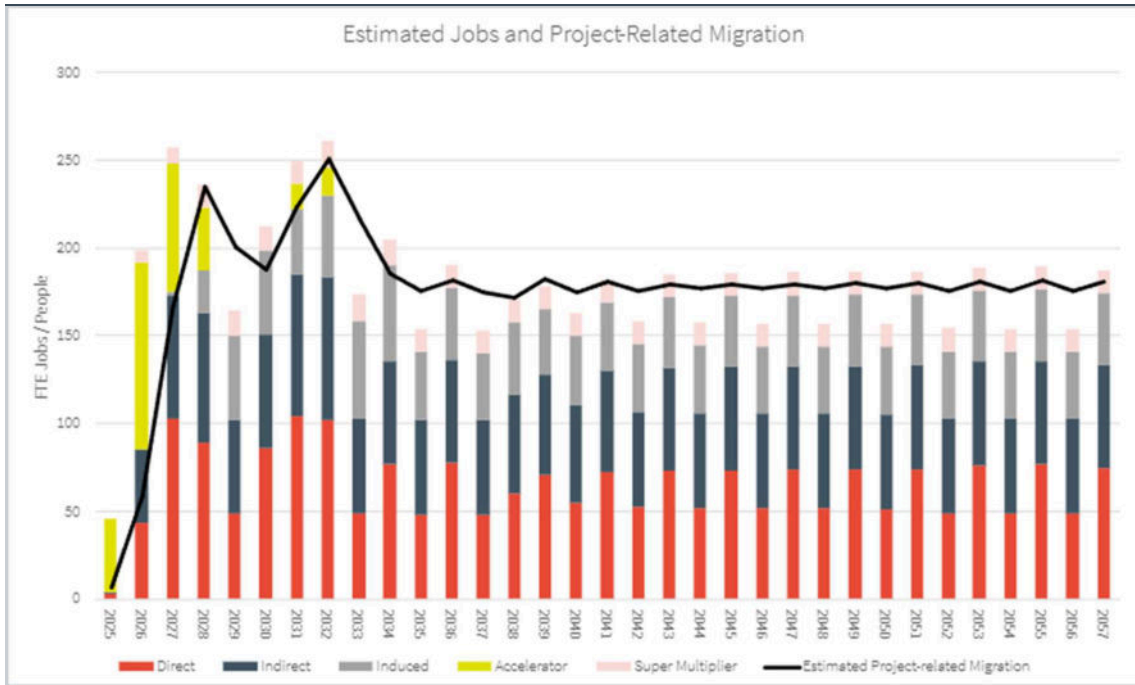


Figure 9-3 Estimated Jobs and Project-Related Migration

Source: Hatch, 2025^a.

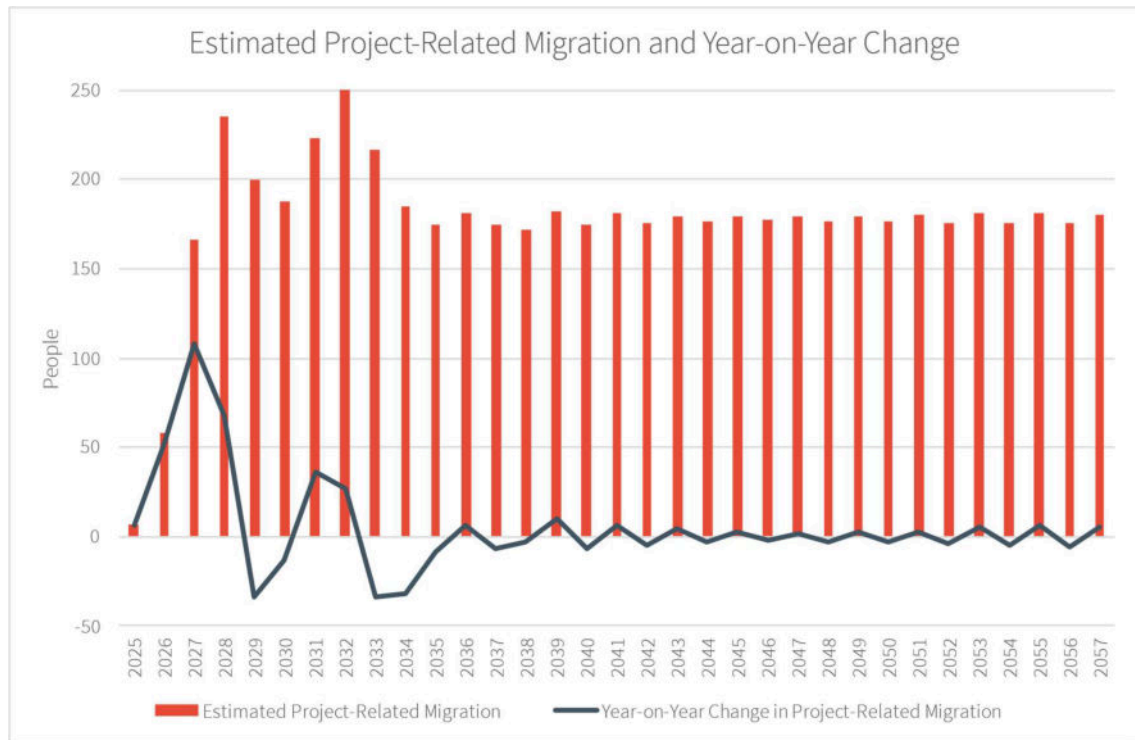


Figure 9-4 Estimated Project-Related Migration and Year-on-Year Change

Source: Hatch, 2025^a.

Two peaks of Project-related in-migration are anticipated, both in Stage 1; the first in 2028 after the first few years of Project development activities, and a higher peak in 2032 that coincides with Stage 2 SIMOPS. Project-related migration numbers would stabilize at around 170-180 newcomers (compared to the 2025 population) with slight fluctuations throughout production years from 2036 to 2057, with annual changes of maximum 10 new people arriving per year (Hatch, 2025^a).

The first peak in 2028, estimates a total of 235 newcomers to the Falkland Islands as a result of the Project. Approximately 108 of these newcomers are expected to arrive in 2027 and a further 68 in 2028. There is the possibility of out-migration due to the change in demand for jobs during 2029 and 2030 with a potential departure of 34 people in 2029 and another 13 people in 2030.

The second peak, in 2032, could see a total of 250 newcomers (since 2025) to the Falkland Islands as a result of the Project with a potential 36 newcomers arriving in 2031 and 27 newcomers arriving in 2032. There could then be 3 years of out-migration from 2033 and 2035, with a total of 75 potential departures during those 3 years.

Hatch's Economic Impact Assessment (Hatch, 2025) has estimated migration based on demand for jobs, rather than potential supply of workers or newcomers to the Falkland Islands, which is based on many complex factors outside Navitas' control. While indicative and instructive for planning purposes, such demand-based migration modelling is inherently limited in its real-world application. For example, it cannot be assumed that when demand for jobs is lower in certain years that this will necessarily translate to a correlating departure of workers. The Economic Impact Assessment assumes that 28% of direct or indirect roles requiring in-migration will bring families or dependents with them. The Economic Impact Assessment assumes that there will be a 12-month lag between position vacancy and arrival of newcomer to fill the vacant role.

9.2.1.1 Resulting Impact

9.2.1.1.1 Population Growth

Project-related migration could see the overall population of the Falkland Islands increase by 235 people by 2028 (from a usually resident and present population of 3,662 to 3,897), and by 250 people by 2032 (to a total usually resident and present population of 3,912). Project-related migration numbers could stabilize at around 170-180 newcomers (additional to current baseline), bringing the total Falklands Islands population to 3,832-3,842 from 2036 to 2057.

To understand how Project induced migration interacts with the current population levels this SIA takes the baseline 2021 population of 3,662 and assumes that, without the Project, the population of the Falkland Islands would increase by 1.1% per year until 2057. This 1.1% annual growth rate was used as a base assumption of core population growth rate (not considering oil and gas development) by FIG in 2019 (FIG, 2019^b). It considers factors like population fertility, mortality, and non-Project related migration. With this population growth rate, the Falkland Islands population at the time of the Project commencement in 2025 is estimated to be 3,820.

Figure 9-5 shows how the additional migration related to the Project would increase the Falkland Islands population over time. It shows that during the 2 peaks of Project-related migration in 2028 and 2032, the Project could result in a 5.9% to 6.1% population increase respectively, compared to the estimated population for those years assuming the 1.1% annual population growth rate. Outside of the peaks (post-2034) the population increase as a result of Project-related migration is more likely to be around 3% to 4%, compared to the estimated population assuming the 1.1% annual population growth rate.

Figure 9-5 shows that with the addition of the Project, the Falkland Islands population could grow to 4,177 by 2028 and 4,362 by 2032. After these dates, the Project-related migration reduces. However, if the population carries on rising by 1.1% per annum, by 2057 the Falkland Islands could have a population of 5,531, and only 180 of those people would be Project-related migrants.

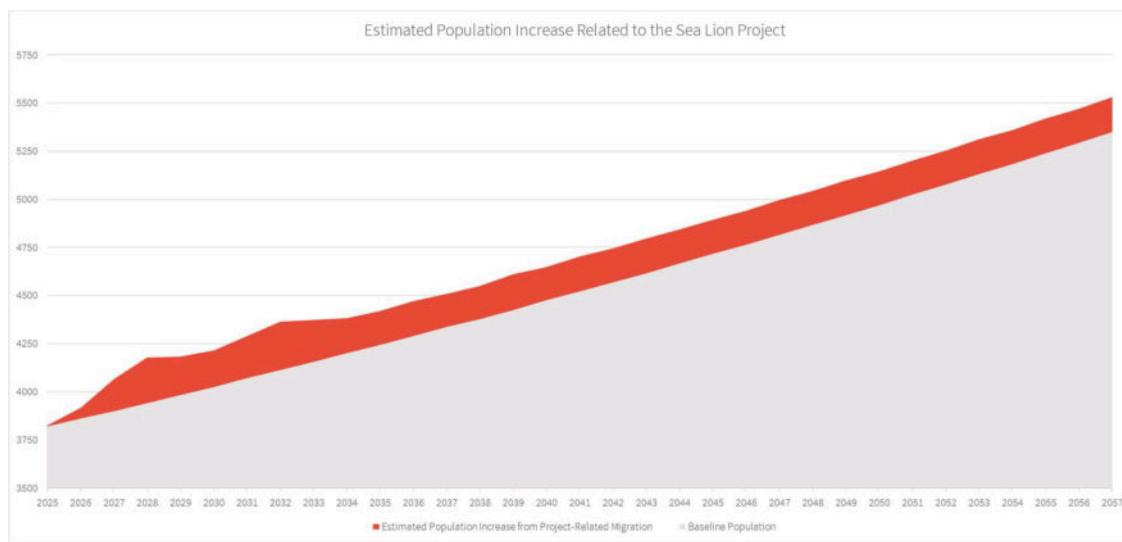


Figure 9-5 Estimated Population Increase Related to the Sea Lion Project

Source: FIG, 2021; Hatch, 2025.

The incoming populations are expected to predominantly work and live in Stanley, further increasing Stanley’s population and cementing Stanley as the Falkland Islands’ main centre of employment. Assuming all Project-related migration populations reside in Stanley, this could result in an increase in the usually resident Stanley population. This SIA does not make projections for population growth in Stanley. However, based on the 2021 Stanley population from the 2021 Census, the population of Stanley could change from 2,974 in 2021 to 3,209 (i.e. a 7.9% increase) by 2028 and 3,224 (an 8.4% increase) by 2032 (FIG, 2021).

This trend is also aligned to the existing urbanization shift and relative population decline in rural areas of East Falkland, West Falkland, and the Outer Islands. While Stanley’s population accounted for 81% of the Falkland Island’s total population in 2021, this could increase to 82% by 2032 at the peak of Project-related population influx if all newcomers settle in Stanley as projected.

It is assumed that roughly 150 FTE roles per annum throughout life of Project will be filled by ‘usually resident’ persons who will live in or intend to stay in the Falkland Islands for 12 months or more. Roughly 30 FTE roles will likely be filled by ‘non-residents’ who intend to stay in the Falkland Islands for less than 3 months and who are usually resident outside of the Falkland Islands.

These non-resident workers include back-to-back (B2B) expat rotational roles where an individual may spend 28 days on the Falklands and 28 days off, with another person (or persons) coming to work on the Falkland Islands whilst the first employee is 'off'.

9.2.1.1.2 Demographics

Project-induced migration into the Falkland Islands could accelerate the trend of demographic changes driven by net in-migration, a trend that has been ongoing since the 1980s.

Demographic change could change overall feelings or expressions of national identity and culture. The number of people claiming a 'Falklands Island/British' or 'Falkland Islands/other' identity remains high at 76% but could change depending on how long incoming workers populations stay and how they integrate into the Falkland Islands culture and way of life (FIG, 2021).

The following demographics dynamics are considered as part of the impact evaluation:

- **Origin of workers:** Navitas anticipates that offshore drilling specialists for the Project will likely originate from the UK and EU, while FPSO crews will likely come from the UK and EU countries, as well as Mexico, South America, and Southeast Asia. Construction vessel crews will be from diverse origins, with senior crew members likely from the UK, US, EU, or Brazil. Offshore support vessels will likely have senior crew from Scandinavian countries, UK, EU, US, or Eastern European countries, with deckhands from South America, West Africa, and Southeast Asia. Although the exact demographics of onshore Project-related workers and population influx are not precisely known, they are expected to come from a range of countries, including the UK, EU, US, South Africa, and Southeast Asia;
- **Cultural and Language Diversity:** While the exact countries of origin for workers and populations coming to the Falkland Islands due to the Project are not fully known, it is presumed they will include countries such as Britain, South Africa, the Philippines, and Indonesia, where existing diaspora populations already exist in the Falkland Islands. If incoming workers and populations also come from the United States or other countries, they could introduce newer cultures that are not currently significantly represented in the Falkland Islands. Project related in-migration may further increase the cultural and language diversity in the Falkland Islands and increase the use of a foreign language at home. Workers coming to the Falkland Islands will speak English as a requirement of their employment. Although FIG requires an English proficiency test for Permanent Resident Permit applications, populations arriving to backfill jobs may not be native English speakers, adding to populations in the Falkland Islands facing difficulties in speaking English. However, English proficiency across Falkland Islanders has increased somewhat with 92.2% of Falkland Islanders aged 5 and older who spoke English as a second language reported being proficient (i.e., very well or well proficiency of spoken English) in 2021, a 4% increase from 2016 (FIG, 2021; FIG, 2016). Challenges with speaking English were noted among newer arrivals, among younger arrivals, and among those in their mid-fifties in particular (FIG, 2016);
- **Religion:** New populations may also change the percentage of the population identifying as Christian, another religion, or not religious, but this change cannot be further predicted;

- **Age and Dependency Ratio:** It is assumed that incoming populations will predominantly work and live in Stanley and will be of working age. In-migration to meet the demand for jobs could increase the working age population from 72% in 2021, thereby further decreasing the dependency ratio. Hatch’s Economic Impact Assessment assumed that 56% of direct and indirect roles requiring in-migration will bring families or dependents with them, and so average household size is not anticipated to substantially change;
- **Gender Distribution:** The gender distribution of the overall population has also changed over time to a more balanced distribution, resulting in an overall sex ratio of 110 males to 100 females (FIG, 2021). Oil and gas and construction workers are typically more male than female, though the anticipated sex ratio of incoming populations to backfill other jobs is not known. However, a higher proportion of male Sea Lion direct and indirect workers could increase the male to female sex ratio; and
- **Immigration Categories:** Project related migration will likely change the proportion of populations within different immigration categories. Workers and populations coming to the Falkland Islands from overseas as a result of the Project will be work permit holders, dependent permit holders, or accompanying dependent permit holders. While over time some workers and populations may choose to stay and become residents or permanent residents, the proportion of work, dependent, or accompanying dependent permit holders in Stanley is expected to increase from 35% currently.

9.2.1.1.3 Resulting Impact

While the entire population of the Falkland Islands may experience aspects of demographic and cultural change as a result of Project-related worker and population influx, those living in and near Stanley will likely experience these changes more regularly and closely. Demographic change due to non-Falkland Islanders influx has and continues to occur, however the overall Falkland Islands population is small and therefore can be considered moderately sensitive to demographic and cultural changes. Impacts to demographics and culture are considered neither positive or negative overall; different aspects of demographic and cultural changes will be considered positive or negative to different people, depending on their situation, world view, and vulnerability.

Overall, as summarized in Table 9-3, impacts to demographic and culture is considered **Major**. Demographic and cultural change from worker and population influx will occur principally between 2025 and 2032, after which Project-related migration will be minor at maximum 10 people per year through 2057. By end of steady state production (around 2057), workers will leave the Falkland Islands, and a corresponding population departure is anticipated, according to typical boom-bust cycles experienced elsewhere. However, as a portion of Project related migrants may decide to stay long-term in the Falkland Islands, some demographic and cultural change could be permanent and irreversible. This assumption is supported by a FIG population study in 2019 showed that the conversion rate of individuals moving from temporary status (e.g. work permit holders) to permanent status (e.g. Falkland Islands Status holders or Permanent Residents) between 2008 and 2017 was on average 12.5% (FIG, 2019^a).

9.2.2 Population Education

Oil and gas industry jobs are typically highly skilled; and the proportion of direct onshore Project workers with tertiary and vocational qualifications will be high. Educational requirements for other jobs created by the Project will vary. Project employment opportunities could incentivize Falkland Islanders to achieve certifications and educational advancements to capture new job opportunities, including those in construction and the oil and gas industry.

A projected higher male ratio of Project-related workers could increase the trend of higher vocational education attainment among men. However, Project-related opportunities could also further encourage women to pursue tertiary education and vocational training. An increasingly educated population in Stanley could further increase differences in educational attainment levels between Stanley and Camp.

The Project may encourage youth to pursue specific education opportunities related to Project job opportunities, which could require seeking education outside of the Falkland Islands. The Project may also encourage youth to stay in or return to the Falkland Islands to pursue employment opportunities after completing their education. A case study from an offshore oil and project near Hammerfest, Norway, showed that job creation in that rural community provided incentives for youth to stay in the community after secondary school, for those who have left for higher education to return after studies, and for skilled workers from other countries to move to the region (Loe & Kelman, 2016).

9.2.2.1 Resulting Impact

Education profiles will most likely change among younger populations seeking long-term career development prospects, and those living in Stanley who are physically closer to work opportunities. Education changes could commence during the early phases of the Project when opportunities are advertised but continue throughout the life of Project. Education changes within a population could be reversible if educated people leave the Falkland Islands after decommissioning as suitable jobs cease. Because the uptake of education and training opportunities is assumed but is contingent on many factors such as interest and availability of prospective students, workers, and education infrastructure and teachers, confidence in this assessment is medium. Overall, as summarized in Table 9-3, the impact to population education is considered **Minor**. Additionally, because education levels are anticipated to increase, this is considered a positive impact.

9.2.3 Population Health

Project-related worker and population influx could potentially change the overall health profile of the Falkland Islands population. All prospective onshore workers not currently resident in the Falkland Islands will be required to undergo medical screening to confirm medical and dental health criteria prior to being issued a work permit; no changes to population health are anticipated as a result of Project worker influx.

Onshore workers working directly or indirectly for the Project who are and will be long-term residents of the Falkland Islands will be employed in construction industry jobs, as well as in management positions, professional services, accommodation management and maintenance, transportation, and local operations work. No differentiated long-term or chronic health risks or conditions are typically associated with these jobs.

Health conditions and risks in offshore Project workers are not expected to change the Falkland Islands population health, as the majority of offshore workers will not be long-term residents of the Falkland Islands. Potential health conditions and risks experienced by offshore Project workers is further considered in Section 9.6.4.

Onshore workers will be required to occasionally undertake night-shift work, for example, for loading and offloading cargo at the TDF, as needed. No regular rotational or night shift work is anticipated, and therefore health conditions and illnesses associated with rotational and night shift work are not anticipated for onshore workers.

With new jobs and increased disposable income, investments in personal health could be expected. As discussed in Section 9.1.2.1, investments in personal health including eye and dental care are typically associated with increased consumer spending habits.

The ability of FIG to provide health care services may change with increased populations as well as government revenues; this is assessed in Section 9.3.7.

Environmental related impacts caused through project activities or incidents may influence worker and public health. The identified areas of concern which are taken from the Environmental Impact Statement (EIS) are air quality, and incidental spills (addressed in Section 10).

The EIS found that degradation to air quality due to increased road use is of low significance because of the relatively low increase in road use. Therefore, public health impacts resulting from air quality changes are unlikely.

9.2.3.1 Resulting Impact

Overall, as summarized in Table 9-3, Project impacts to the Falkland Islands population health are considered **Minor**; changes to population health are possible, would be concentrated in the Stanley population participating in Project related job opportunities, and would be long-term and irreversible. Changes could be both positive and negative and are therefore considered neutral. Confidence in this assessment is low, as population health changes depend on many potential change factors not well defined at this time, including demographic and health profiles of incoming workers and populations, consumer spending habits, and FIG investments in health infrastructure and services.

9.2.4 Navitas Mitigation and Residual Impacts - Population and Culture

The Project will enhance positive and control negative impacts to Falkland Islands' population health through the following key mitigation measures:

- Navitas' Employment Management Plan will include recruitment and human resources policies and procedures that seek to carefully manage worker influx into the Falkland Islands;
- Falkland Islands residents and stakeholders will be able to raise complaints through the Local Community Grievance Mechanism; and
- Nativas' Code of Conduct and Behaviour Policy.

Table 9-4 presents a summary of the assessed residual impacts to the Falkland Islands Population and Culture after the implementation of Project proposed mitigation measures.

Impact	Source of Impact	Key Identified Receptors	Receptor Sensitivity	Timing	Likelihood	Impact Significance Determination	Confidence	Residual Impact Significance Determination
Population and Culture	Worker and population influx	Resident population of the Falkland Islands	Moderate	Throughout, peak in 2025-2032	Likely	Major	High	Major
Population Education	Job creation, Worker and population influx	Resident population of the Falkland Islands	Moderate	Throughout, peak in 2025-2032	Possible	Minor	Medium	Minor
Population Health	Project activities	Resident population of the Falkland Islands	Moderate	Throughout, peak in 2025-2032	Possible	Minor	Low	Minor

9.2.5 Cumulative Impacts – Population and Culture

There could be cumulative impacts on population and culture, including population education and health, in the Falkland Islands if other future projects cause further in-migration into the Falkland Islands. Because the workforce needs and projections of identified future projects are not yet known, these cumulative impacts cannot be properly assessed.

9.3 Community Infrastructure and Services

The summary table below can be used as a high-level overview of the identified Community Infrastructure and Services impacts associated with the Project (Table 9-5). The following related subsections reflect the details of these findings.

Impact	Source of Impact	Key Identified Receptors	Receptor Sensitivity	Timing	Magnitude Criteria					Likelihood	Impact Significance Determination
					Type of Impact	Duration	Frequency	Reversibility	Extent		
Housing and Accommodation	Worker and population influx	Resident population of the Falkland Islands, Stanley population	High	Throughout, peak in 2025-2032	Negative	Long-Term	Regular	Yes – long-term	Stanley	Likely	Major
Waste Disposal and Management	Project activities, Worker and population influx	Resident population of the Falkland Islands, Stanley population	High	Throughout	Negative	Long-Term	Regular	Reversible	Falkland Islands	Likely	Moderate
Freshwater Supply and Infrastructure	Project activities, Worker and population influx	Resident population of the Falkland Islands, Stanley population	High	Throughout, peak in 2025-2032	Negative	Long-Term	Regular	Reversible	Falkland Islands	Likely	Major
Electricity Supply and Infrastructure	Project activities, Worker and population influx	Resident population of the Falkland Islands, Stanley population	High	Throughout, peak in 2025-2032	Negative	Long-Term	Regular	Reversible	Falkland Islands	Likely	Negligible
Fuel Supply	Project activities, Worker and population influx	Resident population of the Falkland Islands, Stanley population	High	Throughout	Negative	Long-Term	Regular	Reversible	Falkland Islands	Likely	Negligible
Education Infrastructure and Services	Worker and population influx	Resident population of the Falkland Islands, Stanley population	Moderate	Throughout, peak in 2025-2032	Negative	Long-Term	Regular	Reversible	Falkland Islands	Likely	Moderate
Health infrastructure and services	Worker and population influx	Resident population of the Falkland Islands, Stanley population	Moderate	Throughout, peak in 2025-2032	Negative	Long-Term	Regular	Reversible	Falkland Islands	Possible	Moderate
Recreation infrastructure and services	Worker and population influx	Resident population of the Falkland Islands, Stanley population	Moderate	Throughout, peak in 2025-2032 primarily Stage 1	Neutral	Long-Term	Regular	Reversible	Stanley	Possible	Minor
Government, social, and public safety infrastructure and services	Worker and population influx	Resident population of the Falkland Islands, Stanley population	Moderate	Throughout, peak in 2025-2032	Negative	Long-Term	Regular	Reversible	Falkland Islands, primarily Stanley	Possible	Moderate

9.3.1 Housing and Accommodation

9.3.1.1 Housing Demand Estimates

The housing market in the Falkland Islands, and Stanley in particular, is very constrained with limited available housing, and stakeholders have consistently expressed concerns during consultations that the Project will adversely impact upon the availability and affordability of housing and accommodation (Navitas, 2024). Incoming populations related to the Project will likely impact housing and accommodation availability and affordability. Navitas will provide housing for Project workers who do not currently reside in a home in the Falkland Islands, but the Project will create other jobs as well as spur in-migration, thus increasing demand for housing in the Falkland Islands.

Hatch's Economic Impact Assessment (Hatch, 2025) forecasts the increased demand for housing in the Falkland Islands as a result of the Sea Lion Project. Incoming populations to backfill jobs and fill induced and super multiplier jobs induced by the Project will require short-term and long-term rental housing, potentially including family housing. Hatch's Economic Impact Assessment estimates the total demand for housing units from Project-stimulated indirect migration (Figure 9-6)⁶. This estimate assumes that each additional FTE to the Falkland Islands will require 0.5 housing units on average with a 1-year lag between housing demand and new housing supply to allow time for backfill in-migration processes to unfold.

Demand for additional housing in the Falkland Islands starts in 2026 with potential demand for 8 units. In 2027 and 2028 the estimated demand is for 47 and 77 units, respectively. These two years are the largest year-on-year change in demand, increasing the demand for housing units by 39 and 30 units respectively. The demand for housing will rise up to 84 in 2032 and 2033, the periods of peak demand, representing an increase of 17 units when compared to 2028. Demand for additional housing lowers and stabilises from 2034 onwards, with year on year demand for additional housing at less than 5 units for some years, and no (or negative) demand for other years. While the Economic Impact Assessment estimates show a fall in housing demand based on FTE and total migration projections, in reality it cannot be assumed that tenants would necessarily leave the Falkland Islands (and their housing units) based on these year-by-year changes in demand if they have taken longer term employment opportunities.

Additionally, accidents and malfunctions may also require emergency response and clean-up crews to be deployed. Navitas will have arrangements with international emergency and oil spill response providers who would mobilise personnel to the Islands as required. The Sea Lion Hotel will be designed to double its capacity in an emergency situation (with additional standby beds in each room).

⁶ Project-stimulated indirect migration includes backfill, induced, and super multiplier migration, and does not include direct Sea Lion Project worker migration.

Incoming populations will most likely be renters, not owners, because temporary residents cannot own property in the Falklands. Private sector work permit holders must find housing in the private rental market, with employers required to secure accommodation before a work permit is issued. Increased demand for rental housing stock will put the most pressure on those most vulnerable to changes in the rental market, including changes to rental availability, quality, type, and price. This could include current renters whose rental tenures are ending and/or up for renewal, those at the lowest end of the rental housing market, those on fixed incomes (e.g. pensioners, or those under income support), those whose landlords will seek to capture higher rents by opportunistically re-letting units at higher rents, and those needing specific housing types according to size, location, and accessibility.

Private sector developers could also purchase or lease land and hold the land in anticipation of rising prices, constraining supply and further driving up costs for land and housing development. Currently, roughly 36% of housing is rental housing, supporting both non-residents and usual residents (those living in the Falkland Islands for at least 12 months or with a permanent address, excluding those overseas for more than 12 months).



Figure 9-6 Estimated Migrated Housing Demand Created by the Sea Lion Project

Source: Hatch, 2025.

9.3.1.2 Housing Supply and Demand

Various studies have projected housing demand and availability across the Falkland Islands and in Stanley, with or without considering potential oil and gas activities. Housing demand and supply projections are speculative at best and are based on numerous assumptions that may or not unfold.

- A FIG study in 2020 projected housing demand and supply from 2019 to 2035 and assumed that because not all housing will be available, affordable, or suitable, that 90% of total housing supply could be considered available (FIG, 2020). The same study expected total housing demand (including demand for second homes) to grow from 1,455 in 2019 to 1,945 in 2035, or an average of an additional 82 homes per year;

- The 2021 Census provides data on vacant homes in Stanley (and across the Falkland Islands), that are vacant for renovation or sale, are uninhabitable, deliberately kept vacant by owners, or are currently on the market. In 2016, 9% of total housing stock in Stanley was vacant. Current rates of vacancy are not known but could be assumed to be similar; and
- The Falkland Islands Development Plan stated that FIG planned to build an average of 26.5 new homes per year in Stanley from 2013 and 2030, or 450 total units. FIG's Housing Supply, Demand, and Policy Options Report (February 2020) projected that housing supply could increase from 1,485 in 2019 to 1,922 in 2025 (an average of 72 housing units per year), and that the private sector has the capacity to add an average of 25 new housing units each year. As noted in Section 9.3.3 and 9.3.4, freshwater and electricity provision to enable these new housing units are required and being addressed by FIG.

9.3.1.3 Resulting Impact

The FIG's Housing Supply, Demand, and Policy Options Report (FIG, 2020) noted the high demand for rental accommodation and low availability of affordable rental housing across the Falkland Islands due to the high proportion of temporary workers, low conversion rates from work permit to permanent resident, and restrictions on property ownership for temporary work permit holders. Increased demand for rental housing from project-related population influxes is expected to exacerbate these issues. The report notes that:

- Private sector rents are significantly higher than those for equivalent FIG-owned housing, making it difficult for single-income and fixed-income households to afford rent. In addition, public consultations have raised concerns about increasing rents pushing people into poverty, with anecdotal reports of rent increases due to speculation about upcoming oil and gas activities (See Section 6);
- Prospective home buyers face challenges due to a limited resale market and scarce, expensive serviced land; and
- Overcrowding is reported in some housing units, partly due to housing supply constraints and employers housing lower-wage foreign workers in lower-cost housing.

Project impacts to housing and accommodation will be long-term during the duration of Project but will be most acute during 2026-2028, and 2031-2032 when additional year on year housing and accommodation demands are the greatest. Impacts are considered overall negative, with high receptor sensitivity. While some landlords and property owners can benefit from increased demand and prices for housing and accommodation, renters, prospective home buyers, and visitors to the Falkland Islands will experience these impacts negatively. Those most negatively impacted are considered highly vulnerable to impacts on housing pricing availability, and quality, and those needing specific housing types according to size, location, and accessibility. At end of Project life, housing prices and availability may reduce to meet lower demand, and so these impacts are considered reversible.

Increased Project demand for short-term accommodation is not expected to impact the tourism industry that relies on short-term accommodation for visitors. The availability of short-term accommodation in Stanley (serviced and self-catered) varies seasonally. The serviced accommodation generally has more capacity to absorb an increase in demand. During the tourist season serviced accommodation is usually under 50% occupancy, though at peak times during January 2024 and January 2025 there was over 70% occupancy. This means that on average there may be approximately 70 rooms available during the tourism season, and occasionally around 50 rooms available during tourist season peaks in January (FIG, 2025^a). The self-catered accommodation market has less capacity to absorb increases, particularly during the tourist season, where occupancy rates are regularly over 75%, meaning that on average there are approximately 20 to 23 rooms available (FIG, 2025^a).

The Sea Lion Hotel is intended to absorb the majority of direct Project related short term accommodation requirements, and only a very small number of management personnel may stay for a few days at a time in local hotels, consistent with current practice today.

Overall, as summarized in Table 9-5, impacts to housing and accommodation are therefore considered to be **Major** assuming no new housing is constructed and assuming that Project related demand will not be met by any additional supply.

9.3.2 Waste Disposal and Management

The Project will generate non-hazardous waste that will be either disposed at sea, exported to the UK, or incinerated in the Falkland Islands. Hazardous waste generated by the Project will be exported to the UK or incinerated in the Falkland Islands where and if possible. The Project will not use the current Eliza Cove Landfill which continues to operate despite being at capacity since 1997 (FIG, 2018).

The primary waste disposal mechanism in the Falkland Islands will be incineration. An estimated 24,698 tonnes of waste, including bulk hoses, cardboard, paper, packaging, filters, food and packaging, flammable solids and solvents, general garbage hazardous waste, aerosols, and pipe dope, and medical waste, will be incinerated in the Falkland Islands over the course of Project life. Hazardous electrical waste will either be recovered, reused, or recycled, most likely in the Falkland Islands. The Project intends to incinerate waste at the new future new incinerator and dispose of incinerator ash at FIG's proposed new Landfill site, once they are both constructed (target end of 2026) (FIG, 2025^a). If the FIG Waste Management Facility and Landfill development is delayed, Navitas may install a portable incinerator at the onshore supply base as a temporary measure.

9.3.2.1 Resulting Impact

Project induced population influx and increased economic activity in the Falkland Islands will increase household and business waste generation. The new Waste Management Facility and Landfill is intended to meet this increased demand for waste management and infrastructure. However, because Eliza Cove landfill is currently at capacity, if the new Waste Management Facility and Landfill is not built or is delayed, there could be **Moderate** pressures on current waste management infrastructure as summarised in Table 9-5.

Project generated waste on land as well as on vessels, if not properly secured and disposed, could potentially add to wind-blown waste that residents already report as a key concern along beaches and coastlines.

9.3.3 Freshwater Infrastructure

The EIS (Navitas, 2024) assessed potential impacts around competition for fresh potable water as a result of Project use of onshore and in-shore freshwater and infrastructure. All freshwater supplied from shore in Stanley is from a potable main; no alternative unprocessed freshwater is available and so all references to water is assumed to be potable fresh water. Stakeholders raised concerns about increased competition for resources repeatedly during previous consultations under the former proponent/operator (Navitas, 2024), though planned FIG improvements to water supply system were not known at that time.

Water will be used to support onshore activities at the supply bases, and personnel accommodations, and will be supplied for offshore use by the MODU and vessels. The TDF will be the point of delivery for offshore use. Because the Stanley water system is near capacity, the EIS predicted that Project water demands during all Stages will exceed supply by 20-200 m³/day (Navitas, 2024). FIG has indicated that the water supply system can provide the Project the water volume required, but not necessarily at the required flow rates (FIG, 2025^a).

The MODU and FPSO will be equipped with desalination plants to reduce demand for fresh water. At the TDF the demand for fresh water will vary by day, as it will be determined by the number and timing of vessel visits. Navitas has committed to regulate demand through a buffer storage solution (a holding and header tank with minimum 3.5 days storage plus contingency), which will also ensure volume and desired flow rates needed for the Project. This will also allow the storage tanks to be refilled at lower rates of 10m³/hr to mitigate against pressures drops to other users in the area (Navitas, 2024).

In addition to Project water consumption, Project-related migration will create demand for new housing (discussed in Section 9.3.1), that will in turn increase the cumulative demand for domestic water across the population. Average water usage per person per day in the Falkland Islands is not known. If the average of 140 litres of water used per person per day in England and Wales is used as a proxy, an additional 250 newcomers to the Falkland Islands induced by the Project by 2032 (as discussed in Section 9.2.1 this is the peak estimated migration) could create demand for an additional 35,000 litres (or 35 m³) of water per day (Salas, 2025).

Annual water consumption in Stanley has been steadily increasing by approximately 3.5% per year, reaching a baseline maximum of 335,070 m³ in 2023 (Navitas, 2024). Oil exploration activities have historically caused significant spikes in water usage, with a notable 23% increase recorded in 2015 compared to the previous year, though current water usage levels in 2023 are nearly as high as during the last oil exploration campaign (Navitas, 2024). However, with a daily supply currently limited to 1,000 m³/day under standard working conditions the 2023 usage figure of 918 m³/day shows that there is only 82 m³/day of excess production capacity.

9.3.3.1 Resulting Impact

With continued increases in water demand, the water usage and further demand can be expected to exceed current supply. Assuming no updated water supply infrastructure by FIG, with demand potentially outstripping supply, knock-on effects to Stanley (and Falkland Island) water users are possible, including reduction in supply, reduction in water quality and clarity, and reduction in water pressure. As summarized in Table 9-5, impacts related to water infrastructure and usage are predicted to be **Major**.

9.3.4 Electricity Infrastructure

The EIS predicted that during Stage 1 and 2, overall demand for electricity from Stanley plus the Project has the potential to exceed currently available daytime capacity in the system, and as a result predicted impacts of power use during Stage 1 and 2 to be Moderate due to potential impacts to end users as a result of power surges and strain on aging generators and infrastructure (Navitas, 2024). However, the current electrical infrastructure context and Project plans for electricity have evolved.

Project electricity demands are anticipated to be 764-808 kW during Stage 1 and 2, and 440-460 kW during Stage 3. Stanley's current peak power output is 3200 kW, which is limited by generator capacity, and sudden peaks can cause system failures. At present, no more power can be supplied to the east of Stanley. Currently the FIG's 8 diesel generators are nearing end of life.

Because of this strained current supply, Navitas will use diesel generators in the onshore supply yard until the FIG distribution network can supply additional power through new infrastructure. In the event of power failure, standby diesel generators will provide contingency power. If Stanley's electricity network has insufficient capacity, Navitas will deploy interim standalone generators for the Sea Lion Hotel. Other power saving and energy efficiency measures will be implemented, as well as off-peak power utilisation, where possible.

FIG is planning electrical power infrastructure upgrades to meet increased future demand. Sand Bay Phase 3 Renewables Project (3 new wind turbines) is approved and anticipated to be complete in 2027. FIG is planning to develop a new power station; delivery is currently scheduled for Q1 2028, but it may be accelerated to 2027. Once these projects are complete the FIG will have extra distribution capacity but not the additional distribution network to feed additional power to East Stanley, as this will take longer to develop. FIG is considering splitting the eastern power grid into 2 to support the development and connection of the network. It is not known if these planned upgrades to electricity production and distribution will result in changes to electricity costs to consumers and other users in the Falkland Islands.

9.3.4.1 Resulting Impact

FIG projects that once the Sand Bay Phase 3 Renewables Project, the new power plant, and distribution network upgrades are complete, there will be adequate power supply to support Project needs (FIG, 2025⁹). The exact timing of these upgrades are not known, but in the interim the Project will use diesel generators for power needs.

FIG predicts that the current electricity network can provide power to an additional 175 houses, which should be sufficient to power the new 20 Sea Lion houses the Project will construct in addition to Project induced housing demands (maximum 84 houses) (FIG, 2025^a). However, it is not clear if current power supplies can support the Sea Lion Hotel, depending on what location is chosen for that accommodation. If necessary, the Sea Lion Hotel will rely on standalone generators until the FIG power system can support the Hotel.

Overall, if no further electricity supply and distribution infrastructure is built, demand from the Project and Project-related migration will exceed supply and therefore the Project will use diesel generators; as summarized in Table 9-5, impacts to the Falkland Islands electrical infrastructure is considered **Negligible**.

9.3.5 Fuel Supply

Project fuel will be provided by Stanley Services Limited (SSL), which stocks and manages fuel supplies to meet demand. SSL has an exclusive license for the supply of fuel in the Falkland Islands. SSL has additional storage capacity as needed. Navitas will enter into commercial arrangements with SSL for fuel supply, and therefore this demand will be factored into SSL's future development and operational plans.

9.3.5.1 Resulting Impact

No impacts to fuel supply in the Falkland Islands are anticipated. SSL fuel prices are based on world fuel prices, not Falkland Islands supply or demand factors. SSL notes that any large change in sales or fuel demand will have negligible impact on pricing, and if anything could lower prices for domestic fuel (Navitas, 2024). As summarized in Table 9-5, Project impacts to fuel infrastructure are anticipated to be **Negligible**.

9.3.6 Education Infrastructure and Services

An increase in workers and populations who bring school-age dependents will increase demand for educational services in the Falkland Islands, an issue that has been raised by stakeholders during previous consultations (Navitas, 2024). Hatch's Economic Impact Assessment has estimated potential population migration into the Falkland Islands and assumed that for every 100 FTE job opportunities caused by the Project, there would be 27 dependents, of which 17 will be school age (4 to 16 years old). Figure 9-7 shows the estimated number of dependents, including children, potentially arriving to the Falkland Islands as a result of Project-related migration.

The Economic Impact Assessment estimates that in 2025, 6 school age children could arrive in the Falkland Islands and, by 2028, that number could rise to a total of 23 school age children as a result of Project-related migration. The number of school age children could drop temporarily until the peak of migration in 2032 when 25 children may migrate. From 2034 onwards, estimate reflects additional 17 to 19 school age children in the Falkland Islands as a result of Project related migration (Hatch, 2025^a).

Overall, there are currently 540 school aged children in education in the Falkland Islands (330 pupils at the Stanley Infant Junior School and Camp Education and 210 at the Falkland Islands Community School). At the peak in 2032, Project-related migration will increase the total number of school aged children to 565, a 4.6% increase from 2021 census levels (Hatch, 2025^a).

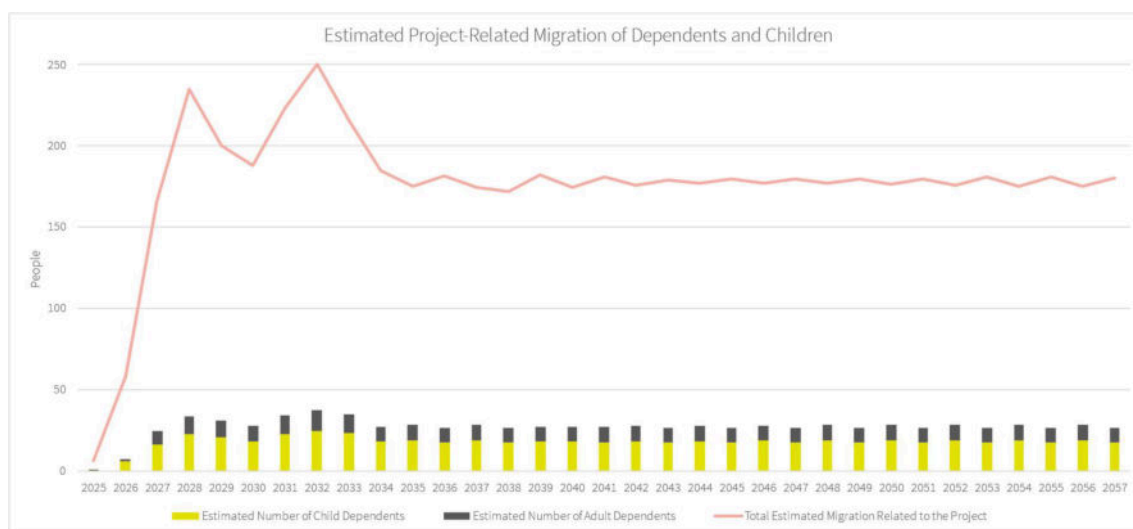


Figure 9-7 Estimated Project-Related Migration of Dependents and Children

Source: Hatch, 2025^a.

9.3.6.1 Resulting Impact

The impacts to education infrastructure will depend on the age profile of those children arriving to the Falkland Islands, specifically whether they are of primary or secondary school age, however this is not explicitly stipulated in the Economic Impact Assessment.

If all are primary school age, then between 2028 and 2033 when there are estimated to be 18 to 25 children arriving, this could increase the numbers of pupils at the Stanley Infant Junior School by 5.5% to 7.6% (Hatch, 2025^a) from 2021 census levels. The Stanley Infant Junior School faces physical constraints on growth. There are no spare classrooms and no space to expand on its current site. According to FIG, accommodating extra classes would necessitate the construction of new classrooms: an estimated 2 for 10% growth, 4 for 20% growth, and 8 for 40% to 50% growth (FIG, 2025^a). Therefore, if all children arriving to the Falkland Islands as a result of Project-related migration are primary school age, this may require the construction of 1 to 2 new classrooms to accommodate pupils during between 2028 and 2033.

If all children arriving to the Falkland Islands as a result of Project-related migration are secondary school age, then between 2028 and 2033 when there are estimated to be 18 to 25 children arriving, this could increase the numbers of pupils at the Falkland Islands Community School by 8.6% to 11.9% (Hatch, 2025^a) from 2021. The Falkland Islands Community School has some physical capacity for growth. It can currently accommodate a 10% growth in number of pupils. At the time of writing, FIG was reviewing a plan for remodelling of the existing space, which could increase the school’s capacity to 350 children, which is just over the 50% growth increase (FIG, 2025^a). Therefore, if all children arriving to the Falkland Islands as a result of Project-related migration are secondary school age, the Falkland Islands Community School may require the construction of 1 new classroom to accommodate pupils during between 2028 and 2033.

In practice, children arriving to the Falkland Islands as a result of Project-related migration will be a mix of primary and secondary school age. It seems possible that small upgrades, e.g. 1 additional classroom, may be required at the Stanley Infant Junior School and it is unlikely that the Falkland Islands Community School will require an expansion as a result of Project-related migration.

The potential increase in the number of school aged children could lead to a shortage of teachers at these schools. This could lead to overcrowding of existing classrooms, and fewer available resources to students and teachers. However, FIG recruits primary and secondary teachers internationally on overseas contracts (with additional benefits to attract international candidates) and to date has not experienced shortage of teachers at the start of each school year. The majority of teachers complete their contracts and a number continue on with local contract terms that do not include the additional benefits provided in overseas contracts (FIG, 2025^a).

Aside from the total number of children arriving to the Falkland Islands, the Economic Impact Assessment indicates that there may potentially be some churn in the numbers of children year-on-year. Precise numbers are difficult to estimate because there will be a number of factors involved in parents' decision-making about bringing children in and out of the Falkland Islands. Year-to-year fluctuations in numbers of children enrolling in schools can pose challenges for planning education services, staffing, and infrastructure upgrades.

Overall, as summarized in Table 9-5, impacts to education infrastructure and services is considered to be **Moderate** assuming no increased education resources or infrastructure, and experienced primarily by users and providers of this infrastructure. School-age children as well as teachers are particularly vulnerable to overcrowding and teacher shortage effects on education outcomes. Impacts are anticipated during all Project phases but primarily Stage 1.

9.3.7 Health Infrastructure and Services

A medic will provide day-to-day health care support to offshore workers at the FPSO/MODU. Otherwise, Project offshore workers will access routine health care support during off-rotations when they are not in the Falkland Islands. Offshore workers would only access Falkland Islands health care services for acute and unplanned medical support needs above what can be provided by the offshore medic. Any health situation requiring more than just basic treatment and stabilisation would be referred overseas.

Some Project onshore workers who will be 'usually resident' in the Falkland Islands will use Falkland Islands health care services and infrastructure for health care needs. Navitas will require that back-to-back expat workers will not access routine health care or dental care within Falkland Islands even if they are eligible to do so under their work permit. Back-to-back expat workers will access routine health care during their off period outside of the Falkland Islands and would only access local health infrastructure for acute and unplanned medical or dental health care needs.

Project induced population influx could additionally strain local healthcare services as new populations seek access to primary and emergency care, dental care, and other health care, an issue that has been raised by stakeholders during previous consultations (Navitas, 2024).

The current health system functions with high levels of health screening and health services available, and a favourable patient to GP ratio. However, the health care infrastructure is susceptible to pressures such as rapid increases in the numbers of patients seeking care. The Project could potentially put a strain on health infrastructure and services due to Project related worker and population influx.

FIG predicts that waiting times would likely increase for physiotherapy, pharmacy, and practice nurse services if increased health care demands were not met with additional increase in health care staff. While the King Edward VII Memorial Hospital (KEMH) currently has low average occupancy, the ward is staffed according to average bed occupancy not bed space. Additional staffing would be needed to accommodate any increased demand for KEMH occupancy. Dental facilities are currently operating with lower staffing than normal, and additional physical expansion to develop a fourth clinic would be required to accommodate growth in service provision.

Healthcare provision to workers, as well as the Falkland Islands population in the event of a low probability emergency, accident, or malfunction could potentially create significant strain on emergency and trauma response and care (Fox et al., 2023). Emergency room theatre space could absorb some growth in service but without an additional surgeon and anaesthetist the ability to increase throughput would be limited (FIG, 2025^a).

Pharmacy care and infrastructure is at capacity; expansion would be required for growth in service provision. Primary care and physiotherapy are currently at capacity and physical infrastructure expansion would be required for growth in service provision. FIG projects that medical imaging and laboratory services could absorb some growth in service provision (FIG, 2025^a).

9.3.7.1 Resulting Impact

Overall, as summarized in Table 9-5, increased pressures on health infrastructure and services as a result of worker and population influx are possible and will largely be negative to the Falkland Islands population who depend on these services, and who could experience strain through longer wait times and reduced services, assuming no mitigating action by FIG. These pressures are considered long-term but reversible as worker populations will decline at end of Project life. Overall impacts are considered to be **Moderate**.

9.3.8 Recreation Infrastructure and Services

A 2019 study on cultural ecosystem services in the Falkland Islands noted that recreation interests and preferences may vary between generations, between Camp and Stanley residents, and between long-standing Falkland Islanders and non-permanent residents. There are also differences in recreation practices between genders and generations (age). Falkland Islanders report enjoying foraging, particularly in Camp, as well as more 'traditional' events such as sheep shearing competitions or sports weeks. Recreation activities such as running, cycling, hiking, and wild swimming are more popular among non-permanent residents. Stanley residents are more likely to attend group recreation events such as running races or a midwinter swim event (Bormpoudakis et al., 2019).

According to FIG, utilisation of the Stanley Leisure Centre courts and hall is around 95%. It is shared with the Falkland Islands Community School which uses the facilities during the day, evening and weekend slots are mostly taken up by sports clubs, and there is little availability for ad hoc bookings, particularly on weekday evenings. The new indoor facility currently under construction will open in late 2025 and will increase court availability. The all-weather sports pitch has more capacity for use, and the swimming pool rarely reaches capacity (FIG, 2025^a).

Demand for all recreation, including indoor forms of recreation, will likely increase with larger populations. Project-related migration may impact recreation infrastructure and services as new Project workers, their dependents and other new arrivals may use recreation infrastructure and services, particularly those based in or around Stanley. This could potentially reduce access and availability of these services, and increased strain would largely be felt in Stanley where population increases are anticipated. Incoming non-permanent residents working for the Project or backfilling positions made vacant by Project employment opportunities will likely be younger and concentrated in Stanley. Based on the recreation preferences noted in the 2019 study on cultural ecosystem services in the Falkland Islands, there could be increased demand for specific recreation infrastructure and events, such as running, cycling, and swimming events.

9.3.8.1 Resulting Impact

Increased demand for recreation infrastructure and services will occur during all Project phases but between 2025-2032 particular, will be long-term, and could be reversible with potential population decline and changes at Project end of life. Given the ability of most recreation infrastructure to absorb additional capacity and given the new recreation centre that will be available for use starting 2026, the overall impact to recreation infrastructure and services is considered to be **Minor**.

9.3.9 Government, Social, and Public Safety Infrastructure and Services

The Falkland Islands is currently experiencing workforce shortages, including welfare professionals, but also administrative and secretarial staff, engineering professionals, managers and directors, police officers, conservation and environment professionals, natural and social science professionals, architects, planners, and surveyors, and business and financial specialists. There are 18 long-term vacancies across FIG, and currently 7 vacancies for positions within the 14-person Department of Social Services (FIG, 2025^a).

Worker and population influx will result in a greater number of people requiring government services. The Project may increase demand for, and therefore availability of, government, social and public safety infrastructure and services in the Falkland Islands. Filling vacancies through short-term market supplements such as locums or agency staff can increase costs of labour for FIG (FIG, 2025^a).

Hatch's Economic Impact Assessment estimated that the project will create additional demand for government and public service jobs (super multiplier jobs). Through discussions with FIG, it was estimated that a further 7 new jobs will be required for oil and gas regulatory oversight throughout the life of the Project, and additional demand for jobs in emergency services, public works, and social services were estimated to range from 4-5 new jobs over the life of Project.

As discussed in Section 9.1.3, the Project may cause increases in costs of living, and as discussed in Section 9.3.1, the Project may make housing and accommodation availability and affordability constrained. This could create greater demand for social services including income and benefits support. If Project-related worker and population influx causes an increase in crime and criminal behaviours, there could be an increase in demand for policing as well as probation services.

9.3.9.1 Resulting Impact

Impacts to government, social, and public safety infrastructure and services are considered negative without any mitigating action such as increased resourcing/infrastructure/support, as increased demand for these services could reduce access and availability for those who most rely on these services for their safety and wellbeing across the Falkland Islands. Changes to government, social, and public safety infrastructure and services will occur during all Project phases but during 2025-2032 in particular, will be long-term, and could be reversible with potential population decline and changes at Project end of life. The overall impact, as presented in Table 9-5, to government, social, and public safety infrastructure and services is considered to be **Moderate**.

9.3.10 Mitigation and Residual Impacts - Community Infrastructure and Services

The Project will reduce pressures on Falkland Islands' community infrastructure and services through the following key mitigation measures:

- Navitas is committed to building Sea Lion Housing and the Sea Lion Hotel to accommodate all workers related to the Project, including temporary infrastructure construction contractor workers, as well as direct and indirect workers;
- The Sea Lion Hotel will be designed to double its capacity in an emergency situation (with additional standby beds in each room);
- Local existing construction worker accommodation may be used during the construction of the Sea Lion Housing and Sea Lion Hotel; if existing construction worker accommodation is not available, Navitas will ship to the Falkland Islands modular temporary housing units for workers building the Sea Lion Housing and Sea Lion Hotel, and for any personnel requiring accommodation during that time, so as not to add pressure to the existing Falkland Islands rental housing and hotel stock;
- The Project will limit the use of local hotels for short-term visitors;
- The Project will not use the Eliza Cove municipal disposal facility but intends to use the FIG's proposed new incinerator and Waste Management Facility and Landfill once available for incineration and the disposal of incinerator ash;
- Navitas's Health and Safety Transportation Policy. All drivers are required to abide by relevant legislation;
- Navitas' Waste Management Plan will include waste management and disposal measures to ensure waste is minimised, and handled, stored, secured, and transported appropriately;

- The Project will minimize water supply needs where possible. The MODU and FPSO will be equipped with desalination plants to reduce demand for fresh water. Navitas will regulate water demand through a buffer storage solution (a holding and header tank with minimum 3.5 days storage plus contingency), which will also ensure volume and desired flow rates needed for the Project. This will also allow the storage tanks to be refilled at lower rates of 10m³/hr to mitigate against pressure drops to other users in the area (Navitas, 2024);
- The Project will use diesel generators in the onshore supply yard until the FIG distribution network can supply additional power. In the event of power failure, standby diesel generators will provide contingency power. Other power saving and energy efficiency measures will be implemented, as well as off-peak power utilisation, where possible;
- The Project will provide medical care to offshore workers; a medic will provide day-to-day health care support to workers at the FPSO/MODU; and
- Falkland Islands residents and stakeholders will be able to raise complaints through the Local Community Grievance Mechanism.

Table 9-6 presents a summary of the assessed residual impacts to the Falkland Islands Community Infrastructure and Services after the implementation of Project proposed mitigation measures.

Impact	Source of Impact	Key Identified Receptors	Receptor Sensitivity	Timing	Likelihood	Impact Significance Determination	Confidence	Residual Impact Significance Determination
Housing and Accommodation	Worker and population influx	Resident population of the Falkland Islands, Stanley population	High	Throughout, peak in 2025-2032	Likely	Major	High	Major
Waste Disposal and Management	Project activities, Worker and population influx	Resident population of the Falkland Islands, Stanley population	High	Throughout	Likely	Moderate	Medium	Moderate
Freshwater Supply and Infrastructure	Project activities, Worker and population influx	Resident population of the Falkland Islands, Stanley population	High	Throughout, peak in 2025-2032	Likely	Major	Medium	Major
Electricity Supply and Infrastructure	Project activities, Worker and population influx	Resident population of the Falkland Islands, Stanley population	High	Throughout, peak in 2025-2032	Likely	Negligible	Medium	Negligible
Fuel Supply	Project activities, Worker and population influx	Resident population of the Falkland Islands, Stanley population	High	Throughout	Likely	Negligible	Medium	Negligible
Education Infrastructure and Services	Worker and population influx	Resident population of the Falkland Islands, Stanley population	Moderate	Throughout, peak in 2025-2032	Likely	Moderate	Medium	Moderate
Health infrastructure and services	Impacts to health infrastructure and services	Resident population of the Falkland Islands, Stanley population	Moderate	Throughout, peak in 2025-2032	Possible	Moderate	Medium	Moderate
Recreation infrastructure and services	Impacts to recreation infrastructure and services	Resident population of the Falkland Islands, Stanley population	Moderate	Throughout, peak in 2025-2032	Possible	Minor	Low	Minor
Government, social, and public safety infrastructure and services	Impacts to government, social, and public safety infrastructure and services	Resident population of the Falkland Islands, Stanley population	Moderate	Throughout, peak in 2025-2032	Possible	Moderate	Low	Moderate

9.3.11 Applicable FIG Policies, Plans, and Developments - Community Infrastructure and Services

9.3.11.1 Housing and Accommodation

In recent years, the FIG has increased its capital investment to accelerate the construction of FIG-owned houses, purchased additional development land, and is creating new serviced land in the Sapper Hill area of Stanley. FIG is servicing 110 new housing plots in Sapper Hill Estate area, west of Stanley. Plot servicing could take 18 months or less, and plots could be serviced by end of 2026. FIG aims to reserve 40-60 plots for FIG housing, with the rest to be built by the private sector. Each plot could potentially take semi-detached housing, and some plots will be reserved for first time buyers (FIG, 2025^a). It is not known how many Sapper Hill Estate private sector units will be purchased or reserved, and how many would still be available to newcomers to the Falkland Islands in 2026 and beyond.

For illustrative purposes only, Figure 9-8 shows potential increased demand for Stanley housing units caused by indirect population influx as a result of the Project (not direct Project workers) assuming that no currently vacant homes in Stanley could be used. This projected increased demand is overlaid on current housing supply in Stanley (2021 census data), as well as projected housing supply once Sapper Hill housing units are available, and assuming FIG meets its target of an additional 25 housing units per year through 2030. This assumes all new housing units will be in Stanley. With this additional housing supply from 2026-2030, Project induced housing demand in Stanley will not exceed supply.

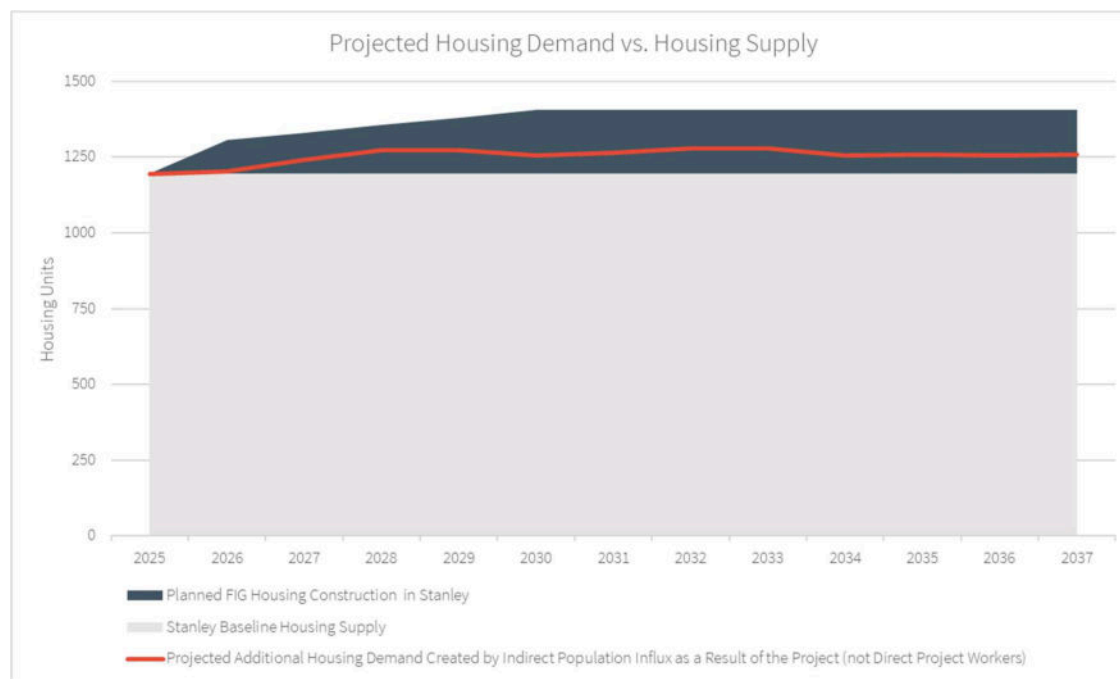


Figure 9-8 Project Housing Demand vs. Current Housing Supply

Source: FIG, 2021; FIG, 2025^a.

The ability of FIG and the private sector to build new housing depends on a multitude of factors, including funding, approvals, and labour and equipment availability. The Project will substantially increase FIG revenue starting in 2027, with highest revenues to FIG likely during the years of 2032-2036. The Project will increase demand for labour, thus potentially constraining labour supply for the housing industry, particularly from Q4 2025 through Q2 2027 during onshore Project infrastructure construction. A shortage of labour and equipment supply for housing development could delay construction schedules as well as drive up prices for labour and equipment, putting further price pressures on new housing.

The FIG has identified policy priorities to improve housing availability in the Falkland Islands, including incentives for first time home ownership to move eligible households out of rental accommodation, relaxing restrictions on home ownership for work permit holders, incentives to existing property owners to improve vacant, partially complete or derelict properties to bring them into the rental market, increasing the pace and investment of FIG rental housing construction, and changing the mix of rental housing to include more multi-unit buildings. Policy priorities to increase affordability of rental housing in Stanley include incentives for private affordable housing, rent controls, leveraging FIG housing pool for lower income households, and using the welfare system to help low-income households meet the cost of rent. The FIG is also prioritizing implementing landlord and tenant protection regulations and implementing a mandatory annual rental housing survey. If FIG achieves some or all of these housing policy objectives, there could be a lessened Project impact on housing and accommodation.

9.3.11.2 Waste Disposal and Management

FIG is planning a new waste management facility, and a new incinerator. The incinerator site will be at Megabid, on the south side of Airport Road east of Stanley, whereas the new landfill is proposed for a site behind the Pony's Pass Quarry, roughly 5 miles west of Stanley. Construction start is anticipated in Q2 2025, and targeted completion is by end of 2026. If the new FIG Waste Management Facility and Landfill is operational by 2026, there would be negligible impacts on waste infrastructure.

FIG has drafted a Bilateral Agreement with UK Government regarding hazardous and other wastes pursuant to the Basel Convention. Together with the 2021 UK Plan for Shipments of Waste, this bilateral agreement should allow the transboundary movement of hazardous waste in principle, but this mechanism has not yet been exercised (FIG, 2025^a). Continued coordination between FIG and the UK should ensure that the Falkland Islands has the ability to ship transboundary waste to the UK under these new agreements and plans.

9.3.11.3 Freshwater Infrastructure

FIG's future distribution water pipe improvement programme will supply water to the industrial area of Stanley through a 300 mm pipe which will increase water supply; this is anticipated to be completed by 2027 (FIG, 2025^a). The next proposed phase involves adding a third treatment stream to ensure resilience and allow for necessary maintenance of the existing streams (FIG, 2025^a).

9.3.11.4 Education Infrastructure and Services

Increased government revenues from the Project starting in 2027 could also improve FIG capacity to fund education infrastructure and services.

9.3.11.5 Health Infrastructure and Services

Increased government revenues from the Project starting in 2027 could improve FIG capacity to fund increased healthcare staffing as well as expansion of health care infrastructure. FIG is planning for improvements at KEMH to include new off-site storage and laundry facility to free up space on the existing site, but timing and further details are not known.

As mandates to fund additional health care staffing and infrastructure improvements usually follow periods of demonstrated increased demand, it can be expected that there will be a time lag between increased strain on health care staffing and infrastructure and ability to plan and fund expansions.

Project revenues to FIG will occur at the same time as the first wave of migration and could potentially cause influx pressures on health infrastructure and services in 2028, but increased FIG investments in health infrastructure and services in the short-term could potentially reduce influx pressures experienced during the second peak of migration in 2031-2032.

9.3.11.6 Recreation Infrastructure and Services

Increased government revenues from the Project starting in 2027 could improve FIG capacity to further fund recreation infrastructure and services.

9.3.11.7 Government, Social, and Public Safety Infrastructure and Services

Increased government revenues from the Project starting in 2027 could also improve FIG capacity to fund government, social, and public safety infrastructure and services. As discussed in Section 9.1.4.1, FIG could see on average a doubling of revenue from current levels of £120 million in 2023/2024 as a result of Project taxes and royalty payments. Revenues are expected to be highest during the years 2032-2036, with a peak in 2032, when they are projected to reach £306 million, almost tripling the baseline total revenue.

9.3.12 Cumulative Impacts – Community Infrastructure and Services

Present and future projects that could cause cumulative impacts to community infrastructure and services are those that will induce further population influx into the Falkland Islands, however there is a high degree of uncertainty surrounding what this may look like.

Additional housing construction in Stanley will create additional pressures on waste, electricity, water, and fuel infrastructure. FIG predicts that water supply and existing reservoirs are adequate to meet growing water supply demands, but water treatment may be constrained (FIG, 2025^a). FIG is currently updating water supply and distribution to new development land in the Sapper Hill area. FIG's incremental improvements to water supply and treatment infrastructure, including plans for a third treatment system, will aim to meet increased demand for water treatment, but shortfalls could occur.

FIG predicts that the current electricity network can provide power to an additional 175 houses, and additional power will become available after Sand Bay Phase 3 Renewables Project and the new power plant are constructed (FIG, 2025^a). Additional housing requires serviced lots, which will allow for electricity and water infrastructure to be in place prior to housing construction; infrastructure upgrade delays and constraints will more likely constrain housing supply than vice versa. Nonetheless, new housing construction will create cumulative pressures on waste, electricity, water, and fuel infrastructure and services in the Falkland Islands.

Potentially, if FIG prioritizes upgrades to support electricity supply to the Sea Lion Project, this could divert or prioritise investments in electrical infrastructure away from other areas and users, including housing developments. There is a similar potential related to water infrastructure upgrades.

9.4 Transportation

Table 9-7 can be used as a high-level overview of the identified Transportation impacts associated with the Project. The following related subsections reflect the details of these findings.

Impact	Source of Impact	Key Identified Receptors	Receptor Sensitivity	Timing	Magnitude Criteria					Likelihood	Impact Significance Determination
					Type of Impact	Duration	Frequency	Reversibility	Extent		
Air Transportation infrastructure and Services	Transportation of personnel and goods, population influx	Resident population of the Falkland Islands	Moderate	Throughout, but primarily Stage 3	Negative	Long-Term	Sporadic	Reversible	Falkland Islands	Possible	Minor
Road infrastructure	Transportation of personnel and goods, population influx	Resident population of the Falkland Islands, Road users	Low	Throughout	Negative	Long-Term	Regular	Reversible	Limited to specific roads	Likely	Minor
Port infrastructure and Services	Transportation of personnel and goods, population influx	Resident population of the Falkland Islands, Port users	Low	Throughout	Negative	Long-Term	Regular	Reversible	Stanley Harbour	Possible	Minor
Public Transport	Worker and population influx	Resident population of the Falkland Islands, Public transit users	High	Throughout	Negative	Long-Term	Sporadic	Reversible	Falkland Islands, primarily Stanley	Possible	Minor

9.4.1 Air Transportation Infrastructure and Services

The Project will increase demand for and use of Falkland Islands air transportation infrastructure and services through Project use of MPN and occasional use of commercial air flights, as well as by Project-related population influx which will add demand for air flights in and out of the Falkland Islands.

During Stage 1, 2 and 3 of the Development, the Project will provide dedicated charter flights for personnel arriving internationally. Charter flights will operate once per fortnight during the Stage 1 and 2, on a weekly basis during the 2 SIMOPS periods of peak activity, and monthly during Stage 3. Since the Project will rarely use commercial flights during Stage 1, 2 and 3 (there may be some rare ad hoc use of commercial flights), the EIS concluded that the impact on the supply of air transportation will be of low significance (Navitas, 2024).

The Project could indirectly contribute to an increase in demand for commercial flights during Stage 1, 2 and 3 due to population influx induced by the Project, but demand patterns for air transportation as a result of increased population growth in Falkland Islands cannot be predicted at this time.

No commitment has been made as to whether Sea Lion charter flights would be available for resident or third-party use, but this provision is under consideration and subject to agreement with FIG.

The Project will use 2 helicopters to transport personnel offshore in and out of Port Stanley Airport, and to transport the berthing crew for the offtake operation; 10 flights every 2 weeks are anticipated during Stage 1 and Stage 2a and 2b, whereas 2 flights per week are anticipated during Stage 3. Project SAR helicopter flights, including training flights, will operate out of Stanley Airport. Roughly 6 to 7 flights per month are anticipated throughout the life of Project. Navitas and FIG are jointly planning upgrades at the heliport at Stanley Airport as the previous temporary hangar was damaged during a storm and subsequently dismantled. These upgrades will enhance overall capacity at Stanley Airport for future use.

9.4.1.1 Resulting Impact

Falkland Islanders have recently experienced significant fluctuations in air links supply and demand from pre-COVID to post-COVID years, primarily due to tourism. 2023 saw 1,218 tourists arriving by air, representing a 240% increase from 2022 (Navitas, 2024).

As identified in the EIS (Navitas, 2024), those people impacted by changes to the availability and price of flights, are residents who travel, including children for education purposes, commercial interests that rely on air links including tourism and fishing industries, medical flights, and veteran visits. Those Falkland Islands residents who rely on air links in and out of the Falkland Islands for international travel, and for medical and emergency travel in particular, are most vulnerable to increased demand for air transportation.

Navitas anticipates that there will be spare capacity on charter flights which can be utilised by personnel engaged on the project and/or their dependents, or (with the agreement of FIG) on-sold to Falkland Island residents. The air-bridge flight direct to the UK has some capacity to absorb an increase in demand. It travels twice per week to the UK and in 2018 averaged an 86% occupancy rate (meaning that there were on average 4 spare seats). The flight reaches full capacity 16 to 20 times per year and the peak demand is during August and Christmas, coinciding with school holidays (Navitas, 2024).

Medical flights are regularly scheduled to the UK, and these can sometimes reduce available capacity on individual flights. The LATAM flight to Chile has relatively more capacity to absorb an increase in demand. It travels once per week to Chile and between 2022 and 2023 averaged a 44% occupancy rate (meaning that on average there were 94 spare seats). The flight reaches full capacity 5 times per year and the peak demand is during the tourism season, which is the summer months from November to March, and flights may be fully booked for cruise-vessel passenger exchanges (Navitas, 2024). Moreover, the onward journey from Punta Arenas to Santiago is often constrained; while it may be possible to access seats from the Falkland Islands to Punta Arenas, it is not always possible to obtain seats on the same plane for onward travel to Santiago. There are numerous alternative flights between Punta Arenas and Santiago, however this is less optimal from a scheduling perspective than continuing on the same plane.

The current capacity can potentially absorb the increased demand for air transportation throughout the Project when considering weekly averages. However, during peak periods, particularly on the air-bridge flight, the increased demand may strain the supply. This may lead to more people taking the LATAM flight. Onwards international travel, for example to the UK via Santiago, can be more expensive than using the air-bridge flight. In 2024, flights between the Falkland Islands and London, UK, varied between £1,700 and £2,750 (economy class, excluding accommodation in Santiago and embarkation tax), compared to the fixed £1,570 per person return for the air-bridge flight (inclusive of embarkation tax). This could result in residents either having reduced supply of affordable flights or spending more on travel if they are financially capable of doing so. Moreover, public consultation records note that the airbridge connection experiences regular delays, which can result in merged flights, sometimes causing residents to be waitlisted as senior government officers and BFSAI staff have priority (Navitas, 2024).

The Project is not expected to lead to longer lines or wait times for commercial air passengers. Whilst MPN has the capacity to manage 1 flight at a time, it is assumed that charter flights will not arrive at the same time as other flights. However, some airport staff are part time workers and may not be able to accommodate additional flights and corresponding work shifts due to employment elsewhere; the Project may therefore put strain on MPN services, including immigration, security, and biosecurity services and staff.

Navitas' plans to use charter flights is a central mitigation to reduce pressures on air transportation in and out of the Falkland Islands. However, population influx during all phases of the Project will increase demand for air transportation. Projected influx-related demand can be met by current supply on an average basis throughout the year, but supply could be constrained during periods of acute demand, potentially reducing availability and increasing prices (for LATAM flights). Impacts to air transportation are expected to be long-term and predictable, occurring a few times each year during periods of acute demand. These impacts are considered **Minor** as presented in Table 9-7.

9.4.2 Road Infrastructure

Increased road use can lead to wear and tear, and increased need for repair and maintenance. It can also potentially increase traffic for other road users. Public consultation records note concern that road maintenance crews are at capacity, and added pressures on road maintenance caused by Project activities could delay road maintenance works elsewhere (Navitas, 2024).

The Project will use road infrastructure in the Falkland Islands as follows:

- **Between MPN and Stanley:** The EIS concluded that the increased use of the road between MPN and Stanley by the Project for transporting workers was not significant due to the limited increase in usage and low likelihood of congestion or wear and tear (Navitas, 2024);
- **Along the Airport Road:** The EIS found that there could be an increase in the traffic volume on Airport Road for transporting workers between accommodation, work sites and Stanley Airport of up to 17 % in Stages 1 and 2, and up to 11 % in Stage 3 from current levels (Navitas, 2024); and
- **Within Stanley, between Stanley and the onshore supply base and TDF in east Stanley:** There will also be increases to the usage of the Boxer Bridge Road and Coastel Road, as well as the roads in Stanley due to the transportation of equipment and supplies, waste, and people.

9.4.2.1 Resulting Impact

Roads will be used to transport workers, equipment, supplies, and waste. Population in-migration also has the potential to increase road use (primarily within Stanley). While an increase in population may lead to higher road usage, it's important to note that a portion of the new population will likely consist of dependents who may not use road infrastructure individually. The EIS concluded that the significance of these impacts was low (Navitas, 2024).

At peak, the number of onshore direct Project workers requiring transportation may be higher than the estimates in the EIS, 100 workers compared to 89 in the EIS. However, this is only during some peak years and is not expected to change the increase in road usage enough to alter the significance rating from the EIS.

Increased road use will be long-term during the life of Project, daily (in and around Stanley) and roughly biweekly (every fortnight) between MPN and Stanley. Potential for road degradation is highest on unsealed roads near the TDF, but these are not usually used by the general public. Overall, as presented in Table 9-7, Project-related impacts to the Falkland Islands road infrastructure is considered **Minor**.

9.4.3 Ports Infrastructure and Services

Stakeholders have raised concerns during previous consultations about the control of vessels, general management of Berkeley Sound, disturbance to other users within Stanley Harbour, risks of vessel collisions, and capacity of pilotage services to cope with increased demand (Navitas, 2024). Existing users of ports infrastructure include fishing vessels, cargo vessels, cruise ships, MoD, and recreational vessels. Advanced coordination and planning are common for the majority of these users to mitigate inconveniences.

The Project's use of the Falkland Islands ports infrastructure and services has the potential to impact the quality and availability of ports infrastructure and services, and in turn impact other users, for example by increasing competition for mooring/anchoring space in Stanley Harbour.

Additionally, there is the potential for an increase in vessel traffic induced by Project-related migration into the Falkland Islands. It is possible that a small proportion of incoming populations will use ports infrastructure and services as new business opportunities or for recreational purposes. While this increased use is hard to estimate, it is likely to be low.

9.4.3.1 Resulting Impact

The EIS assessed potential Project impacts to infrastructure and users in Stanley Harbour as a result of increased Project vessel traffic and the presence of Large Transport Vessels (LTVs) in Berkeley Sound (Navitas, 2024). No changes have been made to the planned Project vessel and ports use that would in turn change the findings of the EIS, which concluded that overall potential impacts to ports infrastructure and services, and other users of this infrastructure. Therefore, as summarised below in Table 9-7, impacts to ports infrastructure are considered to be **Minor**.

9.4.4 Public Transport

The influx of population related to the Project may impact public transport demand through use of the bus service between MPN and Stanley and taxis. However, the following points should be considered:

- Offshore workers will not use taxis due to rotational shift work and very limited time spent onshore. Onshore construction workers could potentially take taxis during off hours for recreation or personal purposes; and
- Project workers will not use the bus service between MPN and Stanley because Navitas will provide this road transportation. Navitas will also provide transportation between the hotel and the supply yard and the hotel and the heliport, so taxi use by project personnel likely to be minimal.

9.4.4.1 Resulting Impact

Users of public transport are considered high sensitivity as alternative transportation modes cannot be assumed to be available to the users. Increased use of public transportation by Project-related workers and populations will be sporadic and is difficult to predict. Overall, impacts to public transport are considered to be **Minor**.

9.4.5 Mitigation and Residual Impacts - Transportation

The Project will reduce impacts on Falkland Islands' transportation infrastructure and services through the following key mitigation measures:

- During Stage 1, 2 and 3 of the Development, the Project will provide dedicated charter flights for personnel arriving internationally;
- Navitas measures to reduce the impact on roads will include prioritising Class A roads, avoiding residential areas, abiding by Navitas's Health and Safety Transportation Policy, carefully selecting the locations for the Sea Lion Housing and Sea Lion Hotel to minimise disruption, using minivans or coaches, incentivising carpooling, and coordinating with FIG regarding routes;
- Project workers will not use the bus service between MPN and Stanley because Navitas will provide this road transportation; and

- Falkland Islands residents and stakeholders will be able to raise complaints through the Local Community Grievance Mechanism.

Table 9-8 presents a summary of the assessed residual impacts to the Falkland Islands Transportation after the implementation of Project proposed mitigation measures.

Table 9-8 Summary of Residual Impacts to Transportation								
Impact	Source of Impact	Key Identified Receptors	Receptor Sensitivity	Timing	Likelihood	Impact Significance Determination	Confidence	Residual Impact Significance Determination
Air Transportation Infrastructure and Services	Transportation of personnel and goods, population influx	Resident population of the Falkland Islands	Moderate	Throughout, but primarily Stage 3	Possible	Minor	Medium	Minor
Road Infrastructure	Transportation of personnel and goods, population influx	Resident population of the Falkland Islands, Road users	Low	Throughout	Likely	Minor	Medium	Minor
Port Infrastructure and Services	Transportation of personnel and goods, population influx	Resident population of the Falkland Islands, Port users	Low	Throughout	Possible	Minor	Low	Minor
Public Transport	Worker and population influx	Resident population of the Falkland Islands, Public transit users	High	Throughout	Possible	Minor	Low	Minor

9.4.6 Applicable FIG Policies, Plans, and Developments - Transportation

9.4.6.1 Road Infrastructure

FIG Public Works Department is responsible for road use and maintenance, including fixing potholes, addressing wear and tear, administering de-icing chemicals and grit, and providing authorization for use of vehicles over 38.5 mt gross load. FIG will receive increased funds from the Project to facilitate their work, further minimizing road infrastructure impacts from the Project.

9.4.6.2 Public Transportation

FIG will receive increased funds from the Project which could be allocated to supporting public transport. Moreover, if demand increases for taxi and other private transit services, these are the types of opportunities that could be met by in-migration populations seeking such job opportunities. Increased FIG funding for public transport and enabling in-migration to meet any increase in demand for private transit options could further mitigate these impacts.

9.4.7 Cumulative Impacts - Transportation

There could be cumulative impacts to transportation, including increased wear and tear on roads, increased traffic, increased demand for air travel and increased activity at Stanley Harbour, as a result of other projects and developments taking place in the Falkland Islands at the same time as the Sea Lion Project. At this stage, key projects that may interact with Sea Lion Project impacts on transportation, due location and construction schedules, are the development of the new incinerator at the Megabid site and the new power station project along Bypass/Airport Road. These projects would likely increase road traffic and wear and tear along the Airport Road, which the Sea Lion Project will also use for transporting onshore workers between accommodation, work sites and Stanley Airport. Construction for the new incinerator is expected to start in Q2 2025, and targeted completion is by end of 2026. The new power station project is expected to be complete by end of 2027 or Q1 2028. The duration of overlapping construction schedules could be several months to over one year.

Incinerator construction and new power station construction transportation needs and FIPASS upgrades/developments are not known but are anticipated to be minor with incinerator delivery and ancillary support works. Overall cumulative impacts to road traffic and Airport Road are anticipated to be minor.

Other projects may also increase the use of transportation infrastructure directly and through induced population influx. Because the transportation activities of future projects are not yet known, these cumulative impacts cannot be properly assessed.

9.5 Land and Resource Use

Table 9-9 can be used as a high-level overview of the identified Land and Resource Use impacts associated with the Project. The following related subsections reflect the details of these findings.

Table 9-9 Summary of Potential Impacts to Land and Resource Use											
Impact	Source of Impact	Key Identified Receptors	Receptor Sensitivity	Timing	Magnitude Criteria					Likelihood	Impact Significance Determination
					Type of Impact	Duration	Frequency	Reversibility	Extent		
Agriculture and Livestock	Generation of noise through helicopter use	Agriculture and Livestock Businesses	High	Throughout	Negative	Long-Term	Sporadic	Reversible	Falkland Islands, limited to directly under flight path	Possible	Minor
Agriculture and Livestock	Introduction of harmful non-native species and pathogens	Agriculture and Livestock Businesses	High	Throughout	Negative	Long-Term	Sporadic	Permanent	Falkland Islands	Possible	Major
Fishing and Fisheries	Presence of Project components, Project vessel movement, and other potential impacts to fish and fish habitat	Fishing Industry - Fishers, Fisheries	Low	Throughout	Negative	Long-term	Regular	Reversible	Sea Lion Oil Field and vessel corridor	Possible	Minor
Fishing and Fisheries	Biofouling and introduction of non-native marine species	Fishing Industry - Fishers, Fisheries	Moderate	Throughout	Negative	Long-term	Regular	Permanent	Falkland Islands and surrounding waters	Possible	Moderate
Areas of Cultural Significance	Population influx, increased vessel traffic	Agencies managing cultural sites; cultural site users	High	Throughout, primarily Stage 3	Negative	Long-term	Sporadic	Reversible	Stanley and surrounding areas	Unlikely	Minor
Tourism	Generation of noise through helicopter use, increased traffic	Tourism Businesses, Tourists	High	Throughout	Negative	Short-term	Sporadic	Reversible	Falkland Islands	Unlikely	Minor

9.5.1 Agriculture and Livestock

9.5.1.1 Resulting Impact of Noise

Project activities, like the use of helicopters for the transportation of Project personnel, will produce noise that can impact livestock (e.g., sheep and cattle). The EIS assessed this impact, noting that particularly when livestock are corralled, disturbances could lead to panic and reduced lambing success, indirectly affecting sheep farming businesses. Stakeholders also noted that sheep are also more vulnerable to disturbances during lambing season (mid-September to end October) and shearing season (November to December) (Navitas, 2024).

The EIS (Navitas, 2024) concluded that while the sensitivity of livestock to helicopter noise could be considered very high, the implementation of a flight plan in line with the Falkland Islands Low Flying Handbook Guidance (2024) and the Ministry of Defence's Falkland Islands Range and Avoidance Areas map (2014) would ensure avoidance of areas with corralled livestock. Consequently, the severity of helicopter disturbance on livestock was considered minor, and the overall significance of the impact was assessed as low.

There is no new information or data since the EIS publication that would lead to changes to these findings. Therefore, impacts to livestock as a result of helicopter disturbance are limited to those livestock directly under the flight path, sporadic, and very short term (minutes in duration). These impacts may occur throughout all phases of the Project and overall considered to be **Minor** as presented in Table 9-9.

9.5.1.2 Resulting Impact of Non-Native Species and/or Pathogens

The EIS (2024) assessed the potential impacts of introducing non-native terrestrial species, diseases, and pathogens during the Project's development stages, noting that such introductions could have long-term implications for the Falkland Islands' ecology and agriculture.

- The EIS concluded that the sensitivity of receptors to invasive species is high, and the severity of the effect is initially serious but considered moderate with proper mitigation. The overall significance of the impact was assessed as upper moderate; and
- For pathogens, the sensitivity of agriculture was considered very high, with the severity of the effect initially serious but moderate with proper mitigation.

No new information or data since the EIS publication has been determined to change these findings. In summary, impacts to livestock as a result of introducing non-native terrestrial species, diseases, and pathogens are possible, sporadic, and with long term consequences. Overall, the resulting impact is considered to be **Major** as presented in Table 9-9.

9.5.2 Fishing and Fisheries

9.5.2.1 Resulting Impact of Infrastructure and Collisions

The Project offshore infrastructure area does interact with fishing areas, however, there is relatively low fishing effort and catch which is likely due to the distribution of target species in shallower waters than the Sea Lion Field (Navitas, 2024). Additionally, the Sea Lion Project vessel corridor between Berkeley Sound and the Sea Lion Field will cross several fishing areas. These include areas of high catch of *Illex* Squid (over 2,000 metric tonnes in the first season of 2023) and low catch areas for *Loligo* Squid (FIG, 2024^p).

The EIS (Navitas, 2024) assessed risks related to:

- The physical presence of offshore installations;
- The potential for vessel collisions with, or damage to, fishing equipment as a result of Sea Lion Field infrastructure (e.g. FPSO, MODU);
- Increased Project vessel activity between Stanley and the Sea Lion Field during Stage 1 and 2 development works;
- Collisions between vessels in Stanley Harbour and Berkeley Sound, as well as competition for berthing space in Stanley Harbour, which could impact fishing vessels and operators; and
- Potential impacts to fisheries revenues as a result of fishing prohibitions within exclusion zones.

The EIS (Navitas, 2024) concluded that the potential for loss of, or snagging of, fishing gear due to the presence of offshore infrastructure is low, since there will be an exclusion zone that is actively monitored. The potential for vessel collisions and resultant damage to fishing vessels is also considered low. The EIS (Navitas, 2024) also concluded that the reduction in the area available to fishing vessels (primarily *Illex* vessels) around the Sea Lion Field is low due to its status as a low catch area with reduced vessel movement.

No new information or data since EIS publication has been determined to change these findings. Overall, as presented in Table 9-9, the potential impacts to fishing and fisheries as a result of presence of Project components, Project vessel movement, and other potential impacts to fish and fish habitat such as noise and lighting effects, are considered to be **Minor**.

9.5.2.2 Resulting Impact of Biofouling and Introduction of Non-Native Species

Project materials and vessels sourced from overseas have the potential to introduce non-native marine species through ballast water exchange and biofouling on the surfaces of vessels. These non-native marine species could potentially reproduce and spread. This could indirectly impact commercial and recreational fisheries by outcompeting native species for space and preying upon native species. Additionally, they may cause indirect changes to ecosystems and toxicity, such as algal blooms, which affect native species.

The EIS (Navitas, 2024) noted that the commercial species of greatest concern is *loligo* squid due to its commercial value and its tendency to spawn inshore in locations more vulnerable to invasive species.

The EIS (Navitas, 2024) concluded that the residual risk for introducing non-native marine species is moderate with the planned mitigations (e.g., appropriate ballast water management protocols, hulls inspected prior to deployment in the Falklands, Biosecurity Management Plan, etc.).

No new information or data since EIS publication has been determined to change these findings. Therefore, as presented in Table 9-9, the potential impacts to fishing and fisheries as a result of biofouling and introduction of non-native marine species as well as accidents and malfunctions, are considered to be **Moderate**.

9.5.3 Areas of Cultural Significance

The Project has the potential to impact areas of cultural significance through increased use of these areas through population influx, increased vessel traffic in Berkeley Sound and Stanley Harbour, and the possibility of incidental oil spills. Section 8.6.4 identified a number of on-shore and in-shore areas of cultural significance, traditional practices, and spiritual and sacred sites, and noted the strong cultural connections to ecosystems enjoyed by Falkland Islanders.

Project related risks are evaluated as follows:

- **Population Influx:** Newcomers may visit and use areas of cultural significance. There are no previously observed negative impacts to these cultural sites as a result of increased visitors; and
- **Vessel Traffic:** Vessels will transit past Cape Pembroke Lighthouse, Yorke Bay, and Gypsy Cove areas when entering and leaving Port William. In Stanley Harbour, Lady Elizabeth shipwreck in Whalebone Cove is less than 1 km from the Temporary Dock Facility, but Project vessels will not approach the shallow areas around the shipwreck under routine operations. There is a low risk of vessel collisions or groundings at an area of cultural significance.

9.5.3.1 Resulting Impact

Overall impacts to areas of cultural significance are considered to be **Minor** as presented in Table 9-9.

9.5.4 Tourism

9.5.4.1 Noise, Traffic, and Population Influx Related Impacts

The project could impact tourism by affecting the biophysical environment and wildlife due to increased transportation of goods and people by helicopter and road transportation.

The EIS (Navitas, 2024) assessed the potential for noise produced by helicopters to disturb wildlife. Adverse noise impacts could lead to changes in the abundance, distribution and quality of wildlife, which can then impact upon the tourism industry that visit the islands for wildlife viewing. Sites potentially impacted by helicopter routes are Volunteer Point, Seal Bay, Cochon Island, Kidney Island, Gypsy Cove, Surf Bay, Yorke Bay, and Bluff Cove. The EIS concluded that overall significance of the impact of helicopter disturbance on wildlife is considered to be low as a flight plan will be in place to avoid wildlife areas, so that the exposure time, frequency, and level of exposure that wildlife will experience is greatly reduced (Navitas, 2021).

Access to some tourist sites, like Surf Bay, Gypsy Cove, Yorke Bay, and Cape Pembroke, may be impacted by an increase in road traffic associated with the Project. While increased road traffic may influence access to sites of interest, this increase in traffic is not anticipated to impact tourism sites themselves, impede or change access to these sites, or overall demand for tourism.

Population influx could lead to more people visiting tourist sites, which could lead to higher levels of littering, crowding at tourist sites, and greater wear on these areas. Falkland Islanders have expressed concerns about the rising number of visitors to tourist and natural areas.

9.5.4.2 Resulting Impact

Impacts to tourism as a result of noise, traffic, and population influx is considered to be **Minor**. Those experiencing the effects would be tourists and tourism operators, with sensitivity to these effects considered to be high given the contribution of tourism business towards livelihoods.

9.5.5 Mitigation and Residual Impacts - Land and Resource Use

The Project will control negative impacts to land and resource use through the following key mitigation measures:

- The implementation of a flight plan in line with the Falkland Islands Low Flying Handbook Guidance (2024) and the Ministry of Defence's Falkland Islands Range and Avoidance Areas map (2014) would ensure avoidance of areas with corralled livestock and wildlife areas;
- Implementation of Navitas' Biosecurity Management Plan (BMP);
- Navitas' Ballast Water Management Plan and vessel-specific Biofouling Management Plan;
- Treatment of semi-stationary and long-term objects such as the FPSO and Turret Buoy with anti-fouling coating;
- A project-specific Oil Pollution Emergency Plan will outline appropriate management steps to mitigate potential impacts in the unlikely event of a spill;
- Navitas is required to have sufficient insurance in place to cover the worst-case costs of an oil spill and response, as well as financial impacts on the Falkland Islands economy, including compensation for fisheries damages from worst case spill scenarios and compensation for damages to the tourism industry. The insurance levels will be assessed by FIG on a regular basis to confirm it is sufficient;
- In the event of a spill incident, individual fishing company insurances could also be applied for any losses and fishing efforts could be directed elsewhere if a specific geographic area is closed for fishing over a period of months;
- Navitas' Chance Find Procedure will protect and manage unexpected discoveries of cultural heritage resources;
- Falkland Islands residents and stakeholders will be able to raise complaints through the Local Community Grievance Mechanism; and
- Navitas' Behaviour Policy and Code of Conduct.

Table 9-10 presents a summary of the assessed residual impacts to the Falkland Islands Land and Resource Use after the implementation of Project proposed mitigation measures.

Table 9-10 Summary of Residual Impacts to Land and Resource Use

Impact	Source of Impact	Key Identified Receptors	Receptor Sensitivity	Timing	Likelihood	Impact Significance Determination	Confidence	Residual Impact Significance Determination
Agriculture and Livestock	Generation of noise through helicopter use	Agriculture and Livestock Businesses	High	Throughout	Possible	Minor	Medium	Minor
Agriculture and Livestock	Introduction of harmful non-native species and pathogens	Agriculture and Livestock Businesses	High	Throughout	Possible	Major	Medium	Moderate
Fishing and Fisheries	Presence of Project components, Project vessel movement, and other potential impacts to fish and fish habitat	Fishing Industry - Fishers, Fisheries	Low	Throughout	Possible	Minor	Medium	Minor
Fishing and Fisheries	Biofouling and introduction of non-native marine species	Fishing Industry - Fishers, Fisheries	Moderate	Throughout	Possible	Moderate	Medium	Moderate
Areas of Cultural Significance	Population influx, increased vessel traffic	Agencies managing cultural sites; cultural site users	High	Throughout, primarily Stage 3	Unlikely	Minor	Medium	Minor
Tourism	Generation of noise through helicopter use, increased traffic	Tourism Businesses, Tourists	High	Throughout	Unlikely	Minor	Medium	Minor

9.5.6 Applicable FIG Policies, Plans, and Developments – Land and Resource Use

9.5.6.1 Areas of Cultural Significance

Areas of cultural significance are maintained and protected by different organisations, including Falkland Islands Museum and National Trust. Increased government revenues from the Project starting in 2027 could improve FIG capacity to further fund the maintenance and protection of areas of cultural significance.

9.5.7 Cumulative Impacts – Land and Resource Use

Present and future projects could cause cumulative impacts to land and resource use through increased use of helicopters and road traffic (i.e. increasing noise & congestion), increased risks of introducing invasive species and/or pathogens, increased vessel activity, and further population influx into the Falkland Islands. However, there is limited information available about these projects at this stage and so specific cumulative interactions that could impact land and resource use cannot be assessed further.

9.6 Community and Worker Wellbeing

Table 9-11 can be used as a high-level overview of the identified Community and Worker Wellbeing impacts associated with the Project. The following related subsections reflect the details of these findings.

Impact	Source of Impact	Key Identified Receptors	Receptor Sensitivity	Timing	Magnitude Criteria					Likelihood	Impact Significance Determination
					Type of Impact	Duration	Frequency	Reversibility	Extent		
Aesthetics and Landscape	Waste generation, worker and population influx, and noise and light pollution	Resident population of the Falkland Islands	Low	Throughout, peak in 2025-2032	Negative	Long-term	Regular	Reversible	Stanley and Berkeley Sound	Possible	Moderate
Quality of Life	Increase in employment, changes to income levels and population influx	Resident population of the Falkland Islands	Moderate	Throughout, primarily 2025-2032	Neutral	Long-term	Regular	Reversible	Falkland Islands, primarily Stanley	Likely	Moderate
Quality of Life	Noise, light, and air pollution	Resident population of the Falkland Islands	Low	Throughout, primarily Q4 2025 – Q2 2027	Negative	Short-term	Regular	Reversible	Stanley and Berkeley Sound	Likely	Minor
Community Safety and Security	Road and maritime accidents	Resident population of the Falkland Islands	High	Throughout	Negative	Short-term	Sporadic	Permanent	Stanley, MPC and Berkeley Sound	Unlikely	Moderate
Community Safety and Security	Crime and insecurity	Resident population of the Falkland Islands	High	Throughout, peak in 2025-2032	Negative	Short-term	Sporadic	Permanent	Stanley	Possible	Moderate
Worker Safety	Workplace hazards	Workers	High	Throughout, peak in Stages 1 and 2	Negative	Short-term	Sporadic	Permanent	Sea Lion Oil Field and Stanley	Possible	Major

9.6.1 Aesthetics and Landscape

9.6.1.1 Resulting Impacts of Project Related Activities

Project activities could potentially diminish the natural beauty and recreational value of the area, leading to a reduced appreciation and enjoyment of the land. This is particularly relevant in the Falkland Islands where ‘residents of the Falklands identify their relationship to the environment as the single most important core cultural value’ (Verisk Maplecroft, 2019).

- **Waste Generation:** There is a potential for unplanned loss of containment of Project waste, leading to pollution and litter from the onshore supply base and inshore vessels, which could damage the landscape;
- **Light Generation:** The Project will introduce artificial lighting through temporary vessel operations during construction in Berkeley Sound, helicopter flights, and construction activities, primarily affecting Stanley and Berkeley Sound. While light pollution is already present in these areas, it may increase during Stages 1 and 2 of the Project. The EIS (Navitas, 2024) notes that this has been a consistent concern for local stakeholders;
- **Noise Generation:** The noise created by Project helicopters, vessels, and construction activities is a concern for local stakeholders. Helicopter flights will be frequent during Stages 1 and 2, with roughly 10 flights per fortnight, decreasing to 2 per week during Stage 3. The EIS (Navitas, 2024) found that additional noise impacts from helicopters would be low due to low noise levels anticipated, the high level of aircraft activity in the Falkland Islands (ie. residents are used to hearing noise from aircraft activity), and strategies to avoid flying close to settlements. Noise from vessels and construction will be highest during Pre-first Oil Drilling and during drilling and installation (Stages 1 and 2), decreasing during steady-state production (Stage 3);
- **Worker Influx:** An increase in the number of people on the Falkland Islands to support both Project employment and associated in-migration has the potential to lead to changes in aesthetics and landscape. This population increase will result in increased road traffic volumes by as much as discussed in Section 9.4.2. Additionally, more people using natural sites for recreational purposes, like hiking or fishing, could lead to higher levels of littering, more extraction of natural resources, crowding at natural sites and greater wear on these areas. Falkland Islanders have expressed concerns about the rising number of visitors to tourist and natural areas, which could impact access routes and contribute to waste in the natural environment. However, the number of people visiting such sites in a single day when a cruise ship is visiting is far greater than the population increase associated with Project employment and greater in-migration; and
- **Accommodation Infrastructure:** Construction of Sea Lion Housing and the Sea Lion Hotel could alter the aesthetics of the areas, potentially disrupting the natural landscape and affecting the visual appeal of the area, and the new housing may cause visual disturbance if not designed sensitively.

The changes to aesthetics and landscape are assessed as having a **Moderate** impact as presented in Table 9-11. The geographic extent of these impacts is localized, primarily affecting the areas around Stanley and Berkeley Sound. The duration of these impacts is expected to be long-term in Stanley, short-term in Berkeley Sound, and peaking during construction, and the frequency will be regular.

While the impacts are reversible with appropriate mitigation measures, the sensitivity of the receptors is low, as the local environment and communities have some capacity to absorb these changes.

9.6.2 Quality of Life

During the scoping phase, Hatch determined that Falkland Islanders' quality of life has the potential to be impacted by Project activities that generate artificial lighting and noise, the presence of Project components and infrastructure, transportation of workers, onshore Project activities, worker and population influx, and the potential for unplanned events and accidents. These impacts can lead to annoyance, frustration, anxiety, and stress among local communities. This section assesses these potential interactions.

Additionally, as described in the Community Wellbeing Baseline (Section 8.7), Falkland Islanders have identified that key components of life satisfaction and quality of life include community connectedness and cohesion, friendliness, a sense of belonging, participation in community activities, holidays and access to travel, and relationship to the surrounding environment, noting dark skies, low ambient noise levels, and the pristine environment.

9.6.2.1 Resulting Impact of Employment and Population Influx

Employment creation and population influx will impact the economy and population, as assessed in Section 9.1 and 9.2, but could also impact quality of life. The following topics are considered with regards to quality of life:

- **Change in Employment Habits:** New employment opportunities and the arrival of new populations will create new skills, new work-related practices, new professional networks, new social interactions, and new interactions with the surrounding environment. These changes can impact the wellbeing of individuals in the short-term by changing work routines, habits, locations. For example, amongst a population where relationship to the environment is highly valued, an increase in desk-based indoor jobs may adversely impact life satisfaction (Verisk Maplecroft, 2019);
- **Community Connections:** Rotational roles can increase the feeling of 'churn' in the population, and these workers could be less likely as a result of their rotational shifts to build deeper community connections;
- **Community Intimacy:** The Falkland Islands are a close-knit community, and the increase in population is expected to play a significant factor in the perceived level of enjoyment of life in the Falkland Islands (FIG, 2015). An increase in new arrivals may increase the number of people participating in community activities and building social networks across the Islands, but it may also introduce unknown people and reduce the sense of a closeness within the existing community. Whether the impact is experienced positively or negatively will depend on how new arrivals integrate into the Falkland Islands, and on Falkland Islanders' outlooks and perspectives on newcomers; and
- **Changes to Income:** As discussed in 9.1.2, the Project will lead to changes to income levels in the Falkland Islands. Changes to income levels may impact quality of life positively and negatively. Those experiencing increased incomes may enjoy a higher quality of life, with greater wealth creation opportunities alongside more disposable income. Workers may also receive additional benefits, such as insurance and pension contributions, health services, and bonuses, and increased access to financial services and products, e.g. advantageous bank loans.

However, increased income has also been shown to be associated with increased levels of economic and social inequality (Berisha et al., 2021). A household where 1 family member works in the oil and gas industry will often be better off than households that work in other sectors, thereby contributing to income gaps. This, combined with potential increases in prices for housing and infrastructure services, can make life harder for those not working in the oil and gas sector, particularly in a relatively low population island economy (Loe & Kelman, 2016). There may also be growing disparities in quality of life between different settlements across the Falkland Islands as most economic opportunities will be concentrated in and around Stanley.

With increased incomes and wealth, as well as higher economic and social inequality, a common social effect is cultural change with greater focus on money and status. Case studies from other oil and gas projects illustrate these effects. For example, respondents to surveys in Hammerfest, Norway, reported that after offshore oil and gas development in their community they noted ‘increased class difference’ and that the presence of the petroleum industry ‘created an illusion that having much money is happiness...it was different before...calmer’ (Loe & Kelman, 2016).

Another case study illustrates that increased incomes and economic inequality did not lead to adverse effects on community wellbeing. While social impacts to quality of life, including erosion of social equality, new social divisions, and invasion of ‘big money’, were anticipated by the nearby local communities to be dire prior to the development of the Hibernia offshore oil project in Nova Scotia, Canada, in fact those feared impacts did not materialize. Those same communities reported increased social interactions while hosting the project. Community surveys showed that perceptions of elements such as ‘good place to raise children’, ‘people friendly and cooperative’, and ‘sense of belonging’ improved over the course of the project lifecycle.

Overall, the potential impacts of the Project on quality of life are expected to be positive and negative, and are therefore considered overall neutral. The impact will be felt mainly in Stanley but will extend across the Islands. It is a long-term impact, continuous, and reversible, as people may leave after the Project concludes. The sensitivity of the community to these changes is moderate, and the likelihood of these impacts occurring is high. The overall impact is assessed to be **Moderate**, as presented in Table 9-11, with both positive and negative aspects that will need to be managed carefully to ensure the wellbeing of all residents.

9.6.2.2 Resulting Impact of Project Activities

Quality of life and wellbeing are directly connected to the natural environment in the Falkland Islands, above all other factors, according to a Verisk Maplecroft (2019) study. However, residents in and around Stanley and Berkeley Sound will experience an increase noise, light and air pollution as a result of Project activities during Stages 1 and 2.

The EIS found that residents already experience these types of pollution as a result of vessels in the nearshore (Navitas, 2024). The EIS also assessed the potential for disturbance to human populations from noise pollution as a result of helicopter use, operation of TDF and supply base in Stanley, and LTV and OCV operations in Berkeley Sound. The EIS concluded that disturbance to human populations from helicopter noise was of minor severity and low overall significance (Navitas, 2024).

Overall, the impact of the Project on quality of life through noise, light, and air pollution is assessed to be **Minor** as presented in Table 9-11. These impacts are expected to be medium-term, principally occurring during the construction phase, and on a regular basis. The impacts are reversible, as they will cease once the vessels and project activities leave the area.

9.6.3 Community Safety and Security

The Project is anticipated to bring significant changes to community safety and security due to the worker and population influx, increased vessel movement, and worker transportation. These changes can lead to increased road and maritime traffic, raising the risk of accidents, and may also result in heightened crime and anti-social behaviour due to the larger population.

9.6.3.1 Resulting Impact of Increased Road and Maritime Accidents

The Project is expected to lead to an increase in road and maritime traffic, raising the risk of accidents. This includes potential collisions involving project vehicles, vessels, and local traffic.

Section 9.4 assessed the potential increase in road traffic which is likely to result in an increase of road infrastructure use throughout the Project lifetime. The EIS (Navitas, 2024) also notes that there could be regular road travel during the nighttime, due to working hours, during which time there is a higher risk of road traffic accidents.

Although there is limited quantitative baseline data on the frequency of road accidents, a 2020 survey by the FIG revealed that traffic offences, particularly speeding (55%) and drunk driving (31%), were seen as the most serious issues. Increased activity on roads significantly raises the chances of accidents due to higher traffic density, which leads to more interactions between vehicles and a greater likelihood of collisions.

Activities during Stages 1 and 2 will increase the number of vessels using Stanley Harbour and Berkeley Sound. There will also be limited increase in refuelling operations in Berkeley Sound while the LTVs are present, but refuelling operations in Stanley Harbour will be quayside refuelling operations, rather than ship-to-ship bunker operations, as vessels will take bunkers at the TDF where a dedicated fuel line will be installed. While there is no data on vessel strikes/accidents, the EIS (Navitas, 2024) finds anecdotal evidence of accidents as recently as 2019. The EIS (Navitas, 2024) assessed the risk of collisions and found it to be low due to the advanced technology and highly trained crew of Navitas vessels, which reduces the likelihood of mechanical breakdown or human error leading to incidents.

The increase in road and maritime traffic due to the Project is expected to have a **Moderate** impact on community safety as outlined in Table 9-11. This impact will be localized around Stanley, MPC and Berkeley Sound and will last throughout the Project life but be increased during the construction phase. Traffic-related incidents are anticipated to be possible and occur sporadically, although there is limited baseline data to estimate this accurately. The impacts are considered irreversible due to the potential for adverse effects. The sensitivity of the local infrastructure and communities is moderate.

9.6.3.2 Resulting Impact of Crime and Insecurity

There is a potential for the Project to lead to an increase in crime and anti-social behaviour due to the influx of new populations. Population influx can lead to social tension, disputes and conflicts between host communities and new arrivals, and to an increase in incidence of social ills, domestic violence and criminality (IFC, 2009). Studies have specifically shown these impacts occurring in relation to oil and gas projects in Colorado and Norway, developed countries with a strong rule of law, similar to the Falkland Islands (Gourley & Madonia, 2018; Loe & Kelman, 2016).

However, it is important to note that not all studies find a direct correlation between population influx and increased crime. For example, a case study from Newfoundland found that fears of increased crime did not materialize (Storey & Jones, 2012).

The influx of workers can increase competition for natural resources, public services, employment opportunities and other Project-related benefits. Increased competition can create tensions between host communities and new arrivals. This is particularly the case in contexts such as the Falkland Islands where there are already structural constraints, such as a housing shortage. Additionally, the presence of a predominantly male workforce often with more disposable income than local people, as is typical with oil and gas projects, can lead to higher rates of substance abuse, alcohol consumption, gambling and prostitution. There may be more opportunities for theft and other crimes with higher levels of inequality. Finally, there may specifically be a risk of increased gender-based violence (GBV), due to the predominantly male workforce, which can exacerbate existing gender inequalities and lead to higher rates of substance abuse and alcohol consumption.

There is limited quantitative baseline data available publicly on crime rates in the Falkland Islands and no modelling of potential increases in crime. However, FIG's 2020 survey found that 16% of respondents experienced anti-social behaviour and 25% were victims of crime in the last year but did not report it. Over 20% of respondents identified drunk and rowdy behaviour as moderate to serious problems. Importantly, perceptions of insecurity were also increasing. While 77% of respondents stated that anti-social behaviour did not affect their quality of life, this was a decrease from 91% in 2012. Similarly, the majority of respondents were not worried about being a victim of crime but worry levels had increased since 2012 (RFIP, 2020). The arrival of new populations from different backgrounds may increase the perceptions of insecurity, particularly given the potential changes to the economy, quality of life and access to community infrastructure and services, discussed elsewhere in this SIA. Perceptions of reduced safety are important and can impact wellbeing, people's habits, and social cohesion.

The potential increase in crime and anti-social behaviour due to the Project is assessed as having a **Moderate** impact which is outlined in Table 9-11. The geographic extent of this impact is localized, primarily affecting Stanley. The impact will last throughout the Project life but be increased during the construction phase. The frequency of crime and anti-social behaviour incidents is anticipated to be sporadic, and likelihood is possible. The impacts are considered irreversible due to the potential for lasting damage to community safety and social cohesion. The sensitivity of the local community is considered to be moderate.

9.6.4 Worker Safety

9.6.4.1 Resulting Impact of Workplace Hazards

There is no baseline data on occupational health and safety in the Falkland Islands to compare how the Project may change the baseline. However, general information about common risks to worker occupational health and safety in the oil and gas industry are outlined below.

- Common Risks to Offshore Oil and Gas Workers:
 - ◆ Exposure to hazardous substances, extreme weather conditions, noise, vibration, and ergonomic hazards. Specific hazards include fire and explosions, musculoskeletal disorders (MSDs), falls, exposure to hazardous substances, and noise and vibration;
 - ◆ Fire and explosions are significant risks due to the presence of flammable materials such as crude oil and natural gas;
 - ◆ Tasks involving manual handling, awkward postures, and repetitive motions can lead to MSDs;
 - ◆ Working at heights on platforms and rigs poses a significant risk of falls;
 - ◆ Workers are often exposed to chemicals that can cause respiratory issues, skin conditions, and other health problems; and
 - ◆ Prolonged exposure to high noise levels and vibration can lead to hearing loss and other health issues;
- Potential Risks to Onshore Workers Based on Project Activities:
 - ◆ Ergonomic hazards from desk-based work;
 - ◆ Vehicle accidents from driving;
 - ◆ Slips, Trips and Falls;
 - ◆ Exposure to hazardous materials in construction;
 - ◆ Mechanical failures; and
 - ◆ Adverse weather conditions in helicopter flying.

Both onshore and offshore workers in the oil and gas industry also experience risks due to work patterns, like shift work and ‘fly-in fly-out’ (FIFO) arrangements, which are characterised by travelling long distances to work in isolated areas, working consecutive days, working nights and living on-site for periods. One survey of offshore oil workers found that 70% are overweight or obese, 67% have poor sleep quality, over 50% engage in risky levels of alcohol consumption, and 15% have long-term illnesses (Smith et al., 2018). A review of 90 studies of rotational workers in the mining, offshore oil and gas, and construction industry also found that workers experience poor mental health and well-being, social distress and isolation, sleep problems, high levels of fatigue, and engage in high levels of smoking, alcohol consumption and unhealthy eating behaviours (Asare et al., 2021). Impacts to onshore and offshore worker safety due to the Project are expected to be negative and **Major** as presented in Table 9-11. These impacts will primarily affect those in the oil and gas industry and will be medium-term, with more acute effects during the construction phase.

Incidents are anticipated to occur sporadically, leading to potentially permanent changes depending on the severity of the incidents. The sensitivity of the receptors is moderate, and the likelihood of these impacts occurring is possible.

9.6.5 Mitigation and Residual Impacts - Community and Worker Wellbeing

The Project will control negative impacts to community and worker wellbeing through the following key mitigation measures:

- Navitas' Waste Management Plan will include required measures for securing, storing, handling, and transporting waste;
- Orientation of lighting inward, using blackout blinds on vessels, and turning off unnecessary lights;
- New accommodation construction and design will blend into the aesthetic of the area;
- Noise prevention measures will be implemented such as optimizing the layout of supply bases, mitigating site equipment, and restricting night-time operations;
- The base-case for the Phase 1 & 2 Development is for all project vessels to dock at the TDF (or anchor) whenever visiting Stanley Harbour, separating the activities of project vessels and other users of the Harbour, thereby reducing the potential for incidents;
- Worker Health and Safety Management Plan to ensure industry-standard OHS performance. Health and Safety Management Plan includes a Health and Safety Policy and requirements for regular Health and Safety risk assessments to identify potential hazards and evaluate risks to all workers;
- Navitas's Health and Safety Transportation Policy mandates driving safety inductions for workers. All drivers are also required to abide by relevant legislation;
- The Project will abide by Falkland Islands' health and safety legislation for the offshore industry and industry best practice guidelines. It will be guided by the Navitas Corporate Health Safety and Security Policy, Health and Safety Transportation Policy, and Navitas' OMS. These policies and the OMS include commitments to continually improve health, safety, and environmental performance, ensure work is always controlled, promote a healthy workforce, mitigate significant workplace health risks, and maintain effective incident investigation, reporting, and follow-up;
- Navitas's Behaviour Policy and Code of Conduct;
- Industry standard mitigations will include specific activity training (e.g., proper lifting techniques), safety harnesses and fall protection systems, using personal protective equipment (PPE), ensuring proper ventilation, air quality monitoring, hearing protection, and conducting regular health surveillance;
- Navitas' Health Safety and Security Policy has requirements for contractors to be aware of and comply with Navitas' policies and procedures and requires Navitas to use leverage and influence over business partners and stakeholders to promote high standards of health, safety and security; and
- Falkland Islands residents and stakeholders will be able to raise complaints through the Local Community Grievance Mechanism.

Table 9-12 presents a summary of the assessed residual impacts to the Falkland Islands Community and Worker Wellbeing after the implementation of Project proposed mitigation measures.

Table 9-12 Summary of Residual Impacts to Community and Worker Wellbeing								
Impact	Source of Impact	Key Identified Receptors	Receptor Sensitivity	Timing	Likelihood	Impact Significance Determination	Confidence	Residual Impact Significance Determination
Aesthetics and Landscape	Waste generation, worker and population influx, and noise and light pollution	Resident population of the Falkland Islands	Low	Throughout, peak in 2025-2032	Possible	Moderate	Medium	Minor
Quality of Life	Increase in employment, changes to income levels and population influx	Resident population of the Falkland Islands	Moderate	Throughout, primarily 2025-2032	Likely	Moderate	Medium	Moderate
Quality of Life	Noise, light, and air pollution	Resident population of the Falkland Islands	Low	Throughout, primarily Q4 2025 – Q2 2027	Likely	Minor	Medium	Minor
Community Safety and Security	Road and maritime accidents	Resident population of the Falkland Islands	High	Throughout	Unlikely	Moderate	Low	Minor
Community Safety and Security	Crime and insecurity	Resident population of the Falkland Islands	High	Throughout, peak in 2025-2032	Possible	Moderate	Low	Minor
Worker Safety	Workplace hazards	Workers	High	Throughout, peak in Stages 1 and 2	Possible	Major	Low	Moderate

9.6.6 Applicable FIG Policies, Plans, and Developments – Community and Wellbeing

FIG will receive increased funds from the Project starting in 2027, which could be allocated to supporting initiatives and programs supporting community wellbeing.

9.6.7 Cumulative Impacts – Community and Worker Wellbeing

Present and future projects could cause cumulative impacts to community and worker wellbeing, primarily through population influx impacts that can interact with quality of life, aesthetics and landscape, and community safety and security. The increase in construction-related jobs and construction activities may also increase the cumulative impacts to worker safety, community safety and quality of life (through nuisance impacts such as increased noise and traffic). Because the labour needs and key activities associated with identified future projects are not yet known, these cumulative impacts cannot be properly assessed.

10. Unplanned Events, Accidents, and Malfunctions

In an unlikely event of an oil spill, the possibility of crude oil reaching the Falkland Islands shorelines is low. The EIS modelled and assessed worst case oil spill scenarios at offshore infrastructure and involving in-shore marine gas oil (MGO) (Navitas, 2024). Both Sea Lion crude and MGO spills offshore were modelled. In the case of offshore infrastructure, there are two scenarios where oil could potentially reach the shores of the Falkland Islands. However, in both instances, the stochastic modelling found the likelihood to be low (between 4% and 5.8%), and when oil does reach the shores, it might not be easily detectable. There is no possibility of any international beaching events.

Out of an estimated 32,295 tonnes of oil potentially released during a 21-day subsea blowout, an average of 16.5 tonnes, or a maximum of 29 tonnes, of oil could potentially reach the northern coastline of East Falkland roughly 32-52 days after a blow-out event. Note that for this to occur, prevailing weather conditions would need to be sustained for a long period of time, which is not expected.

In case of FPSO inventory loss, the greatest possibility of shoreline oiling was determined to be 5.8%, with the average oil on shore predicted to be 34 tonnes and the maximum 36 tonnes, arriving on the north shores of East Falkland roughly 66 days after an event. Oiling on the shores might not be detectable.

In the case of an in-shore MGO spill as a result of fuel bunkering operations or vessel collision, the EIS concluded that in the worst-case scenario there is a 40-70% chance of surface contamination and shoreline oiling reaching portions of the shores of Berkeley Sound and lower probability (between 20-40%) of a spill reaching the north shores of Cape Pembroke (Navitas, 2024).

During Scoping phase, unplanned events, accidents, and malfunctions were determined to potentially impact population health, transportation, ports infrastructure and services, fish and fisheries, areas of cultural significance, tourism, aesthetics and landscape, quality of life, and worker safety. The summary table below can be used as a high-level overview of the identified impacts associated with unplanned events, accidents, and malfunctions (Table 10-1). The following related subsections reflect the details of these findings.

Impact	Source of Impact	Key Identified Receptors	Receptor Sensitivity	Timing	Magnitude Criteria					Likelihood	Impact Significance Determination
					Type of Impact	Duration	Frequency	Reversibility	Extent		
Population Health	Oil spills, caused by accidents or malfunctions	Resident population of the Falkland Islands	Moderate	Throughout, but primarily Stage 3	Negative	Short-term	Sporadic	Reversible	Northern coastline, Stanley and surrounding areas	Unlikely	Minor
Air Transportation infrastructure and Services	Transportation of personnel and goods to address oil spills, accidents, malfunctions	Resident population of the Falkland Islands	Moderate	Throughout, but primarily Stage 3	Negative	Short-Term	Sporadic	Reversible	Falkland Islands	Unlikely	Minor
Port infrastructure and Services	Transportation of personnel and goods to address oil spills, accidents, malfunctions	Resident population of the Falkland Islands, Port users	Low	Throughout, but primarily Stage 3	Negative	Short-Term	Sporadic	Reversible	Stanley Harbour	Unlikely	Minor
Fishing and Fisheries	Oil spills caused by accidents or malfunctions	Fishing Industry - Fishers, Fisheries	Moderate	Primarily Stage 3	Negative	Short / Medium-term	Sporadic	Reversible	Falkland Islands and surrounding waters	Unlikely	Moderate
Areas of Cultural Significance	Oil spills caused by accidents or malfunctions	Agencies managing cultural sites; cultural site users	High	Throughout, primarily Stage 3	Negative	Long-term	Sporadic	Reversible	Stanley and surrounding areas	Unlikely	Minor
Tourism	Oil spills caused by accidents or malfunctions	Tourism Businesses, Tourists	High	Throughout	Negative	Long-term	Sporadic	Reversible	Falkland Islands	Unlikely	Moderate
Aesthetics and Landscape	Oil spills, caused by accidents or malfunctions	Resident population of the Falkland Islands	Moderate	Throughout, primarily Stage 3	Negative	Short-term	Sporadic	Reversible	Northern coastline	Unlikely	Moderate
Quality of Life	Oil spills, caused by accidents or malfunctions	Resident population of the Falkland Islands	High	Throughout, primarily Stage 3	Negative	Long-term	Sporadic	Reversible	Falkland Islands	Unlikely	Moderate
Worker Safety	Oil spills, accidents or malfunctions	Workers	High	Throughout, primarily Stage 3	Negative	Short-term	Sporadic	Permanent	Sea Lion Oil Field and Stanley	Unlikely	Moderate

10.1 Population Health

An oil spill caused by a worst-case scenario blow-out offshore or a worst-case scenario loss of inventory from the FPSO when full could potentially lead to population health risks if crude oil extends to the shores of the Falkland Islands. Exposure to toxic oil compounds could pose health risks, including respiratory problems, skin irritations, and other health issues resulting from direct contact with or inhalation of hazardous substances (Almeida, 2023). Long-term exposure, though very unlikely, can also lead to chronic health conditions. If any shoreline oiling does occur, it can be assumed that public access to these areas would be restricted thus reducing the risk of public exposure to crude oil. The low solubility of Sea Lion crude would make it less hazardous at shoreline as it would have weathered to very small waxy masses, instead of being in more dissolved form (Navitas, 2024).

The environmental degradation and loss of livelihoods caused by an oil spill can also lead to significant psychological distress. Community members may experience anxiety, depression, and a sense of loss as they witness the destruction of their environment and the disruption of their way of life (Gray, 2020). The overall impacts to population health as a result of oil spill incidents is considered to be **Minor**.

10.2 Air Transportation Infrastructure and Services

Accidents and malfunctions may also require emergency response and clean-up crews to be deployed. While spill response crew would arrive from outside of the Falkland Islands, they would be transported via dedicated charter flights and so would not put pressure on air transportation. The overall impacts to air transportation infrastructure and services as a result of oil spill incidents is considered to be **Minor**.

10.3 Ports Infrastructure and Services

Accidents and malfunctions, including offshore or inshore oil spills, will require emergency response and clean-up crews to be deployed, likely from Stanley Harbour. Navitas would deploy MRSVs or offshore support vessels, and for Tier 3 Spills the FIG NOSCP may be deployed. This would require a short-term rapid increase in ports use but would be reversible once emergency response and clean-up is complete. The overall impacts to ports infrastructure and services as a result of oil spill incidents is considered to be **Minor**.

10.4 Fish and Fisheries

Incidental oil spills caused by Project related accidents and/or malfunctions have the potential to harm fish and fish habitat. The resulting impacts have the potential to stop fishing activities in the area until the spill is resolved and could damage the reputation of and consumer confidence in commercial fisheries in the area. Catch might face lower market values even in unaffected areas due to reputation impacts, and fishing companies may incur greater administrative costs to manage such an event. The Falkland Islands Government might earn less in fishing license revenues and in taxes as fishing companies would pay lower taxes if catch volumes are lower.

The fishing and aquaculture sector has been the most significant contributor to economic growth and GDP in the Falkland Islands for many years, accounting for 35% - 64% of Falkland Islands GDP over the past 15 years. FIG receives substantial revenues from the fisheries industry in corporate taxes and fishing licenses, though it incurs expenditures on fisheries administration, fisheries protection, harbour control, and scientific research. Although the income from license fees varies, it currently accounts for 25-30% of FIG's revenue (Navitas, 2024).

Commercial fishers potentially impacted by changes to fish and fish habitat are predominantly license holders (often Falkland Island companies operating in conjunction with an overseas joint venture partner), and fishing crew who are non-residents in the Falkland Islands. A fleet of 135 ships flagged in Taiwan, Spain, Korea, Vanuatu, and the Falkland Islands frequent the waters around the Falklands every year at various times, depending on target species. Public feedback on the EIS noted that Falkland Islands fisheries has developed strong relationships with overseas partners, and that local companies are more invested in fisheries than in the past. 71 Falkland Islands residents stated that their primary employment was in fishing, and a further 13 residents stated that the secondary employment was in fishing in the 2021 census (FIG, 2021).

The EIS has assessed potential impacts to fisheries as a result of unlikely worst case scenario oil spills and determined that in the unlikely event of well blow-out or loss of FPSO inventory, physical impacts of oil spill incidents could impact Illex squid (*Illex argentinus*) during migrations and Falkland Calamari (Ioligo) (*Doryteuthis Gahi*). However, the identified fish and squid spawning sites of commercial species are believed to be substantial distances from the Sea Lion Field and it is unlikely that they will be impacted.

The EIS concluded that adult fish are not highly sensitive to impacts of oil spills due to their mobility (Navitas, 2024). Cephalopods are more susceptible to accumulating contaminants in the water column and fish eggs and larvae are also more susceptible to toxic effects of oil. The EIS assessed that Sea Lion crude oil would have a small biological effect on fisheries due to its waxy nature and low solubility, low toxicity, and low polycyclic aromatic hydrocarbon content. However, it was determined that more than 1 % of the Falklands population of fish and squid species using the Northern Slope could be impacted.

Navitas projects that fisheries damages from worst case spill scenarios could represent around 50% of *Illex argentinus* value and a small fraction of the value of one season of *Doryteuthis Gahi* along with other species. The recovery of the industry would likely take one year, not many years (Navitas, 2025).

The EIS concluded that the residual impacts for the fishing industry from both offshore and inshore spills would be moderate, largely due to the sensitivity of the industry to consumer sentiment (Navitas, 2024). No new information or data since EIS publication has been determined to change these findings.

Impacts to fishing and commercial fishing as a result of an oil spill are possible and would on a short-term basis with the potential of medium-term reputational damage to consumer confidence in commercial fish quality and safety. Direct effects would be reversible, while reputational damage and impacts to consumer confidence could be long-term or irreversible. The fishing industry is considered to be of moderate sensitivity as they can fish elsewhere temporarily in the Falklands as needed with relatively minor barriers (e.g. by fishing in other unaffected areas within license area, or acquiring licenses to fish elsewhere). The overall impacts to fishing and fisheries as a result of oil spill incidents is considered to be **Moderate**.

10.5 Areas of Cultural Significance

There is a risk of in-shore marine gas oil (MGO) spills occurring as a result of accidents and malfunctions during TDF fuel line bunkering in Stanley Harbour, as well as collisions and groundings. MGO spills could impact areas of cultural significance in and around Berkeley Sound and Stanley Harbour, an issue that was raised by stakeholders in previous consultations (Navitas, 2024). The EIS modelled worst-case in-shore oil spill scenarios. It concluded that in the worst-case scenario there is a 40-70% chance of surface contamination and shoreline oiling reaching portions of the shores of Berkeley Sound and a lower probability (between 20-40%) of a spill reaching the north shores of Cape Pembroke (Navitas, 2024). The EIS described the physical characteristics of MGO and how it will change under processes of rapid dissolution, evaporation, and dispersion, but noted that it could adhere to surfaces.

There is limited potential of an MGO spill interacting with sites like Cape Pembroke Lighthouse or any built heritage sites. There is a potential, although unlikely, of oil impacting Gypsy Cove and Yorke Bay. The overall impacts to areas of cultural significance as a result of oil spill incidents is considered to be **Minor**.

10.6 Tourism

The consequences of an oil spill on the tourism industry could be significant, as tourism to the Falkland Islands is centred around its pristine nature and coastlines, and wildlife. An oil spill reaching the shores of the Falkland Islands could have the immediate effect of beach and water closures, and likely cancellation of tourism activities. Spill modelling shows that beaching of Sea Lion crude is unlikely but could impact the North Falkland coastline. The EIS considered various oil spill scenarios at offshore infrastructure and onshore and concluded that there are only two scenarios where offshore spills could result in oil on the shores of the Falkland Islands and found these cases to be unlikely (between 4% and 5.8%).

As for worst-case in-shore MGO oil spill scenarios the EIS concluded that there is a 40-70% chance of surface contamination and shoreline oiling reaching portions of the shores of Berkeley Sound and a lower probability (between 20-40%) of a spill reaching the north shores of Cape Pembroke (Navitas, 2024). An MGO spill would form a thicker film of dull or dark colours, and would spread rapidly and evaporate, dissolve, or mix with water, forming a short-term surface sheen. MGO has the potential to contaminate the feathers of seabirds that come into contact with it, and coastal habitats such as the National Nature Reserve of Cochon and Kidney Island (important habitat for seabirds), could be impacted by shoreline oiling from MGO. The EIS noted that Berkeley Sound has experienced similar sized spills of MGO in the past. The EIS concluded impacts to tourism as a result of MGO spill would be of minor severity but moderate significance, and would be short-lived. Overall, the EIS concluded that impacts to tourism are predominantly due to perceived contamination and reputational impacts (Navitas, 2024).

Images of oiled beaches and any affected marine animals could be spread through social and other media quickly, as individuals with cell phones could spread it globally almost instantaneously. The experience of the Deepwater Horizon disaster in 2010 illustrated that tourism operators in the Gulf were negatively impacted by the harm caused by oiled beaches, but that was magnified by negative media attention that scared away tourists for much longer than the physical oil and spill effects were present. As one charter boat captain stated, *“The problem is that perception becomes reality... People saw things on the media like those pictures of birds covered in oil and they didn’t want to come down anymore (BOEM, 2014).”* However, given its high wax content, extensive surface slicks are not predicted from a Sea Lion crude well blow-out, and the shoreline and seabirds are therefore considered to be less susceptible to fouling compared to other crude oils (Navitas, 2024).

Tourism spending (cruise ship passenger spend, land-based tourist spent, and domestic tourism) contributed just under £16.7 million in 2023-24, and government income from cruise ship passenger levies was £1.4m in 2018/2019 (FIG, 2023^f and FIG, 2021^a). Navitas projects that a worst-case scenario spill event could potentially result in little to no tourism in the Falkland Islands for a full year.

The overall impacts to tourism as a result of oil spill incidents is considered to be **Moderate**. While potentially reversible, effects to tourism could be experienced over a long-term duration due to the long-term nature of reputational impacts. Those experiencing the effects would be tourists and tourism operators, with sensitivity to these effects considered to be high given the contribution of tourism business towards livelihoods.

10.7 Aesthetics and Landscape

Oil spills that reach land can impact the natural beauty of the area through tar balls fouling the shoreline. Additionally, oil spill response activities may result in marine debris, such as leftover booms and protective equipment, washing ashore. The Deepwater Horizon spill, for example, resulted in debris washing ashore that required a temporary resurgence of shoreline cleanup programs years later. Such impacts can diminish the aesthetic value of the landscape, affecting both the environment and the quality of life for local communities (Austin et al., 2014).

The EIS considered various oil spill scenarios at offshore infrastructure, in-shore MGO and onshore (Navitas, 2024). It concluded that there are only two scenarios where offshore spills could result in oil on the shores of the Falkland Islands and found these cases to be unlikely (between 4% and 5.8%). With MGO spills there is a relatively higher possibility of oil reaching portions of the shores of Berkeley Sound (40-70%, depending on the scenario) and Cape Pembroke (20-40%, depending on scenario). EIS oil spill modelling found that in the unlikely scenarios when oil could reach the shores, it might not be easily detectable (Navitas, 2024). Onshore or at-shore small chemical leaks are possible, but larger spills are unlikely (Navitas, 2024).

The potential impacts of oil spills on aesthetics and landscape are assessed as having a **Minor** impact. The geographic extent of these impacts could be the northern coastline and potentially some parts of the shores of Berkeley Sound and the north shores of Cape Pembroke. Impacts to the northern coastline could occur in the event of a Sea Lion crude spill, although breaching is highly unlikely, as discussed above. Impacts to parts of the shores of Berkeley Sound and the north shores of Cape Pembroke could occur in the event of an MGO spill during bunkering operations in the construction phase when the LTVs are present in Berkeley Sound. However, with mitigation (e.g., strict procedures for bunkering operations, quick release couplings etc.), a spill during bunkering operations is highly unlikely. The duration of these impacts could be short-term. The frequency of oil spills is considered unlikely, based on modelling by the EIS (Navitas, 2024). The impacts are reversible, though oil contamination can cause long-term but remediable damage to the natural environment. The sensitivity of the receptors is moderate as oil and debris can be cleared from shorelines.

10.8 Quality of Life

The Project can impact quality of life through potential incidents like oil spills, which could lead to anxiety, frustration, fear, stress, and uncertainty amongst the Falkland Islands population. It could prevent people from participating in recreational activities in affected areas that are important to their quality of life on a short term and temporary basis. The environmental degradation caused by an oil spill can also lead to psychological distress. Community members may experience anxiety, depression, and a sense of loss as they witness the destruction of their environment and the disruption of their way of life (Gray, 2020). Finally, the influx of cleanup workers and the presence of media after an oil spill can alter the dynamics of small communities, leading to social tensions and changes in community cohesion (Gray, 2020).

Overall, the impact of potential oil spills on quality of life is assessed as **Moderate**. It is difficult to predict how an oil spill would impact the psychological wellbeing and quality of life of Falkland Islanders, and so this assessment takes a precautionary approach.

The impact could affect all Falkland Islanders and those around the northern coastline of East Falklands. Impacts could be experienced long-term, with the impact being particularly acute immediately after the spill. The impacts are reversible over the long-term, as the environment and community can recover over time with effective cleanup and mitigation efforts. The sensitivity of the local population to these changes is considered high, given the significant reliance on the natural environment for wellbeing. The likelihood of these impacts occurring is very unlikely.

10.9 Worker Safety

An oil spill has the potential to impact the health and safety of workers at the time of a well blowout or other accident or malfunction, as well as the health and safety of response workers. Workers may suffer physical injuries and even death during an accident or malfunction, such as a well blowout, causing severe injury and trauma to workers, and the resulting stress upon their families. Oil spill response workers at sea or on shore may be exposed to crude oil and chemical byproducts, which can cause skin irritation, respiratory issues, and other health problems. For example, air quality emanating from the Deepwater Horizon oil spill site contained particulate matter levels equivalent to America's most polluted cities (Austin et al., 2014). Responders may also face physical hazards, like sharp objects, slippery surfaces, and heavy equipment, increasing the risk of injuries, and experience mental health impacts.

The changes to the health and safety of workers, including emergency responders, as a result of an oil spill are expected to be negative and **Major**. The impact is anticipated to occur as a one-off event but causing potentially permanent damage that is experienced over the medium term.

10.10 Mitigation and Residual Impacts

Navitas will develop and use industry-best practices to prevent oil spills, and to respond to and manage an unlikely oil spill to mitigate the potential impacts. Full details on oil spill prevent and response measures that Navitas will deploy are included in the EIS (Navitas, 2024).

Navitas have developed preliminary Oil Pollution Emergency Plans, which will inform the development of the operational Oil Pollution Emergency Plan(s) (OPEPs). The OPEPs will be developed during the 'Execute' Stage and will provide detail on the actions to be taken in the event of an unplanned release of hydrocarbon and align with the Falklands National Oil Spill Contingency Plan (NOSCP). Specifically, the OPEPs will:

- Assess the potential consequences of an oil spill from drilling or production operations;
- Define the roles and responsibilities of all emergency response parties;
- Detail the action plan in the event of a spill;
- Detail the available oil spill response resources available;
- Outline and reference the proposed response procedures; and
- Detail the regulatory spill reporting requirements.

Oil spill response planning will be based on oil spill trajectory modelling and findings from the EIS. The OPEPs will incorporate any learnings and best practice throughout the industry and it will include an assessment of the worst-case oil spill scenario for each operational area along with a detailed analysis of the availability and mobilisation timetable for oil spill response.

Inshore fuel oil spills will be prevented by anchoring the LTV and installation vessel prior to heavy lifts, by vessel speed limits, as well as a number of other communications, monitoring, and crew competency and training measures. Proposed oil spill response kits and equipment are described fully in the EIS.

Emergency response, business continuity, and crisis management planning will also be in place to ensure that the company responds proportionately and effectively to emergencies, reducing impacts and disruptions.

Lastly, Navitas will have sufficient insurance in place to cover the worst-case costs of an oil spill and response, as well as financial impacts on Falkland Islands' economy. Navitas will hold financial liabilities to cover potential losses to fisheries and aquaculture, as well as potential losses to the tourism industry in the unlikely worst-case well blow out scenario. This in addition to financial liabilities to cover source control, spill response, clean-up, and waste disposal activities.

Table 10-2 Summary of Residual Impacts from Unplanned Events, Accidents, and Malfunctions

Impact	Source of Impact	Key Identified Receptors	Receptor Sensitivity	Timing	Likelihood	Impact Significance Determination	Confidence	Residual Impact Significance Determination
Population Health	Oil spills, caused by accidents or malfunctions	Resident population of the Falkland Islands	Moderate	Throughout, primarily in Stage 3	Unlikely	Minor	Medium	Minor
Air Transportation infrastructure and Services	Transportation of personnel and goods to address oil spills, accidents, malfunctions	Resident population of the Falkland Islands	Moderate	Throughout, primarily in Stage 3	Unlikely	Minor	Medium	Minor
Port infrastructure and Services	Transportation of personnel and goods to address oil spills, accidents, malfunctions	Resident population of the Falkland Islands	Low	Throughout, primarily in Stage 3	Unlikely	Minor	Medium	Minor
Fishing and Fisheries	Oil spills caused by accidents or malfunctions	Fishing Industry – Fishers, Fisheries	Moderate	Throughout, primarily in Stage 3	Unlikely	Moderate	Medium	Moderate
Areas of Cultural Significance	Oil spills caused by accidents or malfunctions	Agencies managing cultural sites; cultural site users	High	Throughout, primarily in Stage 3	Unlikely	Minor	Medium	Minor
Tourism	Oil spills, caused by accidents or malfunctions	Tourism Businesses, Tourists	High	Throughout, primarily in Stage 3	Unlikely	Moderate	Medium	Moderate
Aesthetics and Landscape	Oil spills, caused by accidents or malfunctions	Resident population of the Falkland Islands	Moderate	Throughout, primarily Stage 3	Unlikely	Minor	Medium	Minor
Quality of Life	Oil spills, accidents or malfunctions	Resident population of the Falkland Islands	High	Throughout, primarily Stage 3	Unlikely	Moderate	Medium	Moderate
Worker Safety	Oil spills, caused by accidents or malfunctions	Workers	High	Throughout, primarily Stage 3	Unlikely	Major	Low	Moderate

11. Mitigation, Management, and Monitoring

Navitas is committed to mitigating, managing, and monitoring its socio-economic impacts through a range of environmental and social management systems and procedures. Key Navitas management and monitoring plans, policies, and procedures to manage environmental and social risks and impacts are described in Section 11.1 through Section 11.3.

Section 11.4 summarizes the Project embedded mitigation tools which aim to minimize or eliminate the significance of the socio-economic impacts assessed in Section 9 and presents the resulting residual impacts assessed. For negative impacts, Navitas' mitigation measures are intended to result in a residual Impact with a lessened significance determination where possible.

In addition to the mitigation measures planned and controlled by Navitas, information is presented on existing or planned Falkland Island Government (FIG) policies, plans, or developments relevant to key topics of the Social Impact Assessment. While these FIG measures are not considered in the residual impact significance determination, they are included to show that there are pre-existing or planned FIG-level mitigations that will likely influence, mitigate, or enhance the Project's potential positive and negative impacts.

11.1 Navitas Operating Management System (OMS)

The Navitas OMS sets out how Navitas manages health, safety, security and the environment. A full description of the OMS is available in the EIS (Navitas, 2024). There are 14 elements to the OMS, which cover the lifecycle of all project planning and review phases within the Phase 1 and 2 Development (from drilling and construction to development and productions), as described in Section 3 (Policy, Legal, and Legislative Framework). The following is a summary of how the Project is managing and monitoring its health, safety, security and the environment impacts in line with the OMS:

- Developing and finalising a Corporate Health, Safety and Security policy and an Environment and Biodiversity policy as well as a Local Content Policy;
- Building health, safety, security and environmental issues into Project stage gates;
- Continued gathering of environmental baseline data;
- Identifying and assessing impacts and risks;
- Legal compliance;
- Development of operational controls to prevent and reduce impacts and risks;
- Development of a safety and environmentally critical elements register;
- Emergency Response Plans;
- Health, safety, security and environmental incident management;
- Environmental monitoring and measuring, including KPIs for performance monitoring;
- Audits and reviews;
- Embedding health, safety, security and environmental management into contractual strategy and contractor management;

- Change management strategies; and
- Stakeholder management.

11.2 Environmental Management Sub-Plans

Navitas has, to date, developed (Navitas, 2024):

- A Waste Management Procedure;
- Preliminary offshore, inshore and onshore Oil Pollution Emergency Plans; and
- A preliminary Environmental Monitoring and Management Plan.

These documents will be used to develop more detailed Project-specific management plans in the event of approval and sanction of the Project, and before operations commence.

In the EIS, Navitas also identified and committed to the development of specific sub-plans focused on managing specific environmental impacts and risks (Navitas, 2024). All sub-plans will be required to comply with:

- The terms and conditions of the Drilling and Production Licenses;
- The FIG EIA Guidance Notes 2015 (FIG, 2016); and
- The outcomes of the EIA (that are reported in Navitas, 2024).

The sub-plans committed to are described below.

11.2.1 Environmental Monitoring and Management Plan (EMMP)

The Environmental Monitoring and Management Plan (EMMP) will build on the outline EMMP (EIS Chapter 15) and capture all commitments relevant to environmental monitoring and management and will list these in one place alongside detail on the responsible person and the frequency of the requirement to enable tracking of actions throughout the life of the Phase 1 & 2 Development. Specifically, the EMMP will list:

- Legislative and corporate monitoring requirements;
- Baseline data and survey work proposed;
- Environmental research and studies relating to uncertainties in the EIS (Navitas, 2024);
- Conditions associated with drilling and production license approvals; and
- Any actions falling out of the stakeholder consultation process.

It is anticipated that initially the EMMP will be overseen by a group of key stakeholders who will discuss and steer the issues and actions.

Throughout the Phase 1 & 2 Development lifecycle, information arising from the EMMP process will be reported to the EMMP Steering Group on a regular basis, relevant actions discussed, and the programme of work updated as necessary. Meetings of the Steering Group will be open to FIG and invited statutory stakeholders with outputs reported publicly.

The basis of the EMMP, which is specifically informed by the EIA, is provided in the EIS (Navitas, 2024).

11.2.2 Oil Pollution Emergency Plans (OPEPs)

Navitas have developed preliminary Oil Pollution Emergency Plans, which will inform the development of the operational Oil Pollution Emergency Plan(s) (OPEPs). The OPEPs will be developed during the 'Execute' Stage and will:

- Provide detail on the actions to be taken in the event of an unplanned release of hydrocarbon and align with the Falklands National Oil Spill Contingency Plan (NOSCP). Specifically, the OPEPs will:
 - ◆ Assess the potential consequences of an oil spill from drilling or production operations;
 - ◆ Define the roles and responsibilities of all emergency response parties;
 - ◆ Detail the action plan in the event of a spill;
 - ◆ Detail the available oil spill response resources available;
 - ◆ Outline and reference the proposed response procedures; and
 - ◆ Detail the regulatory spill reporting requirements.
- Oil spill response planning will be based on oil spill trajectory modelling and findings from the EIS. The OPEPs will incorporate any learnings and best practice throughout the industry, and it will include an assessment of the worst-case oil spill scenario for each operational area along with a detailed analysis of the availability and mobilisation timetable for oil spill response.

11.2.3 Wildlife Response Plan

The Wildlife Response Plan will detail the oiled wildlife response strategy to be implemented in the event of an unplanned release of hydrocarbons. Navitas will work with wildlife response providers and FIG to ensure the plan defines relevant details including:

- Initial response requirements;
- Management / coordination structures; and
- Appropriate local responder organisation / involvement (alongside dedicated international wildlife response providers).

11.2.4 Waste Management Plan

The project-specific Waste Management Plan (WMP) will be developed in line with Navitas' Waste Management Procedure and will be tailored to each operation in line with the current Falkland Islands' infrastructure and in line with relevant FIG / UK legislation. The WMP ensures that:

- The hierarchy of waste management is applied;
- Waste is minimised, handled, stored and transported appropriately;
- Waste is reported on correctly; and
- The risks of cross-contamination at source and loss of containment are minimised.

11.2.5 Iceberg Management Plan

The Iceberg Management Plan will describe all response actions required in the event of iceberg presence.

11.2.6 Biosecurity Management Plan

The Biosecurity Management Plan will provide a framework for the processes intended to reduce the likelihood of introducing terrestrial or marine non-native species, which may then become invasive to the ecosystem of the Falkland Islands.

11.2.7 Ballast Water Management Plan

The Ballast Management Plan will provide a framework for the safe exchange of ballast water, including duties of vessel personnel undertaking ballast water exchange-at-sea, requirements for a Ballast Water Record Book to record ballast water exchanges, and ballast water treatment and sampling. Navitas has committed to taking samples of ballast for analysis from all vessels coming inshore and arriving 'in-ballast'.

11.2.8 Biofouling Management Plan

The Biofouling Management Plan will outline measures to control and manage biofouling on vessels to minimise the transfer of non-native aquatic species.

11.2.9 Bird Strike Management Plan

The Bird Strike Management Plan will detail measures to ensure the monitoring, recording and reporting of bird-strikes as a result of artificial light as well as detail on how to manage / handle birds in the event of strikes.

11.2.10 Harbour Management Plan

The Harbour Management Plan will be informed by a project-specific navigational risk assessment, and will include:

- Pre-notification protocols associated with the entry of vessels into Stanley Harbour and Berkeley Sound;
- Pre-defined passage routes within Stanley Harbour and Berkeley Sound;
- Procedures associated with vessel collision; and
- Emergency response.

11.2.11 Traffic Management Plan

A Traffic Management Plan will be put in place for operations, as has been done for exploration well activities, to minimise the impacts and risks from operational road use in the area around the TDF and Supply Base. This will highlight operating hours, signage, allowable routes, warning devices, clothing and pedestrian precautions for Sea Lion staff and contractors.

11.2.12 Emergency Response and Security Plans

Emergency Response and Security Procedures have been developed and will be matured to full Emergency Response and Security Plans prior to the commencement of operations.

11.3 Social Impact Management

In addition to the environmental sub-plans, Navitas will continue to develop management plans and procedures focusing on managing specific social impacts identified in this SIA. These social management plans and procedures will apply to all Project components and activities and personnel working on the Project. They will be designed to comply with the Navitas OMS, Navitas' environmental, social, and health and safety policies, and to align with the IFC Performance Standards.

Each specific management plan or procedure will need to be developed for the construction phase and updated for the operational and decommissioning phase of the Project. Generally, each management plan will include the following sections as described in Table 11-1, however, based on the topic of the plan, additional sections may be added or deleted as required. The following sections outline the required management plans and include details on specific elements and topics to be covered in each management plan.

Section Name	Description
Introduction	This section will provide a brief introduction to the management plan including the scope of the plan and who the plan is applicable to.
Purpose and Objectives	This section will provide a description of the purpose and objectives of the plan.
Regulatory Considerations and Project Standards	This section will describe the applicable legislation, regulations, standards and guidelines relevant to the topic and any Project identified policies, standards and/or thresholds.
Roles and Responsibilities	This section will clearly lay out the roles and responsibilities of key personnel for the implementation of mitigation and management measures.
Mitigation and Management	This section will provide strategies, guidelines, procedures, best management practices, and mitigation measures identified in this SIA (and any additional measures as required) to properly manage potential adverse effects. Sub-sections shall be added as required to discuss measures in more detail.
Monitoring	This section will detail the monitoring measures to be implemented. Generally, continuous improvement is recommended as this allows for the review of impacts, adaptation of management measures and follow-up outcomes. Where possible, the plan will develop thresholds for each monitoring program that will alert the Project that mitigation measures need to be adapted and revised. At minimum, this section will include information such as monitoring procedures, frequency and schedule, thresholds, equipment requirements.
Reporting	This section will describe any internal and external (regulatory authorities, stakeholders etc.) reporting requirements related to the key area of focus including at minimum, details surrounding the type of content required in each report, frequency of reporting, distribution of report, and person responsible(s).

11.3.1 Stakeholder Engagement Plan

Navitas' Stakeholder Engagement Plan will support the management of relationships and communications with local communities and stakeholders. In addition to the general sections outlined in Table 11-1, the plan will contain the following elements:

- Define the purpose and objectives of stakeholder engagement for the Project;
- Identify and map out all of the Project's stakeholders, including stakeholders in Stanley and other communities impacted by the Project, vulnerable people, local businesses, local authorities, local non-governmental organizations, and others;
- Develop stakeholder engagement objectives that tie stakeholder engagement to Project impacts and risks and include planned activities. Develop roles, responsibilities, resourcing and timeframes to implement the Plan. Ensure that the stakeholder engagement objectives and activities include:
 - ◆ Engagement with representatives from Stanley and other relevant settlements to understand concerns, expectations, and priorities with regards to population and worker influx;
 - ◆ Engagement with local authorities and government to understand capacity, challenges and expectations;
 - ◆ Engagement with local communities and non-governmental organisations to understand concerns, expectations, and priorities with regards to land and resource use; and
 - ◆ All engagement requirements identified in the Permits, Licences, Approvals, Notifications and Consents (PLANC) register(s).
- Establish a framework for monitoring and evaluating the effectiveness of engagement activities; and
- Review the Plan annually.

11.3.2 Local Community Grievance Mechanism

Navitas' Local Community Grievance Mechanism will ensure that the Project effectively resolves complaints raised by local communities. Falkland Islands residents can submit questions, comments, or concerns regarding the Project and Navitas operations via telephone or email.

Navitas' Local Community Grievance Mechanism Guidelines outlines the Navitas Responsible Person for monitoring, logging, and managing incoming comments and concerns. Emails will be responded to within three working days. The contact details of the Responsible Person will be prominently displayed in public spaces throughout the Falkland Islands (Navitas, 2025^a).

11.3.3 Behaviour Policy and Code of Conduct

Navitas is developing a Code of Conduct that will include a Behaviour Policy to apply to all Navitas employees, as well as contractors, subcontractors, agents, consultants, suppliers, and representatives. The Code of Conduct will outline what is considered ethical and appropriate behaviour, and outline consequences of breach of conduct. The Code of Conduct will include a strict and zero-tolerance policy with regards to alcohol and drug use as well as anti-social behaviour.

The Project Code of Conduct will be tailored to the Falkland Islands context, and will be communicated to all responsible parties during in-country induction and on-boarding training.

11.3.4 Local Content Plan

Navitas has already developed a Preliminary Local Content Plan, and has engaged the supply chain throughout Project planning. Navitas has conducted Expressions of Interest for early contracting opportunities. As a next step, the Proponent will review and further develop a detailed Local Content Plan once Tier 1 contractors have been engaged, that will describe how the Project will provide local employment, procurement, and skills training opportunities. In addition to the general sections outlined in Section 11.3, the plan should contain the following elements:

- A Local Content Policy that commits Navitas to enable local hiring and local buying. The Local Content Policy requires contractors and partners with an operational presence on the Islands have a Falkland Islands specific local content policy consistent with the Navitas Local Content Policy (already drafted). The Local Content Policy should comply with the Code of Practice for Procurement by Oil and Gas Companies and their Subcontractors Operating in the Falkland Islands (July 2018) and align with the Policy and Procedure for Contracts and Procurement;
- A Local Content Plan that:
 - ◆ Contains an assessment of the labour market in the Falkland Islands that conducts an inventory of the skills available locally and a gap analysis against the skills required by the Project (for both direct and indirect employment opportunities);
 - ◆ Contains local workforce development strategies based on the labour market assessment and skills gap analysis. This may include pre-employment and on-the-job training, internships, scholarships;
 - ◆ Prioritises employment of Falkland Islanders with suitable qualifications, skills and experience. The Local Hiring Plan will recognise that some local applicants may have the requisite skills and experience even if they lack formal qualifications, in alignment with the FIG Workforce Development Strategy for the Falkland Islands (2023);
 - ◆ Advertises employment opportunities locally in formats accessible to local communities; and
 - ◆ Engages with FIG, relevant departments, the FIDC, Chamber of Commerce, and other relevant stakeholders to coordinate the labour market assessment, capacity building initiatives, recruitment initiatives and any other relevant elements of the Local Hiring Plan.

- A Local Procurement Plan that:
 - ◆ Contains an assessment of local businesses in the Falkland Islands to conduct an inventory of the goods and services available locally and a gap analysis against the goods and services required by the Project, by phase;
 - ◆ Develops a strategy for building capacity in the Falkland Islands supply chain to support local businesses to benefit from opportunities created by the Project and its suppliers;
 - ◆ Engages with the FIG, FIDC and Falkland Islands Chamber of Commerce (FICoC) in relation to the assessment of local businesses, the programmes for the capacity development of Falkland Islands Supply Chain, advertising and tendering opportunities and any other elements of the Local Procurement Plan;
 - ◆ Commits Navitas and its suppliers to seek local suppliers and services. Tendering and contracting processes should be reviewed to ensure that they facilitate opportunities for local procurement and include strategies, such as, inserting a local content clause into tender documentation and contractual arrangements, and/or reserving portions of contract value for local procurement. As part of seeking partnerships with local businesses, the Project will:
 - Assess local companies on the same basis as other bids received, and will not disadvantage local companies due to practical limitations and communications challenges due to Falkland Islands' location; and
 - Ensure that local businesses are not treated differently to international business with regard to expectations and contractual obligations in terms of price, service quality, terms and conditions, safety and environmental standards or any other relevant commercial or technical requirements.
 - ◆ Tendering processes will include public notifications through local media to invite local companies to express interest, prequalify for, and tender for opportunities.
- A monitoring and evaluation framework that assesses the effectiveness of the Local Content Plan on a regular basis and identifies improvement measures; and
- Reporting requirements related to local content required by Navitas and the FIG.

11.3.5 Community Investment Plan

Navitas is developing a Community Investment Plan to guide its contributions to the socio-economic development of local communities. In addition to the general sections outlined in Section 11.3, the plan will contain the following key elements:

- A definition of the purpose and objectives of community investment;
- A definition of the key principles that will guide the Project's community investment, including a commitment to partnering with local organisations, making long-term investments and focusing on building economic resilience;
- Commitments to comply with existing Navitas policies and procedures related to anti-corruption and ethical business practices;
- Identification of community needs and vulnerabilities, based on impact and risk assessments, FIG assessments and plans, and stakeholder engagements;

- Engagement with stakeholders to identify potential delivery partners and support organisations;
- An effective mechanism for receiving and documenting requests from organisations seeking funding and community investment;
- A transparent process for prioritising community investments that takes into account Navitas' community investment principles, community needs and vulnerabilities, community requests, Project commitments, FIG priorities, feasibility of investment (considering costs, timeline, partner capacity, etc.), and other relevant factors;
- An annual action plan for community investments that includes a budget, objectives, investments, roles and responsibilities, and timeline; and
- A process for monitoring the effectiveness of all community investments that focuses on process and impact of investment, based on engagement with affected people. Monitoring results should inform future investment decisions.

11.3.6 Health and Safety Management Plan

Navitas is developing a Health and Safety Management Plan. In addition to the general sections outlined in Section 11.3, the plan will contain the following key elements:

- Establish a clear Health and Safety (H&S) policy that outlines the commitment to maintaining a safe and healthy work environment. Ensure the policy is communicated to all employees and stakeholders;
- Conduct regular H&S assessments to identify potential hazards and evaluate risks to all staff. H&S assessments should cover all occupational risks and hazards, including toxins, all environmental risks, such as heat/cold exposure or solitary work, less-healthy work patterns (like Fly In Fly Out arrangements), and pre-existing medical, mental and cognitive health issues. The H&S assessment should be reviewed regularly;
- Assess the host community healthcare facilities and services that the Project may draw on, for example, primary care or emergency services. The assessment should evaluate the healthcare facilities and services for their capacity, quality, availability and compliance with company standards to ensure that the Project and local communities will have access to the healthcare required. Ensure that there are strategies in place to ensure that local health services have sufficient capacity to handle increased demand;
- Develop and implement H&S controls to eliminate or mitigate all identified hazards and risks. This can include engineering controls, administrative controls, and personal protective equipment (PPE). The controls should include:
 - ◆ Staffing levels and fatigue management;
 - ◆ Personnel training requirements. Provide ongoing training and education to staff on H&S practices, health promotion, emergency procedures, and the proper use of safety equipment. Ensure that training is tailored to the specific needs and risks of the workplace. Provide regular trainings, including as part of staff inductions and update refresher trainings at least every three years;
 - ◆ Task-specific fitness requirements;
 - ◆ Provision of PPE free of charge to all workers. This includes training on how to use PPE and monitoring its effectiveness;

- ◆ Health surveillance measures, in line with local legislation, to monitor the health of the workforce. For example, annual medical screenings before and during employment;
- ◆ Pre-entry safety briefings; and
- ◆ First aid and emergency response measures. Ensure that these are known amongst the workforce, equipment is made available and maintained, personnel are trained on equipment use, and there is access to professional medical treatment.
- Ensure that the H&S Management Plan assesses and plans for different emergency scenarios, such as an oil spill, and considers the specific H&S risks and hazards, and mitigation measures, for such scenarios and the emergency responders that may be involved;
- Communicate the results of the H&S assessments to workers;
- Establish actions, objectives, responsibilities, timeframes and resources for the H&S Management Plan;
- Establish a system for monitoring and evaluating the effectiveness of OHS measures. Ensure that the lost-time accident number is lower than the metric threshold for all workers, register incidents, injuries and fatalities, and conduct root cause analysis and identification of corrective measures; and
- Review the H&S Management Plan annually.

11.3.7 Chance Find Procedure

Navitas has established a Chance Find Procedure to protect and manage unexpected discoveries of cultural heritage resources. In addition to the general sections outlined in Section 11.3, the procedure contains the following key elements:

- Identifies and describes the types of archaeological and cultural heritage resources that could potentially be found in the Project area;
- Commits to halting construction activities within the vicinity if any archaeological or cultural heritage resource is discovered or uncovered;
- Describes the steps required to be taken by the Proponent if any archaeological or cultural heritage resources are found;
- Describes the required training for the Chance Find Procedure, so that workers and contractors are made aware of what archaeological and cultural heritage resources could potentially be discovered or uncovered during construction activities; and
- Ensures that if graves are encountered and need to be relocated, an application will be submitted to the FIG, as per legal requirements (note: the Project footprint is not expected to encounter any graves onshore or offshore).

11.3.8 Employment Management Plan

Navitas will develop an Employment Management Plan. In addition to the general sections outlined in Section 11.3, the plan should contain the following elements:

- Clear human resourcing policies that include policies that make commitments related to permitting unionisation, anti-discrimination, anti-harassment, anti-child labour, and anti-forced labour. This includes defining job roles, creating job descriptions, and outlining the recruitment process. Ensure that the policies comply with national legislation and international human rights;
- Ensure that all workers have contracts that include hours of work, overtime hours and payment, notice, rest periods, holidays, parental/maternity/paternity leave, wages, mode of payment, and, if legal, any deductions that will be made. Ensure that workers have received an explanation of the contract in an accessible way;
- Recruitment practices to promote gender inclusion in management and skilled positions;
- Recruitment practices to mitigate forced and/or child labour, including only hiring people with national Identification Cards in their own possession for age verification;
- If employment agencies are used, verification and documentation measures to ensure that workers are of-age and not coerced in any way;
- Define a compensation structure and package for employees, including paying at least the legal minimum wage and providing overtime pay at a premium rate;
- Develop a career management system that includes potential training requirements and programmes for employees;
- Define standards for worker accommodation and facilities, that aligns with or exceeds national legislation and industry best practice expectations;
- Engage in regular dialogue with workers, potentially through multiple mechanisms;
- Develop a formal process for employees to raise complaints that is accessible, safe and culturally-appropriate. Develop a procedure that outlines a plan for disclosing the mechanism and a formal process for receiving, acknowledging, investigating and resolving grievances. Develop a monitoring framework for the grievance mechanism to monitor and evaluate the effectiveness of the mechanism;
- Training program for induction training and regular on-the-job training around safety, H&S risks, environmental compliance, community impacts, worker code of conduct, and vocational and/or occupational skills; and
- Training program for security guards to ensure appropriate de-escalation and non-violent practices deployed.

11.3.9 Insurance and Financial Liabilities

Navitas will maintain the correct level of insurance and financial capability for liabilities related to worst-case major pollution events at all times.

Navitas will have sufficient insurance in place to cover the worst-case costs of an oil spill and response, as well as financial impacts on Falkland Islands' economy. Navitas will hold financial liabilities to cover potential losses to fisheries and aquaculture, as well as potential losses to the tourism industry in the unlikely worst-case well blow out scenario. This in addition to financial liabilities to cover source control, spill response, clean-up, and waste disposal activities.

11.3.10 Socio-Economic Effects Monitoring Plan

Navitas is developing a Socio-Economic Effects Monitoring Plan. It is intended that this will reflect identified impacts detailed in this SIA as well as the Economic Impact Assessment (Hatch, 2025) and where possible the plan will seek to align with the Social Effects Monitoring Programme for Oil and Gas Development in the Falklands (FIG, 2015), commissioned by FIG, Premier Oil, and Noble Energy in 2015, and developed in coordination with Falkland Islands stakeholders and members of the public.

The 2015 Social Effects Monitoring Programme recommended a suite of indicators to measure social effects related to health and wellbeing (e.g. mental health, drug taking, sexual health, road safety, happiness), quality of life (e.g. quality of public services, housing quality and affordability, feeling of safety and security), work and money (e.g. affluence and economic opportunity, cost of living, economic vulnerability), Falklands culture (e.g. importance of Camp, continuation of traditions), family and community (e.g. closeness of community, social cohesion), and politics and democracy (e.g. confidence in government).

The Navitas Socio-Economic Effects Monitoring Plan will contain the following key elements:

- An approach to working closely with FIG and key stakeholders to ensure socio-economic effects monitoring is collaborative and participatory;
- An approach to monitoring the identified and anticipated socio-economic impacts of the Project and the effectiveness of mitigation measures, including through collecting data from different sources (Navitas, FIG, stakeholder groups) and conducting engagement directly with affected communities, for example, through regular community wellbeing surveys;
- Key performance indicators (KPIs) of socio-economic impacts that are based on the preliminary indicators established by the Social Effects Monitoring Programme for Oil and Gas Development in the Falklands in 2015, and that reflect the socio-economic baseline and impacts identified in the Economic Impact Assessment (Hatch, 2025) and this SIA. To that end, proposed KPIs for consideration are identified in Table 11-2;
- A process for monitoring data and information disclosure; and
- A process for identifying and implementing corrective actions when appropriate.

Topic	Indicator	Frequency	Baseline	Source/Year
Economy	Annual % Change in the Retail Price Index	Annual	1.3%	Social Effects Monitoring Programme- Summary and Technical Report Publications, 2015
	Median income from employment	Every 4 years	£24,000	Falkland Islands 2021 Census Report
	Average gender pay gap	Every 4 years	£5,300	Falkland Islands 2021 Census Report
	Proportion of people who feel their income has increased directly or indirectly by developments linked to oil and gas exploitation	Every 2 years	18%	Falkland Islands Resident Survey, April 2015
	Value spent annually by oil and gas companies on local goods and services	Annual	NA	TBC
Population and Culture	Number of usually resident and present population	Every 4 years	3,662	Falkland Islands 2021 Census Report
	Number of non-resident visitors	Every 4 years	399	Falkland Islands 2021 Census Report
	Estimated net migration numbers	Every 4 years	265	Falkland Islands 2021 Census Report
	Percentage of population rating their health as 'good' or 'very good'	Every 4 years	85%	Falkland Islands 2021 Census Report
Community Infrastructure and Services	Teacher: Pupil ratio in primary and secondary schools	Annual	Primary – 1 : 24 Secondary – 1 : 13	Social Effects Monitoring Programme- Summary and Technical Report Publications, 2015
	Proportion of people that can get emergency access to a GP on the same day	Annual	100%	Directorate of Policy, Economy and Corporate Services, and Director of Public Works (2025)
	Number of people working with Community Psychiatric Nurse	Annual	54	Social Effects Monitoring Programme- Summary and Technical Report Publications, 2015
	Median expenditure on housing (i.e. mortgage and rent)	Every 4 years	£630	Falkland Islands 2021 Census Report
	Proportion of people reporting that they spend over 30% of their monthly income on housing costs	Every 4 years	15%	Falkland Islands Resident Survey, April 2015
	Average occupancy seats MoD Airbridge flights	Annual	86%	MoD Airbridge data (2023)

	Average occupancy seats LATAM flights	Annual	44%	LATAM data (2024)
Land and Resource Use	Total expenditure from cruise ship and land-based tourism	Annual	£15.5 million	State of the Falkland Islands Economy 2020 (2019)
	Total annual revenue from fishing licenses	Annual	£33,187,748	FIG Fisheries Department Fisheries Statistics (2023)
Community and Worker Wellbeing	Percentage of people perceiving drunk and rowdy behaviour to be a moderate or serious problem where they live	Every 4 years	21%	Public Perceptions of Crime and Policing in the Falkland Islands, 2020
	Percentage of people 'fairly' or 'very' worried about being victim of a crime	Every 4 years	8%	Public Perceptions of Crime and Policing in the Falkland Islands, 2020
	Number of Acquisitive Crimes recorded	Annual	16	Royal Falkland Islands Police, (Q4 2013-14 to Q3 2014-15)
	Number of Violent Crimes recorded	Annual	64	Royal Falkland Islands Police, 2012-13
	Proportion of people who report that they do not lock their front doors	Every 2 years	When out in the day: 47% At night: 37%	Falkland Islands Resident Survey, April 2015
	Proportion of people who report feeling safe walking in Stanley at night	Every 2 years	Strongly Agree: 53% Agree: 41%	Falkland Islands Resident Survey, April 2015
	Median score for self-rated life satisfaction	Every 4 years	8.0	Falkland Islands 2021 Census Report
	Drug related crimes	Annual	0	Royal Falkland Islands Police, 2013
	Road traffic collisions	Annual	12	Royal Falkland Islands Police, (Q4 2013-14 to Q3 2014-15)
	Frequency with which residents visit Camp	Every 2 years	Weekly or Fortnightly: 10% Monthly: 29% Less Frequently: 61%	Falkland Islands Resident Survey, April 2015
	Proportion of people report attending Liberation Day celebrations / Boxing Day Races	Every 2 years	Liberation Day Celebrations: 74% Boxing Day Races: 56%	Falkland Islands Resident Survey, April 2015
	Proportion of people who feel closely involved in the community	Every 2 years	Strongly Agree: 10% Agree: 47%	Falkland Islands Resident Survey, April 2015

Average no of hours per week people report spending on community activity	Every 2 years	3.5	Falkland Islands Resident Survey, April 2015
Proportion of people who feel the Falklands is a place where people from different backgrounds get on well together	Every 2 years	Strongly Agree: 19% Agree: 55%	Falkland Islands Resident Survey, April 2015
Proportion of people confident that FIG are doing everything they can to protect nature and wildlife on the islands	Every 2 years	Strongly Agree: 5% Agree: 44%	Falkland Islands Resident Survey, April 2015

11.4 Summary of Mitigation Measures

Table 11-3 provides a summary of the Sea Lion Project mitigation, management, and monitoring measures identified for each component assessed in this SIA.

Impact	Mitigation
Economy	<ul style="list-style-type: none"> • Local Content Plan • Local Content Policy • Labour market assessment • Local employment opportunities advertisements • Skills -transfer and training programme • Local content policies and human resources procedures for equitable hiring • Insurance and financial liabilities
Population and Culture	<ul style="list-style-type: none"> • Employment Management Plan • Oil Pollution Emergency Plan • Local Community Grievance Mechanism • Behaviour Policy / Code of Conduct
Community Infrastructure and Services	<ul style="list-style-type: none"> • Sea Lion Housing • Sea Lion Hotel • Increased Sea Lion Hotel capacity in emergency situation • Modular temporary housing units as needed • Limited use of local hotels for short-term visitors • Health and Safety Transportation Policy • Waste Management Plan • Measures to minimize water supply needs • MODU and FPSO desalination plants • Regulate water demand through buffer storage solution • Temporary use of diesel generators in the onshore supply as contingency power • Power saving and energy efficiency measures • Utilize Off-peak power • Medical care to offshore workers; day-to-day health care support to workers at the FPSO/MODU • Local Community Grievance Mechanism
Transportation	<ul style="list-style-type: none"> • Dedicated charter flights for personnel arriving internationally • Prioritize Class A roads • Avoid residential areas • Health and Safety Transportation Policy • Select locations to minimise disruption • Carpooling incentives and FIG routes coordination • Road transportation between MPN and Stanley for workers • Local Community Grievance Mechanism

Impact	Mitigation
Land and Resource Use	<ul style="list-style-type: none"> • Flight plan to ensure avoidance of areas with corralled livestock • Biosecurity Management Plan (BMP) • Ballast Water Management Plan • Vessel-specific Biofouling Management Plan • Treatment of semi-stationary and long-term objects with anti-fouling coating • Project-specific Oil Pollution Emergency Plan • Insurance to cover costs of an oil spill and response and financial impacts on the Falkland Islands economy, fisheries, and tourism industry • Chance Find Procedure • Local Community Grievance Mechanism • Behaviour Policy / Code of Conduct
Community and Worker Wellbeing	<ul style="list-style-type: none"> • Waste Management Plan • Orientation of lighting, blackout blinds on vessels, and turning off unnecessary lights • New accommodation construction and design to match aesthetic of the area • Implement noise prevention measures • Project-specific Oil Pollution Emergency Plan • Separate activities of project vessels and other users of the Harbour • Worker Health and Safety Management • Health and Safety Policy and requirements for regular Health and Safety risk assessments • Health and Safety Transportation Policy • Corporate Health Safety and Security Policy, Health and Safety Transportation Policy, and OMS. • Emergency response, business continuity, and crisis management planning • Local Community Grievance Mechanism • Behaviour Policy / Code of Conduct
Unplanned Events, Accidents, Malfunctions	<ul style="list-style-type: none"> • Spill prevention measures and best practices • Oil Pollution Emergency Plans • Emergency response, business continuity, and crisis management plans • Financial liabilities and insurance in place to cover the worst-case costs of an oil spill and response

12. Conclusions

Table 12-1 summarises the impacts identified and assessed throughout this SIA and presents the significance determination of the residual risk of each impact.

Topic	Impact	Source of Impact	Type of Impact	Residual Impact Significance Determination
Economy	Impacts to employment	Direct and indirect job creation	Positive	Major
	Impacts to incomes	Job creation in oil and gas industry	Neutral	Moderate
	Impacts to consumer spending, inflation and prices	Rising incomes and prices	Neutral	Moderate
	Impacts to GDP	Navitas profits and employment costs	Positive	Major
	Impacts to taxes, royalties and government revenue	Royalty payments and corporate taxes to the FIG	Positive	Major
	Impacts to local businesses	Local procurement	Neutral	Moderate
Population and culture	Impacts to population and culture	Worker and population influx	Neutral	Major
	Impacts to population education	Worker and population influx	Positive	Minor
	Impacts to population health	Worker and population influx	Neutral	Minor
Community Infrastructure and services	Impacts to housing and accommodation	Worker and population influx	Negative	Major
	Impacts to waste disposal and management	Worker and population influx	Negative	Moderate
	Impacts to freshwater supply and infrastructure	Worker and population influx	Negative	Major
	Impacts to electricity supply and infrastructure	Worker and population influx	Negative	Negligible
	Impacts to fuel supply	Worker and population influx	Negative	Negligible
	Impacts to education infrastructure and services	Worker and population influx	Negative	Moderate
	Impacts to health infrastructure and services	Worker and population influx	Negative	Moderate
	Impacts to recreation infrastructure and services	Worker and population influx	Neutral	Minor
	Impacts to government, social, and public safety infrastructure and services	Worker and population influx	Negative	Moderate
Transportation	Impacts to air transportation infrastructure and services	Transportation of personnel and goods, population influx	Negative	Minor
	Impacts to road infrastructure	Transportation of personnel and goods, population influx	Negative	Minor
	Impacts to port infrastructure and services	Transportation of personnel and goods, population influx	Negative	Minor
	Impacts to public transit	Worker and population influx	Negative	Minor

Topic	Impact	Source of Impact	Type of Impact	Residual Impact Significance Determination
Land and resource use	Impacts to agriculture and livestock	Generation of noise through helicopter use	Negative	Minor
	Impacts to agriculture and livestock	Introduction of harmful non-native species and pathogens	Negative	Moderate
	Impacts to fishing and fisheries	Presence of Project components, Project vessel movement, and other potential impacts to fish and fish habitat	Negative	Minor
	Impacts to fishing and fisheries	Biofouling and introduction of non-native marine species	Negative	Moderate
	Impacts to areas of cultural significance	Population influx, increased vessel traffic	Negative	Minor
	Impacts to tourism	Generation of noise through helicopter use, increased traffic	Negative	Minor
Community and worker wellbeing	Impacts to aesthetics and landscape	Waste generation, worker and population influx, and noise and light pollution	Negative	Minor
	Impacts to quality of life	Increase in employment, changes to income levels and population influx	Neutral	Moderate
	Impacts to quality of life	Noise, light, and air pollution	Negative	Minor
	Impacts to community safety and security	Road and maritime accidents	Negative	Minor
	Impacts to community safety and security	Crime and insecurity	Negative	Minor
	Impacts to worker safety	Workplace hazards	Negative	Moderate
Impacts from Unplanned Event, Accidents, Malfunctions	Impacts to population health	Oil spills, caused by accidents or malfunctions	Negative	Minor
	Impacts to air transportation infrastructure and services	Transportation of personnel and goods to address oil spills, accidents, malfunctions	Negative	Minor
	Impacts to port infrastructure and services	Transportation of personnel and goods to address oil spills, accidents, malfunctions	Negative	Minor
	Impacts to fishing and fisheries	Oil spills caused by accidents or malfunctions	Negative	Moderate
	Impacts to areas of cultural significance	Oil spills caused by accidents or malfunctions	Negative	Minor
	Impacts to tourism	Oil spills, caused by accidents or malfunctions	Negative	Moderate
	Impacts to aesthetics and landscape	Oil spills, caused by accidents or malfunctions	Negative	Minor
	Impacts to quality of life	Oil spills, accidents or malfunctions	Negative	Moderate
	Impacts to worker safety	Oil spills, caused by accidents or malfunctions	Negative	Moderate

12.1 Findings and Recommendations

This SIA builds on studies and assessments to date of oil and gas developments in the Falkland Islands more generally, and of the Navitas Sea Lion Project in particular, to identify and assess the full range of potential socio-economic impacts that could arise.

Navitas is committed to reducing as much as possible negative socio-economic impacts, while enhancing socio-economic opportunities, and is planning the Sea Lion Project accordingly. Notably, Navitas will use charter flights for the majority of Project air transportation, so as not to add pressures on Falkland Islands air transportation and air links. Navitas will provide new accommodation in Stanley for all Project workers, so as not to use the limited housing stock in Stanley.

However, the Project will induce migration (or population influx) to the Falkland Islands which will in turn likely cause indirect impacts and pressures on housing, community infrastructure, transportation, demographics and culture, quality of life, and community wellbeing.

This SIA has found that the Project could cause major impacts to Falkland Islands' **employment, GDP, taxes, royalties, government revenue, and population and culture**. Without considering FIG planned infrastructure investments, the Project could cause major negative socio-economic impacts to Falkland Islands' **housing and accommodation** and **freshwater supply and infrastructure**. Impacts to population and culture, and community infrastructure and services, will be felt most acutely during the early years of the Project (2025-2032) when worker and population influx will be highest.

The Project is anticipated to have moderate-level impacts on Falkland Islands' **incomes; consumer spending, inflation and prices; local businesses; waste disposal and management; education, health, government, social, and public safety services and infrastructure; agriculture and livestock; fishing and fisheries; tourism; quality of life; and worker safety**.

The Project is anticipated to have minor impacts on Falkland Islands' **recreation infrastructure and services, transportation** (including air and road transportation and infrastructure, ports, and public transit), **aesthetics and landscape, areas of cultural significance**, and **community safety and security**. Impacts to **electricity** and **fuel supply and infrastructure** are anticipated to be negligible.

This SIA has assessed potential socio-economic impacts assuming Navitas mitigation and management measures only. While this SIA has discussed FIG plans and proposed strategies, plans, and policies, including infrastructure and accommodation developments, a precautionary approach has been taken by providing residual impact ratings that do not consider FIG funded or led mitigation measures.

Many residual impacts ratings are not lower than potential impact ratings. This is because impacts that are driven by Project induced population influx, rather than worker influx or core Project activities, cannot be mitigated by Project mitigation measures as they are outside the sphere of control of Navitas and the Project.

The major impacts assessed in this SIA to the Falkland Islands economy highlight the importance of FIG macroeconomic, fiscal, and labour policies to manage such large magnitude changes. And the demand for population migration to the Falkland Islands, induced by and coupled with Falkland Islands' tight labour market, highlight the importance of FIG immigration policies to facilitate, manage, and coordinate in-migration. If known Falkland Islands Government planned investments and upgrades to infrastructure (e.g., water supply infrastructure) and accommodation are realized within the timelines currently projected, Project impacts to housing, accommodation, and community infrastructure will be lessened.

A number of socio-economic impacts assessed would be caused not by routine Project activities and operations, but by unlikely and unplanned accidents and malfunctions, including oil spills. The SIA discusses the two key ways that oil spills could cause socio-economic impacts: by occurring at all and the resulting requirements of response and clean-up efforts, materials and equipment, and crews; and by causing oil to reach certain extents including fisheries catch areas as well as shorelines of the Falkland Islands. However, the EIS has found the likelihood of such spills occurring in the first place to be very unlikely to unlikely, and the likelihood of oil reaching fisheries catch areas as well as shorelines of the Falkland Islands to be very low.

As Navitas progresses the Project, it will continue to develop the various mitigations and management measures described in this SIA, including its Local Content Plan and strategies to ensure local workers and businesses can capture Project opportunities. Navitas will complete a local labour analysis to inform these strategies, as well as further define its plans for continued stakeholder engagement, a local community grievance mechanism, community investments, and worker health and safety plans, among others.

This SIA was only able to assess at a very high-level potential cumulative interactions with other current and planned projects and developments. The majority of the identified current and planned projects are led by or facilitated by FIG. As more clarity on the scope and timelines for these other projects and developments become clear, a cumulative impact assessment for broader oil and gas developments beyond the Sea Lion Project could more precisely predict potential cumulative impacts to the Falkland Islands.

Continued close and regular coordination between Navitas and FIG will improve the effectiveness of both Navitas' Project development plans and socio-economic management plans, as well as FIG planned infrastructure investments, and policies, plans, and strategies to manage socio-economic impacts of oil and gas development in the Falkland Islands.

Navitas is committed to build on the existing socio-economic effects monitoring program developed in 2015 in collaboration with FIG, industry, and key stakeholders, to ensure socio-economic impacts are tracked, measured, and understood to ensure continuous improvements in ongoing management of the Project's socio-economic impacts. The socio-economic monitoring indicators proposed in this SIA largely rely on FIG data gathering efforts. A partnership approach to socio-economic effects monitoring between Navitas, FIG, key Falkland Islands stakeholders most impacted by the Project, and the Falkland Islands (and Stanley in particular) general public will ensure the most relevant data is collected and monitored, and that socio-economic impacts experienced are controlled where warranted and as necessary to ensure that the Project is as beneficial to the Falkland Islands economy and society, and Falkland Islanders' wellbeing and quality of life, as achievable.

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