

A Full Antarctic Crossing South Africa - South America

Initial Outline Of:

A Self-Drive Guided Expedition Crossing Of Antarctica Via The South Pole.

- Fly into Antarctica from Cape Town, South Africa.
 - Drive from Nivlisen Iceshelf, East Antarctica, via the Humbolt Mountains to the South Pole
- Then onward to the Ronne Iceshelf, West Antarctica, to complete a full continental crossing. (See map page following)
 - End at Union Glacier Camp.
- Fly out of Antarctica to Punta Arenas, Chile.
 - Total time: approx. 4 weeks.

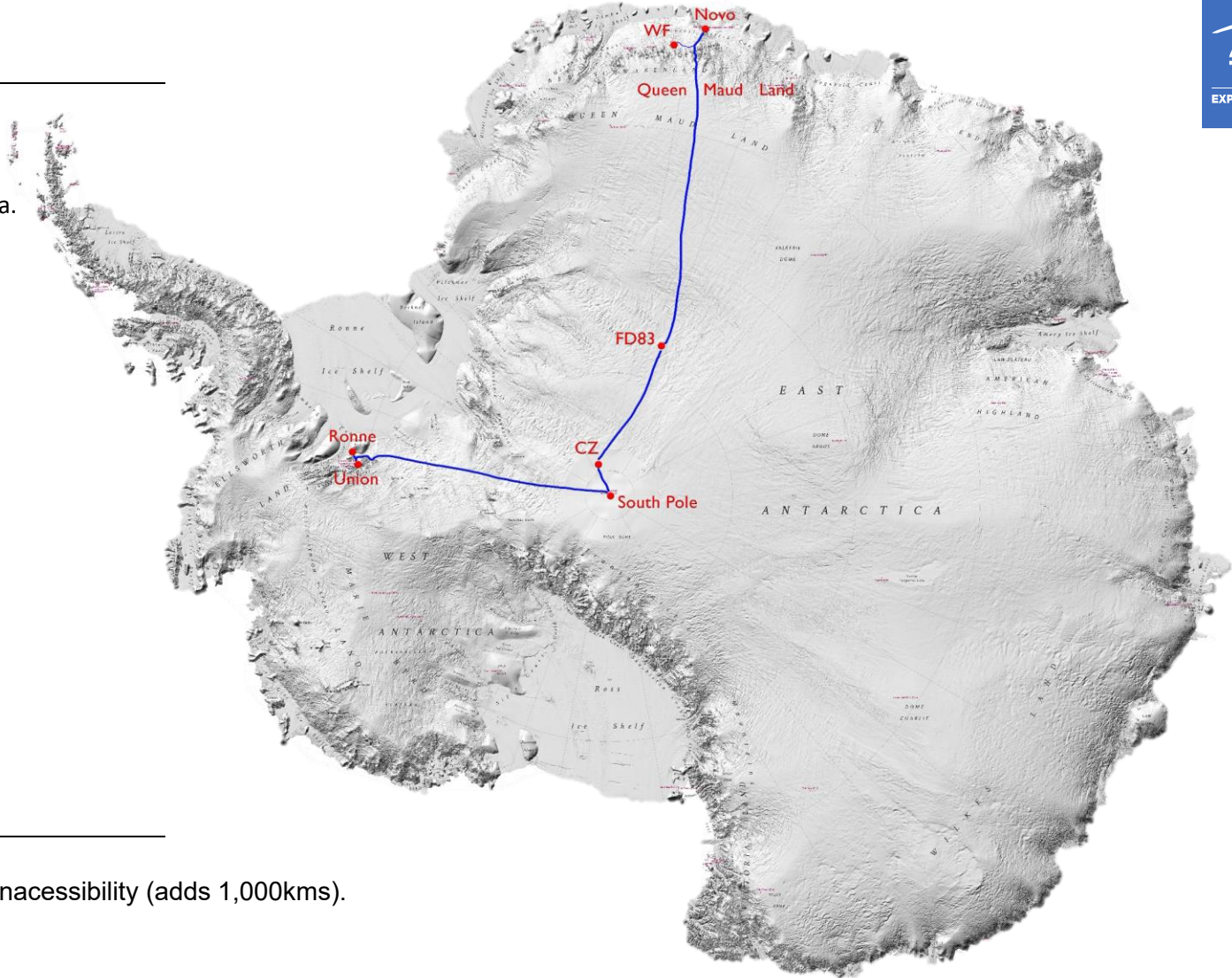


Approximate Schedule, Antarctica Crossing, South Africa to South America:

Likely commencing +/- mid November.
Dates approximate.



Date	Draft Schedule
Day 1	Arrive in Cape Town, South Africa
	Stay in Cape Town, briefing etc
Day 4	Flight to Queen Maud Land
Day 5	Preparation. Drive to Nivlisen Ice Shelf, edge of Antarctica.
Day 6	Start from Nivlisen, driving south.
Day 7	Explore Humboldt Mountains. Hiking, acclimatising
Day 9	Possible explore Thorshamar Mt.
Day 12	Christmas en route to FD83
Day 13	En route to FD83
Day 14	Arrive at FD83
Day 15	En route to South Pole
Day 16	En route to South Pole
Day 17	Arrive at South Pole
Day 18	Stay at South Pole
Day 20	En route to Ronne Iceshelf
Day 21	En route to Ronne Iceshelf
Day 25	Arrive Ronne. Stay. Celebrate crossing.
Day 26	En route and arrive Union Glacier
Day 27	Day at Union Glacier
Day 28	Fly out to Punta Arenas.



Note: this route currently *excludes* possible side-trip to Pole Of Inaccessibility (adds 1,000kms).

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 two medium sized soft bags and one small back pack. **30kg of luggage is included** on the flight into Antarctica but one can purchase a higher allowance. Camp gear (sleeping bags etc) will already be in Antarctica.
- Note: What follows is a guide to an expedition to one of the most hostile environments on Earth. All of the following is therefore subject to some variation . Any Antarctic Expedition is always also subject to 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 and will land at either Novolazarevskaya or Wolfs Fang ice runway, to be decided when settling final itinerary and dependant on the best current access point for the Fimbul Iceshelf. (The airstrips are about 150km apart, a small distance in Antarctic terms!). The Ilyushin pictured will be replaced by private aircraft.



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.



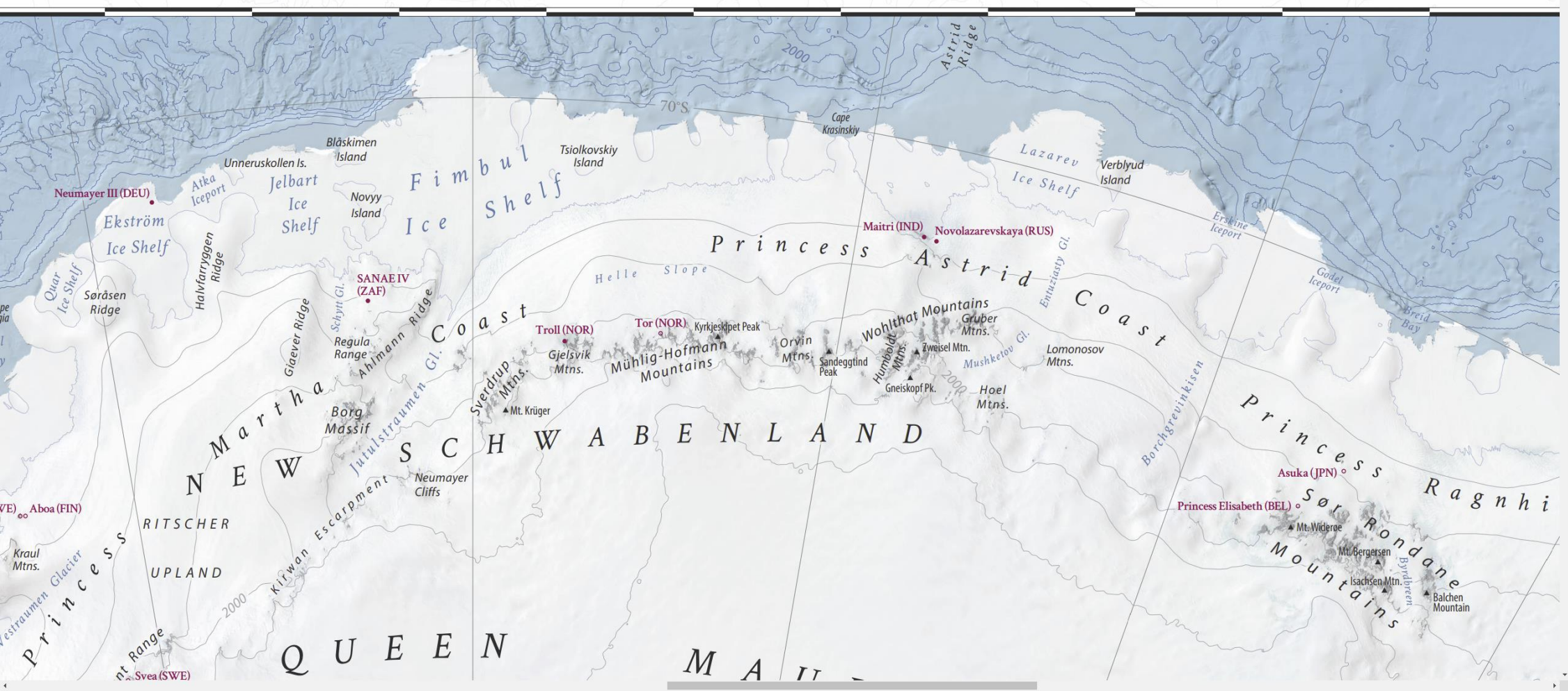
**Novo is a seasonal, reasonably-equipped,
base camp and perfectly comfortable.**



Drive down to Nivlisen Iceshelf - Oasis

Only a handful of people have EVER crossed Antarctica from the Nivlisen Iceshelf in Queen Maud Land to the Ronne Iceshelf at the foot of the Antarctic Peninsula. So, having packed the vehicles, we will drive down to Nivlisen (also known as Fimbul Ice Shelf, see following slide) - and the edge of Antarctica - for the formal expedition start. We may explore a little more in this area, including the “Oasis”, to further prepare for the expedition.





Once we depart Nivlisen and the Oasis area we will head to our camp in the mountains.



Humbolt / Muhlig-Hoffman Mountains

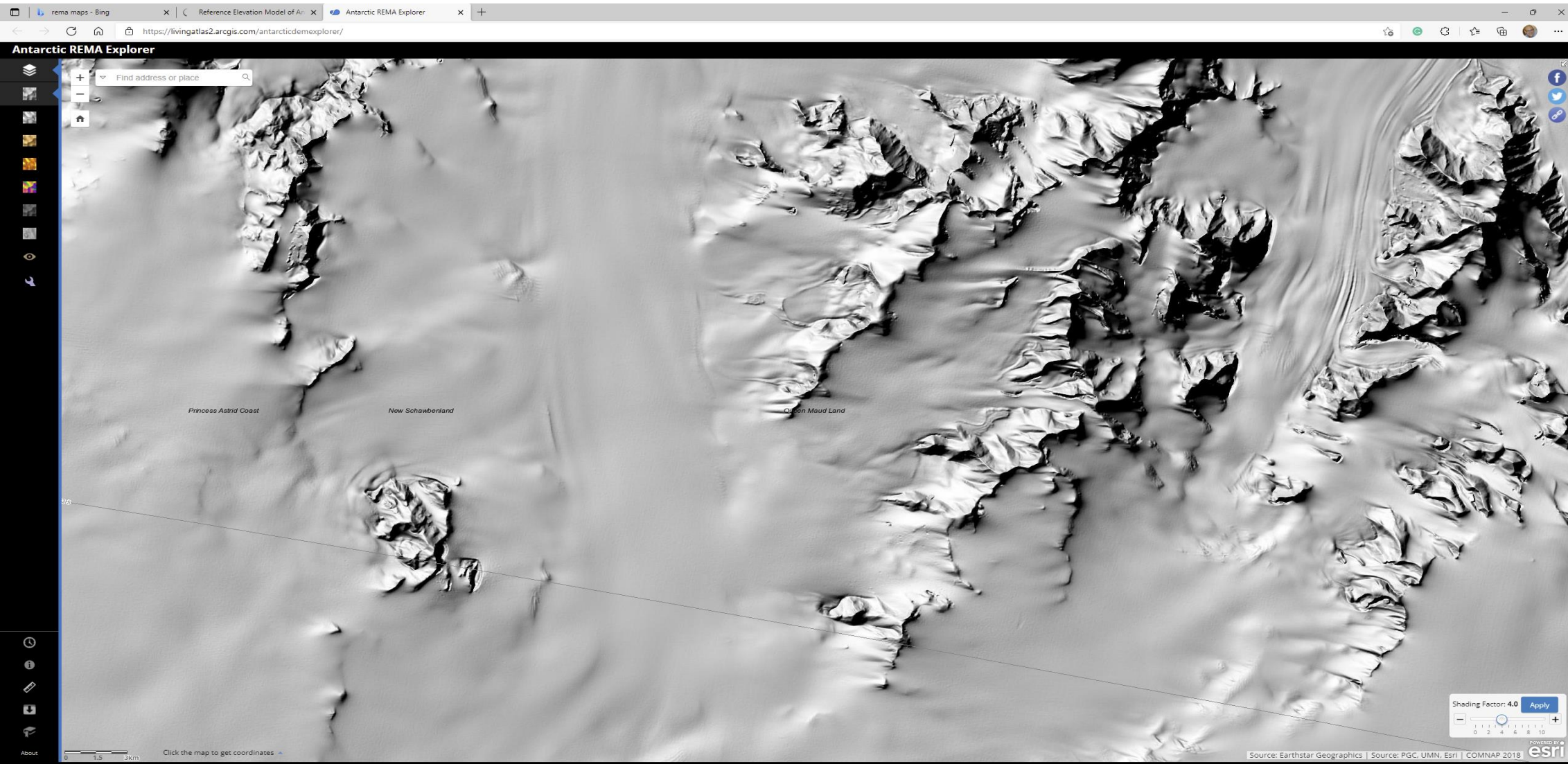
We will be heading up to the Antarctic Plateau and an eventual altitude of up to 3,400 meters. (Oxygen levels here are equivalent to altitude of 4,000 meters at the equator, so we need to acclimatise). Camp in the Humbolt or Muhlig-Hoffmann Mountains will be at +/- 2,000 meters, allowing time for altitude acclimatisation.



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 shows crevasse and drift lines.
Considerable parts of this terrain have never been explored.
We may decide to spend a day on foot exploring new territory.



The Antarctic Plateau



After traversing the mountains, the vast Antarctic Plateau lies ahead a straight-line distance of over 2,000 kms to the South Pole. This is the coldest, highest and driest area on the planet. Total snow cover combines with remoteness, enormity, wind, low temperatures and sometimes-strange light effects to make a vast and highly alluring expanse for those lucky enough to be part of the expedition. It is, overall, a humbling experience.



At FD83

Next stop will be at FD83. This is not a place as such, FD 83 ("Fuel Drop 83") is merely a GPS point at $83^{\circ} 23S / 0^{\circ} 29E$ on our route to the Pole. FD83 serves as a seasonal fuel drop and temporary skiway. Here we will briefly rest and recharge both ourselves and our fuel reserves.....



....before continuing to the South Pole



South Pole Arrival

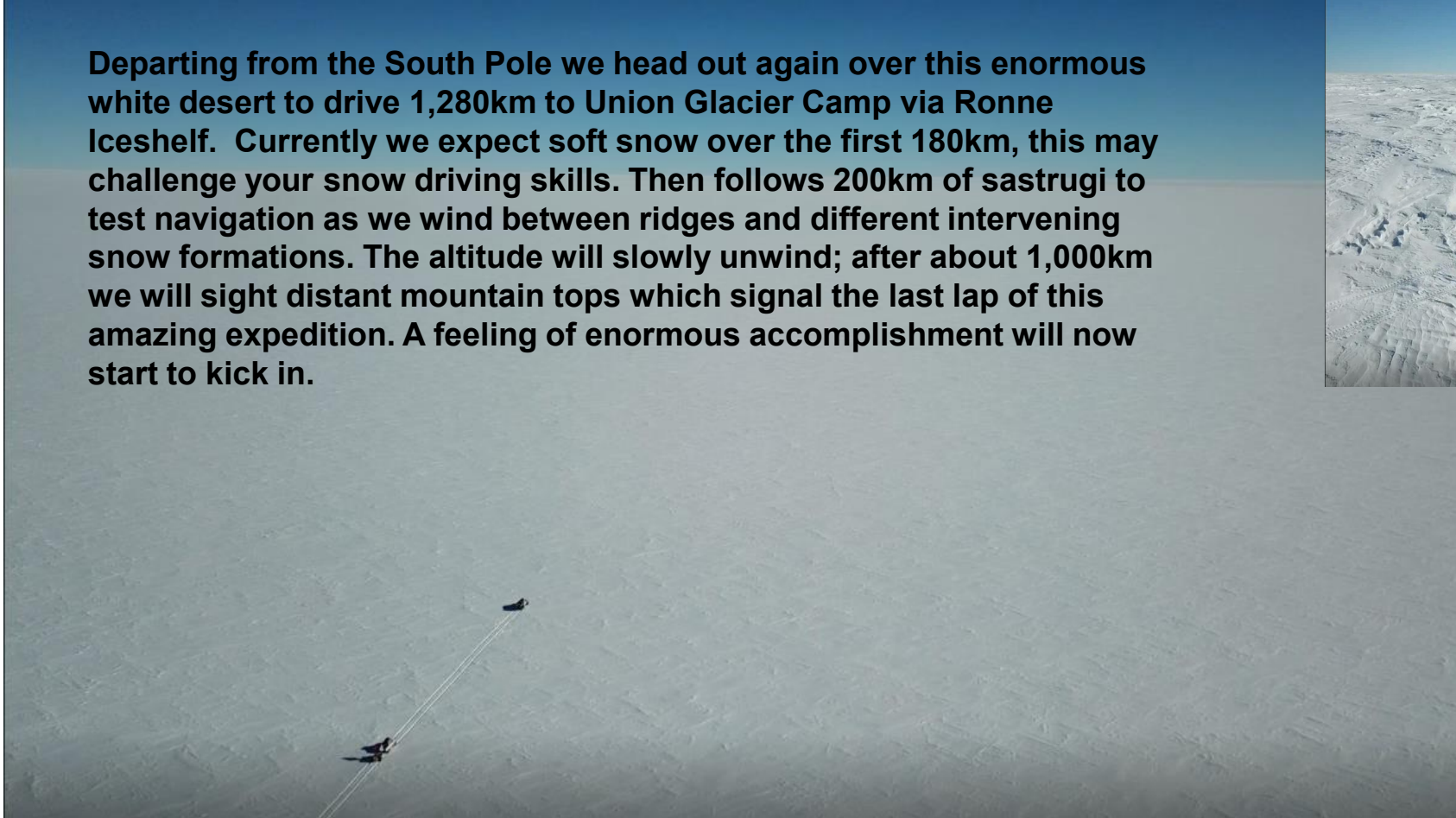


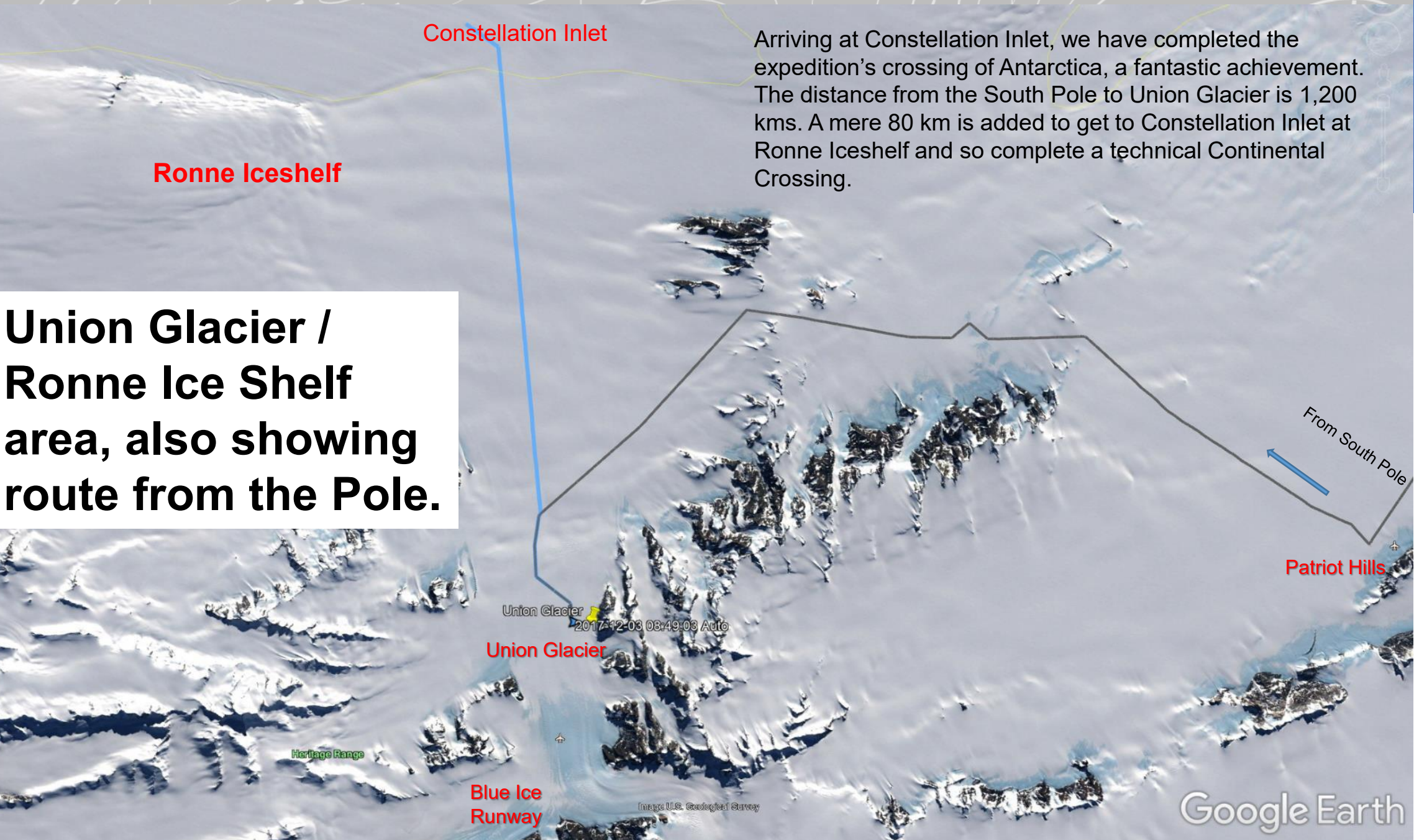
This may be the Bottom Of The World but we will be "On Top Of The World"! Here all time zones converge and the sun rises and sets just once a year.

We can arrange different ways of "arriving" at the Pole. Skiing is an obvious thought. Throughout the expedition planning we will do our best to include specific requirements.

Heading Towards South America

Departing from the South Pole we head out again over this enormous white desert to drive 1,280km to Union Glacier Camp via Ronne Iceshelf. Currently we expect soft snow over the first 180km, this may challenge your snow driving skills. Then follows 200km of sastrugi to test navigation as we wind between ridges and different intervening snow formations. The altitude will slowly unwind; after about 1,000km we will sight distant mountain tops which signal the last lap of this amazing expedition. A feeling of enormous accomplishment will now start to kick in.





**Union Glacier /
Ronne Ice Shelf
area, also showing
route from the Pole.**

Arriving at Constellation Inlet, we have completed the expedition's crossing of Antarctica, a fantastic achievement. The distance from the South Pole to Union Glacier is 1,200 kms. A mere 80 km is added to get to Constellation Inlet at Ronne Iceshelf and so complete a technical Continental Crossing.



Arrive at Union Glacier Camp

Union Glacier Camp is located in the Ellsworth Range, a mountainous area of magnificent glacier ice flows and scenery, lying in the shadow of the highest mountain in Antarctica - Mt. Vinson. The camp is staffed by a wonderful team of people and has excellent facilities (for a camp!). There is good food and, possibly best of all, showers! “UG” is a terrific place to spend a day or so awaiting your outbound flight to Punta Arenas, Chile. Extra activities (chargeable extra) are available at/from Union Glacier for those who wish.

Flight to Punta Arenas

The flight out of Antarctica to Punta Arenas usually takes around 4 hours. This flight is now operated by a chartered B757 from Icelandair, replacing the older Ilyushin cargo aircraft which is now only used for transporting materiel.

The expedition ends on arrival in Punta Arenas.

For the participants: Back to the “outside world” and celebration of the conclusion of this superb 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 operate under UK Government (FCDO) permitting. An extensive plan is presented by us to the FCDO for permitting. Approval 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**

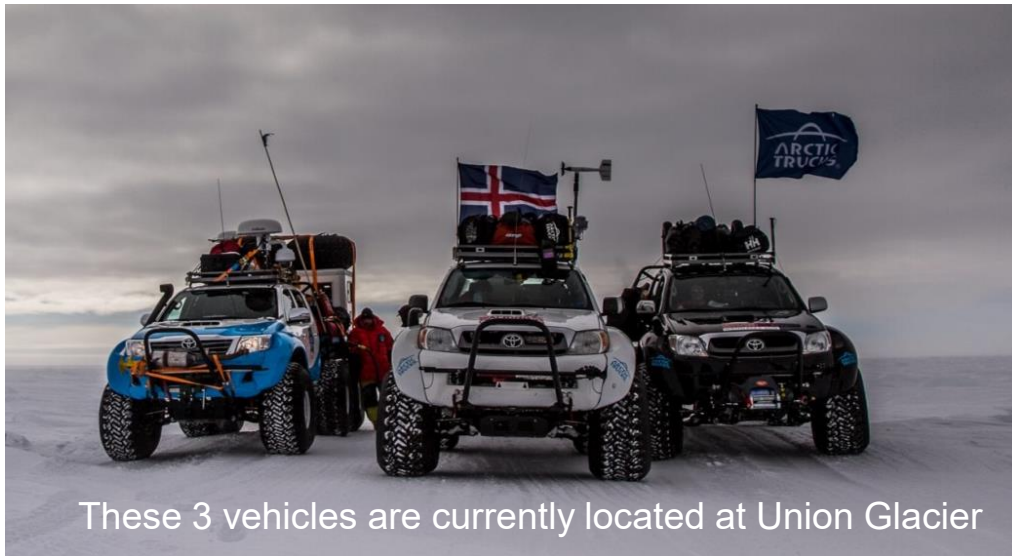
The expedition leaves NOTHING behind on its route in Antarctica.

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 and Chile.**

3. The Vehicles And Medevac



These 3 vehicles are currently located at Union Glacier

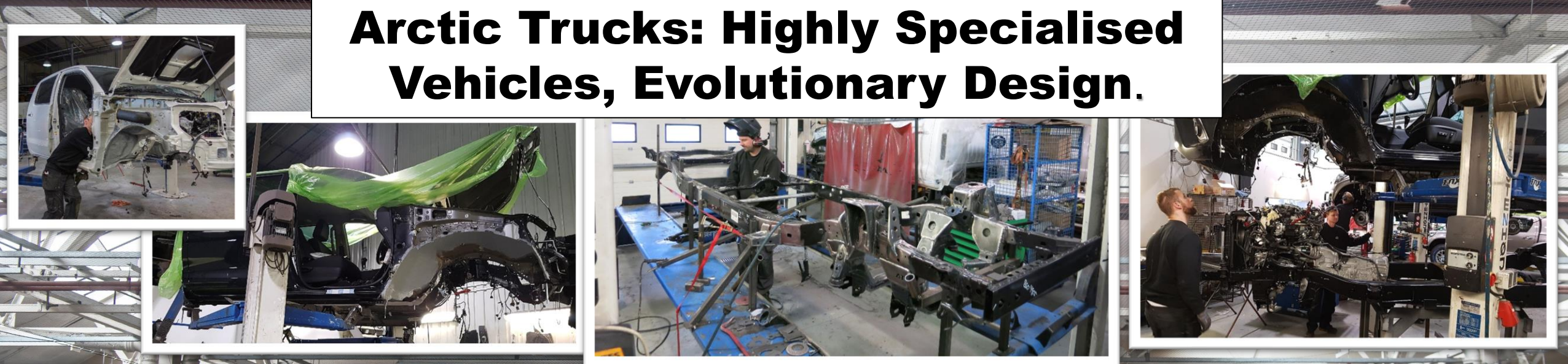
The vehicles are specially built by Arctic Trucks in Iceland, see *following slide*. They are unique trucks with a long & excellent success record in the extremely challenging polar environment and are built in both 4x4 and 6x6 configuration. Cabin space is limited; normally at least one seat is left 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 crossing. Arctic Trucks offsets CO2 emissions through a contract with Kolvidor 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 expedition 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 is a long expedition / drive. **It requires commitment, common sense and full participation throughout from all members, clients and guides alike, who will work together as a complete team.** Often the terrain and or conditions will be unforgiving. **Unless formally agreed otherwise the de facto/in extremis expedition leader will be Arctic Trucks' head guide whilst the titular expedition leader will of course be the lead client.**

Despite driving in a vehicle this is a deep-field expedition into the heart of 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



En route (when the expedition schedule allows time) the daily camp will include one big mess tent for cooking / eating / relaxing whilst 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” is an oft-asked question! The “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”.

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 December and early January averages between -10C and -30C, excluding wind chill. At higher altitudes on the Plateau the temperature is expected to be lower, closer to -50c.



9. Ultimately Experienced.



Arctic Trucks has over 300,000 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, racing to the South Pole. Other well-known previous and ongoing clients include BBC's "Top Gear", Hyundai, Massey Ferguson and Royal Enfield.

A Crossing Of Antarctica, South Africa To South America. A True Expedition. A Superb, Life-Affirming, Adventure.



***To start this dream journey for yourself, contact:
polar@arctictrucks.com***