



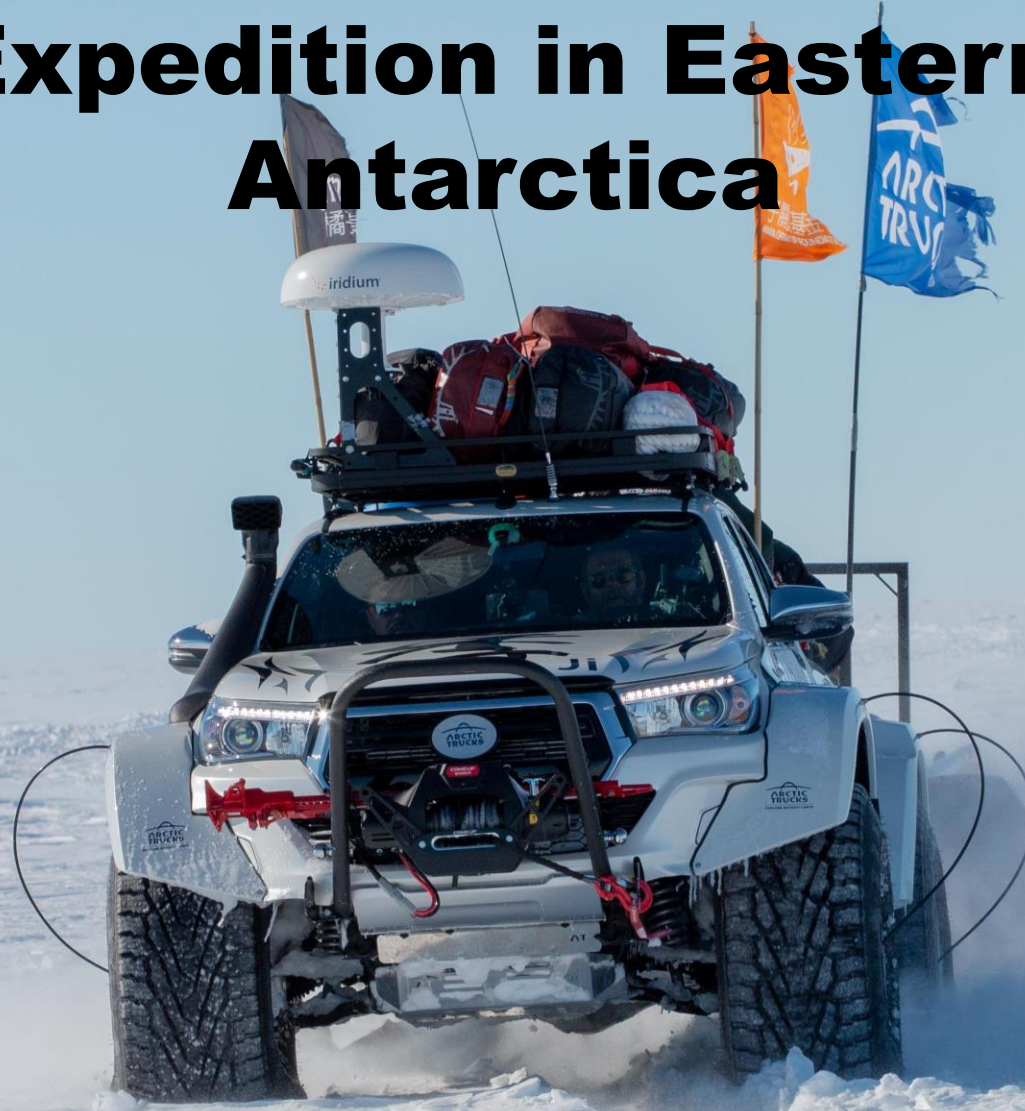
# A Driving Experience & Short Expedition in Eastern Antarctica



Initial Outline Of:

## A Driving Experience & Short Expedition In Eastern Antarctica.

- Fly into Antarctica from Cape Town, South Africa.
- Stay and acclimatize for two nights at a comfortable camp near Novo.
- Three or four days circular driving experience into the coastal ranges, possibly Nivlisen Iceshelf and Humbolt Mountains of East Antarctica
- End driving on last day at camp.
- Fly out of Antarctica to Cape Town.
- Total time: ~7 nights/8 days.



# Approximate Schedule, Antarctica Visit & Driving Experience: Usually Possible: January/February.

| Date   | Draft Schedule                                                       |
|--------|----------------------------------------------------------------------|
| Day 1  | Arrive in Cape Town, South Africa<br>Stay in Cape Town, briefing etc |
| Day 4  | Flight to Queen Maud Land. Overnight permanent camp.                 |
| Day 5  | Preparation and accimatisation. Overnight permanent camp.            |
| Day 6  | Start driving, poss Nivilisen/Fimbul. Overnight mobile camp.         |
| Day 7  | Explore Humboldt Mountains. Overnight mobile camp.                   |
| Day 8  | Possible explore Thorshamar Mt. Overnight mobile camp                |
| Day 9  | Continue, towards Oasis. Overnight mobile camp.                      |
| Day 10 | Return to permanent camp. Overnight.                                 |
| Day 11 | Fly back to Cape Town.                                               |



Cape Town

Queen Maud Land

## The Adventure Begins In South Africa.

Mid-summer in Cape Town; a wonderful location to relax and make final preparations for the journey ahead.

- Expedition members normally need to arrive in Cape Town at least 3 days before scheduled departure to Antarctica.
- A representative from Arctic Trucks will meet the team in Cape Town to advise and assist.
- The Antarctica Treaty requires everyone to be familiar with key points, a pre-departure flight briefing will be held to review Treaty points and other last minute practical arrangement before the flight to Antarctica.
- We recommend clients carry personal luggage in medium sized soft bags and one small back pack. 30kg of luggage is included on the flight into Antarctica. Camp gear (sleeping bags etc) will already be in Antarctica.
- Note: What follows is only a guide to a visit to one of the most hostile environments on Earth. All of the following is therefore **ALWAYS** subject to variation including through adverse weather & other factors which may (and often do) cause itinerary and date fluctuations. Flexibility is key.

# The Start: Queen Maud Land

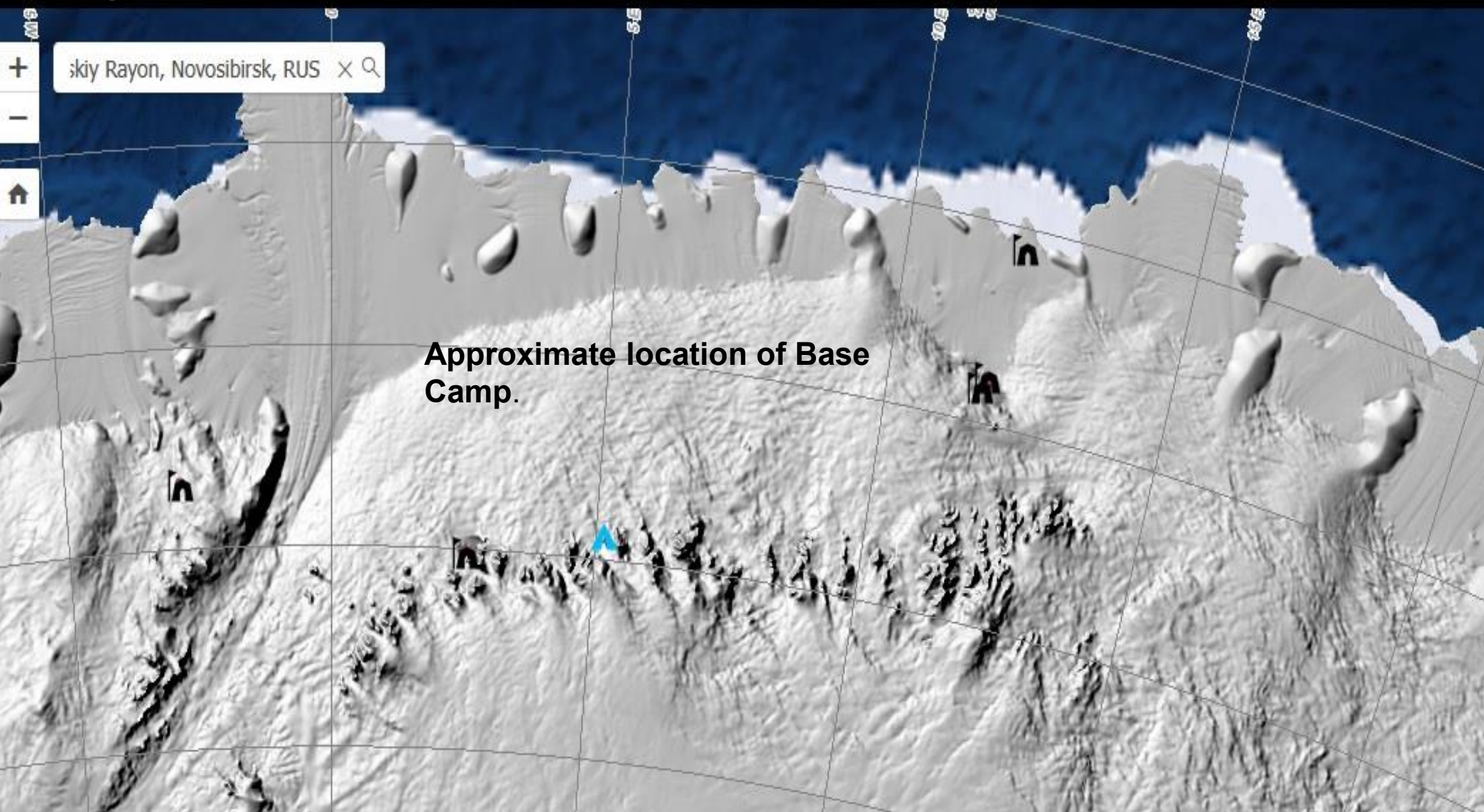
The flight from Cape Town takes about 5/6 hours. The Ilyushin pictured is likely to be replaced by a commercial jet type.



All flights are weather dependant. Schedules may run a day earlier than planned or one or more days later.

Please therefore **do not plan important events** too close to the scheduled departure or, most importantly, arrival date back from Antarctica.







**Base Camp for the start and end of this trip will be a permanent camp.**





The first full day will be spent acclimatising, learning driving techniques and the camp & other required skills to ensure a successful trip. This will be a fully participatory experience. The guides from Arctic Trucks Polar will be in charge but everyone will assist and partake in all activities.

# Start The Driving Experience. Possibly Nivlisen Iceshelf and Surrounds.

Only a handful of people have ever driven in Antarctica. So, having packed the vehicles on the first full day (having arrived into Antarctica on the previous day), on the second full day the team may start by driving down to Nivlisen (also known as Fimbul Ice Shelf, see following slide) and the edge of Antarctica. Alternatively we may explore a little more in area surrounding base camp before heading to the mountains.



# ANTARCTICA



Potential area of operations  
For this driving experience.

Once we depart the first sector of our activities, the team will head towards the mountains.



# Humbolt / Muhlig-Hoffman Mountains

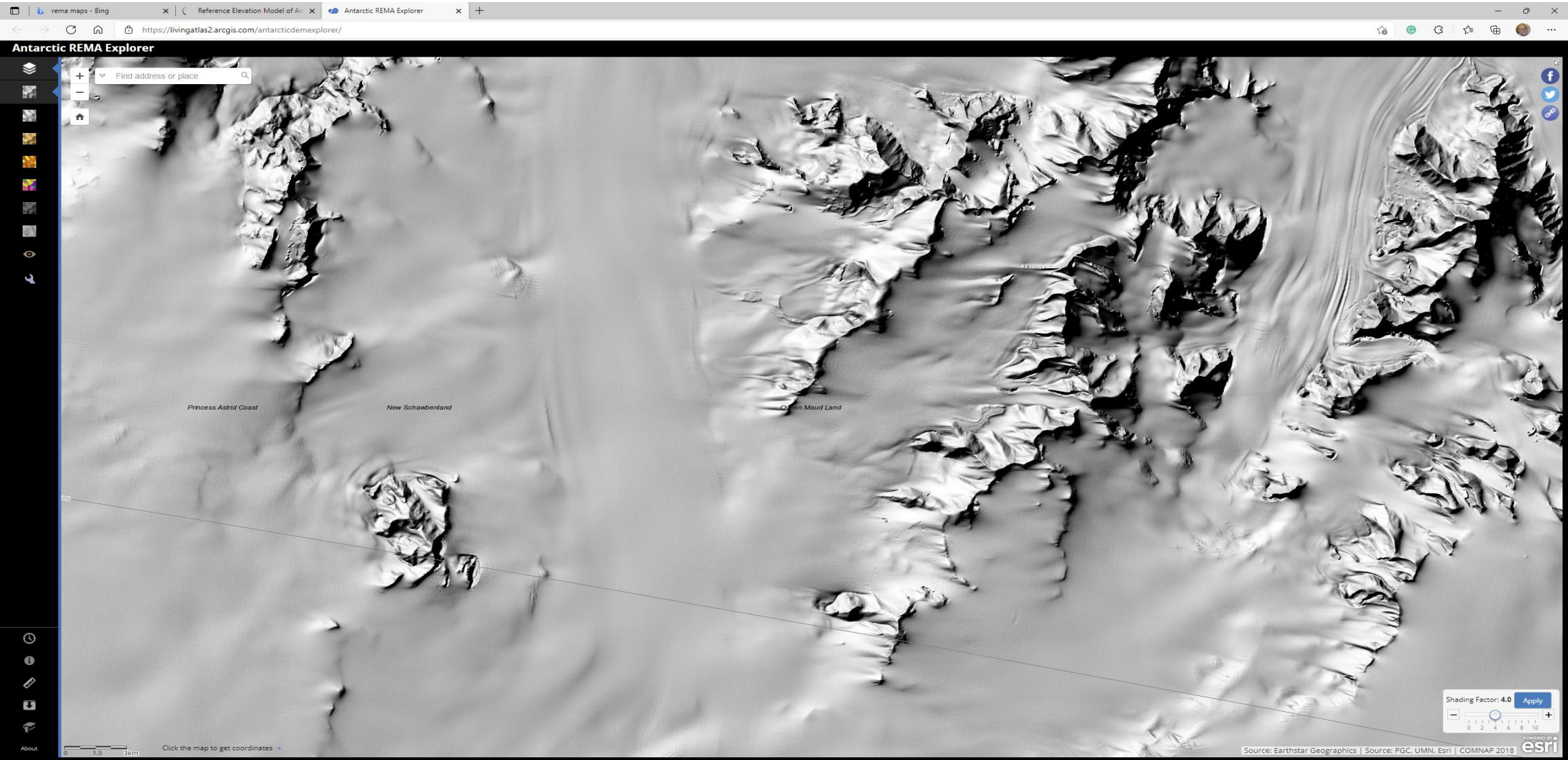
We will be heading towards the Antarctic Plateau; although we will not be reaching full altitude participants may notice the difference – altitude oxygen levels feel different to those experienced in more temperate climates. Camp in the Humbolt or Muhlig-Hoffmann Mountains may be at up to +/- 2,000 meters.



Here in the mountains, we have various possibilities for extra adventure; whether exploring nunataqs on foot or climbing around, for example, Mt Thorshamar. We can allocate time in the ranges and also stretch legs exploring areas where there has, as yet, been little or no human footprint; another facet of a truly unique expedition.



**Example of the mountain topography.**  
Picture also shows crevasse and drift lines.  
Considerable parts of this terrain have never been explored.





After several full days of driving and exploring, having camped for ~4 nights, the team will make its way back to base Camp - having experienced a serious adventure!

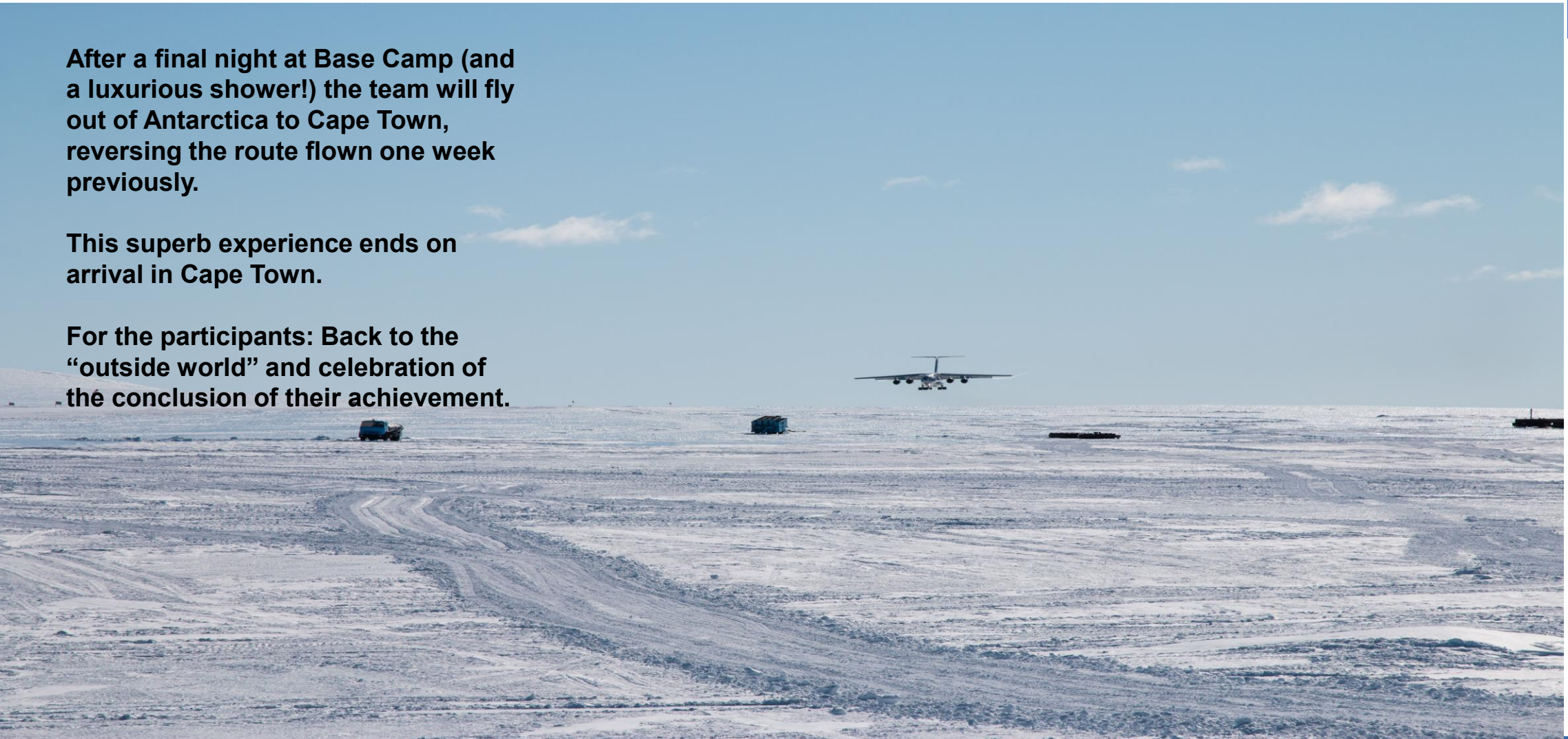


# Flight to Cape Town

After a final night at Base Camp (and a luxurious shower!) the team will fly out of Antarctica to Cape Town, reversing the route flown one week previously.

This superb experience ends on arrival in Cape Town.

For the participants: Back to the “outside world” and celebration of the conclusion of their achievement.



# Some Essential Expedition Background:

## 1. Food

Main ingredients on the Expedition menu will be a properly varied selection of freeze dried items supplemented by dried fruit and assorted snacks. Preparation is straightforward and personal requirements and tastes can be accommodated. Some nights the team may “celebrate” by cooking something special...

We will be driving but the conditions require a high energy diet and lots of water. High altitudes and the cold, very dry, air means we must always stay hydrated and consume sufficient calories. Nevertheless, participants should expect to lose weight during the expedition.....

Please inform us as early as possible of any special dietary requirements



## 2. Documentation

This expedition will likely operate under UK Government (FCDO) permitting. An extensive plan is presented by us to the FCDO for approval which is only given when the authorities are comfortable that all requirements have been fulfilled.

The main focus points of these requirements are:

- **personal safety,**
- **proper behavior in the pristine environment,**
- **compliance with regulations/avoidance zones and**
- **ensuring utter cleanliness**

**The expedition leaves NOTHING behind on its route in Antarctica.**

The UK FCDO permit grants access to Antarctica for citizens of most countries subject to personal and corporate compliance with regulations..

There are also individual requirements, the main ones being:

- **Personal medical declaration, examination and doctor/dentist clearance.**
- **Each individual MUST be completely insured for minimum US\$1million for medevac & repatriation contingency AND also have normal travel insurance to cover South Africa.**

### 3. The Vehicles And Medevac



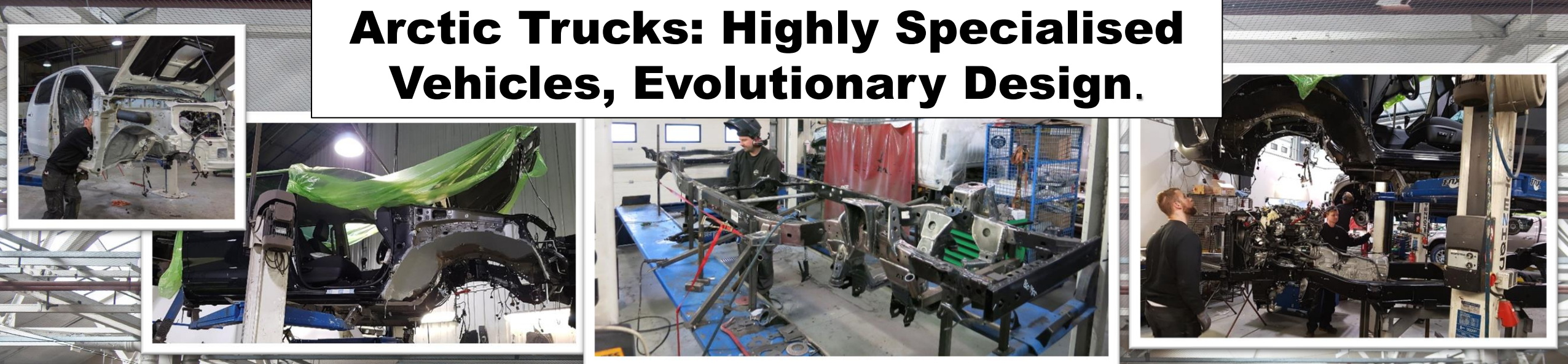
The vehicles are specially built by Arctic Trucks in Iceland, see *following slide*. They are unique trucks with a long & excellent success record in the extremely challenging polar environment and are built in both 4x4 and 6x6 configuration. Cabin space is limited; normally at least one seat is left free in each vehicle, allowing warm air to properly circulate the cabin and reducing any chance of cramped conditions.

The vehicles have 12 volt and limited 220-volt electricity with iridium phones for emergency. Receiving and sending text and e-mails is included in the expedition cost but special arrangements will need to be made for more in depth communication or data up/download.

The team can handle anticipated medical situations but a tactical plan is in place in case of serious emergency. All criteria are taken into account including accessing advice from experienced polar doctors enabling fulfilment of the most expedient evacuation & treatment path. This may include driving out from the planned route or immediate air medevac. It is worth noting that we may assist any “nearby” emergency with which we come into contact,



# Arctic Trucks: Highly Specialised Vehicles, Evolutionary Design.



"Before And After"

It is the AT44, 6x6 and 4x4 that make these Polar Expeditions possible. Arctic Trucks has developed these vehicles based on over 28 years of experience in extreme conditions. The vehicles are re-designed and wholly re-built: body, frame/chassis and drive train. Fuel, heating and electrical systems are extensively modified; load capacity is triple the original. Traction and floatation are increased up to 20 times with multiple forward gears including super-low crawler settings. Many other highly functional practical systems are included for expedition purposes. Driving these vehicles is an experience in itself; few people know how to drive properly in snow which has some similarities to sand but otherwise is a unique technique to be learned from scratch. Driving in polar or expeditionary conditions can be both easy and very challenging with concomitant rewards and demands.

## 4. Neutralizing Carbon Footprint

Arctic Trucks vehicles are gamechanging: they offer up to **10 times** the fuel efficiency of traditional track- or belt-driven vehicles used in Antarctica and we are constantly working to dramatically improve our carbon footprint in this unforgiving and difficult terrain.

Still, fuel is necessary for this experience. Arctic Trucks offsets CO2 emissions through a contract with Kolvidur in Iceland.



Losunarvaldar ▾ Verkefni Fræðsla ▾ Lög og reglur ▾ Um okkur ▾  

### Kolviður – the Iceland Carbon Fund

The Iceland Carbon Fund (ICF) offers carbon offsets through tree planting. The ICF was founded in 2007 by the [Icelandic Forestry Association](#) and the [Icelandic Environment Association](#), but the ICF has its own independent board.

The concept of the ICF is based on sequestering carbon from the atmosphere through tree planting, as trees sequester carbon and release oxygen. The ICF encourages reducing carbon emissions as much as possible and offsetting unavoidable emissions through carbon sequestration. The overall goal is thus to sequester carbon in forests, in order to decrease the level of carbon dioxide in the atmosphere and combat soil erosion, to increase public awareness of carbon emissions and their impact and provide education on related topics.

Planting under the banner of the ICF is done in Iceland, in designated areas under a long-term contract with the ICF and carried out by local forestry associations or other contractors. The sequestration values used by the ICF are derived in collaboration with the [Iceland Forest Service Research Station Mógilsá](#), based on research on sequestration in Iceland. The work is audited by [KPMG Iceland](#) and the planting sites are reviewed by the Iceland Forest Service Research Station Mógilsá. The ICF also submits its financial statements to the [Icelandic National Audit Office](#). Planting has thus far been carried out at Geitasandur in S-Iceland and Úlfjótswatn in SW-Iceland.

## 5. The Team



This experience will consist of 2 or 3 vehicles. Staffing is to be discussed but we anticipate up to 6 clients and 3 guides. Our guides are qualified experts and include mechanical and medical expertise. English will be the standard language.



Note: This experience will be wonderful fun but may also be onerous. **It requires commitment, common sense and full participation throughout from all, clients and guides alike, who will work together as a complete team.** Often the terrain and or conditions will be unforgiving. **The expedition leader will be Arctic Trucks' head guide.**

Despite driving in a vehicle this is a deep-field experience into Antarctica. It is an adventure and requires physical and mental commitment from all those participating. Camp set up, dismantling, and camp “chores” will require teamwork from all.

### **Clothing and Equipment**

We dress in layers, with thinner underlayers (also important to have thinner gloves under an outer layer for taking photos or setting up camp). Luckily the sleeping tents are “intelligent”: they are quick to setup and rapidly warm once occupied. These are four-man tents but we normally plan based on two occupants per tent for space and privacy.



Arctic Trucks will supply tents, cooking equipment, food, sleeping bag and all basic non-personal camp gear. Each client will receive a check list for clothing and other “personal items” including suggestions/requirements re cameras, digital media, vitamins, sunglasses, flags etc..

## 6. Camping



The experience will start and end at a permanent base camp (see earlier slides) which has perfectly good, if not luxurious, facilities such as showers.

En route (when the expedition schedule allows time) the daily mobile camp will include one big mess tent for cooking / eating / relaxing and two people will share each expedition sleeping tent.

If specially requested larger sleeping tents and/or one person per tent is possible but larger tents take more time to setup and are not as warm. Everyone enjoys our expedition tents!



## 7. Toilet



Alexander Skarsgard posing after the tent is down!



Toilet, loo, dunny, lavatory: whatever the vernacular “what do we do” when en route is an oft-asked question! The mobile “bathroom” is not luxury but it is perfectly adequate and, most importantly, this is a pristine environment where we will leave nothing behind in Antarctica except our tracks, which will be covered by the next blizzard. In selected camps a toilet tent will be set up for our “convenience”.

There are no showers in the field. In such a dry, cold, environment, the best way to stay clean is to use “wet wipes”.

**All waste, everything, is packed out.**

## 8. Some Natural Wonders

In Antarctica little can be promised but, during the 3 weeks of driving, we are likely to experience solar haloes, magical blue skies, high and low visibility, sastrugi and incredible views.

Unique photographic opportunities are almost certain, illustrating the story of a lifetime.

The temperature here in January and February can vary between minus 5c and minus 30c. Wind chill can make a big difference, too. At higher altitudes the temperature will be lower.



## 9. Ultimately Experienced.



Arctic Trucks have over 350,000 kms and many years of experience in Antarctica, supporting expeditions and science. Above is the team of skiers and support crew that made up Prince Harry's "Walking With The Wounded" expedition to the South Pole. Other well-known previous and ongoing clients include BBC's "Top Gear", Hyundai, Massey Ferguson and Royal Enfield.

# A Short Driving Experience In Eastern Antarctica. A Superb, Life-Affirming, Adventure.



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