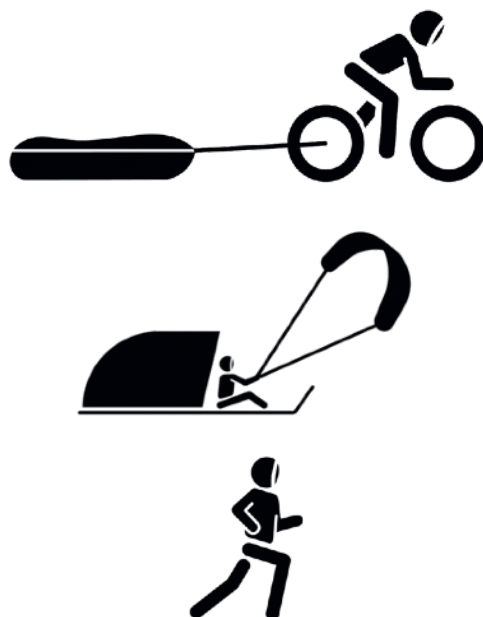
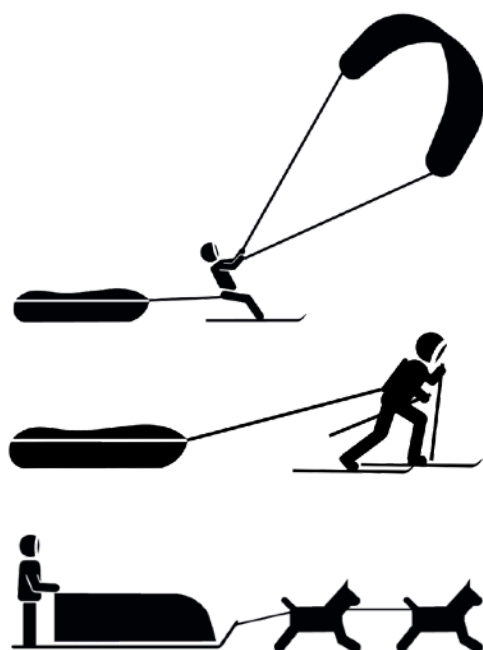


DEFINITIONS AND GUIDELINES

The Polar Expeditions Classification Scheme (PECS) is a grading and labelling system for extended, unmotorised polar expeditions, crossings, circumnavigations or loops, collectively referred to as Journeys. Polar regions, modes of travel, start and end points, routes and types of aid are defined under the scheme and give expeditioners guidance on how to classify, promote and immortalise their journey.



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1. SCOPE

PECS focuses principally on extended journeys in Antarctica, Greenland and on the Arctic Ocean, primarily, but not exclusively, on objectives such as North Pole, South Pole and Greenland crossings. Journeys classified by PECS are conducted on land ice (and adjoining ice-free areas) sea ice (and adjoining sea) or frozen lake (and adjoining fresh water). Polar-style journeys in non-polar areas (Patagonia, Lake Baikal etc) may also use PECS for labelling and classification.

Modes of Travel are independently classified under the scheme allowing same-mode journeys to be compared while allowing for superficial cross-comparison. PECS is able to accommodate new unmotorised disciplines as they develop without impacting on labelling or definitions. Journeys using engines or motors for propulsion, for any part of the journey, are not covered by PECS.

PECS recommends usage by any journey that:

- engages with the public
- uses nomenclature that compares their journey with others
- claims a record or first achievement.

Other than select journeys on the Arctic Ocean, transportation to a start point and from an end point is not considered under PECS.

Some facets of polar travel such as use of communications and frequency of engagement with audiences are too complex or nuanced to categorise. Best practice can be determined by following both PECS guidelines (which have a direct bearing on how a journey is labelled) and accompanying Code of Integrity conditions (which offer best practice principles but do not impact on how a journey is labelled).

Some may choose to apply more stringent restrictions to their journey. Such limitations are respected by PECS however all journeys are classified equally under PECS guidelines.

PECS does not automatically reclassify journeys retroactively however any journeys conducted prior to June 2020 may choose to reclassify using PECS guidelines. Journeys are not obliged to use the PECS system however once comparative vocabulary is used publicly it is recommended to follow PECS guidelines.

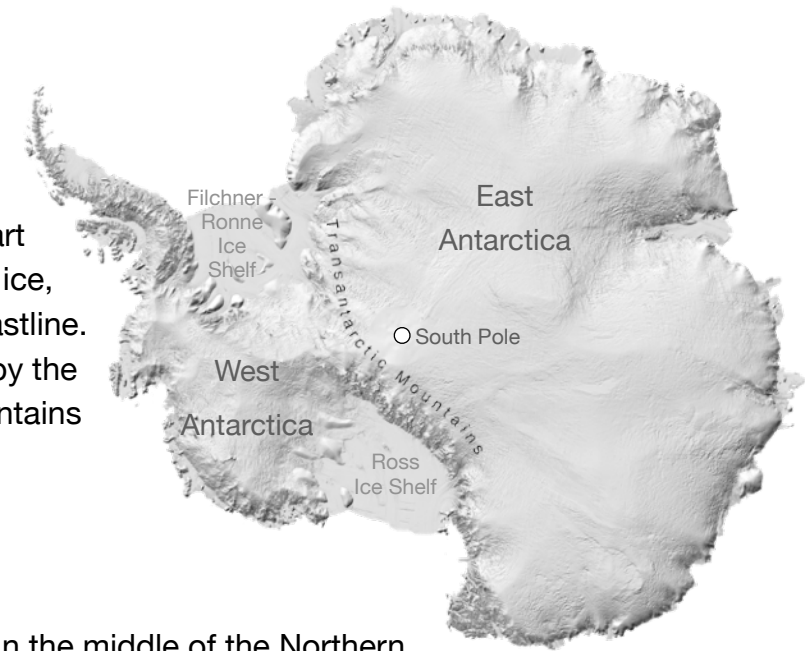
PECS supersedes Adventure Rules (Polar).

All guidelines and determinations are at the discretion of the PECS Committee.

2. GEOGRAPHICAL REGIONS

Antarctica is recognised by the Antarctic Treaty System as 'the area below 60° South Latitude, including all ice shelves'. Ice shelves are an extension of Antarctic land ice and part of the Antarctic continent and its outer perimeters, which are fronted by sea or annual sea ice, form part of the Antarctic coastline.

The Antarctic icecap is divided into the East and West Antarctic Ice Sheets, separated by the Transantarctic Mountains



Arctic Ocean

Located mostly in the Arctic north polar region in the middle of the Northern Hemisphere, the Arctic Ocean (sometimes referred to as the Arctic Sea) is almost completely surrounded by Eurasia and North America. Arctic Ocean journeys travel primarily north of the Arctic Circle.

Greenland - *Kalaallit Nunaat*

Greenland is the world's largest island, located between the Arctic and Atlantic oceans. Three-quarters of Greenland is covered by the world's second largest ice sheet, sectioned east and west by a broad longitudinal Ice Divide.



3. CHARACTERISING A JOURNEY

PECS promotes accurate characterisation of polar journeys by offering a lexicon that combines both traditional and progressive terminology. Labels use Keywords to portray a brief snapshot of a journey while a Description expands on any information that cannot be captured by the Label.

Keywords and Label (see Section 4)

A Label is both a synthesis of qualifying keywords (Full, Unsupported, Ski, Expedition, Antarctica etc) and an abbreviated description. The Label can be used to promote a journey and is the most commonly used and widely distributed information extract.

A Label gives relevant information by both the use of keywords and the absence of keywords. For example, **Solo Ski Crossing Of Antarctica**.

Using accompanying definitions, it can be determined that: *a lone skier will cross Antarctica using an inner coastal start and/or finish and will use at least one method of support.*

The purest journeys in terms of start and end points and denial of support may adopt qualifiers **Full** and **Unsupported** in their label if they satisfy criteria. Journeys that do not satisfy such criteria are acknowledged by the absence of Full and/or Unsupported in their label.

Description (see Section 5)

A Description is a detailed narrative of the journey that includes any information not contained in the Label, such as team size, gender, nationality, location, start and end locations, trip distance, trip duration, type of support used, if the trip was guided, whether it was held over multiple legs, expeditions or detached seasons and whether it has any historical significance.

A Description should also introduce any specific sub-disciplines and include a map with intended or completed route.

An example of a description for **Solo Ski Crossing Of Antarctica** could be, *Solo adventurer Isabelle Da Rosa (48) will ski 1452km over 75 days from Hercules Inlet to the Ross Ice Shelf via the Reedy Glacier collecting a resupply at South Pole.*

4. KEYWORDS AND LABELS

Labels are formed from Keywords. Both are highlighted throughout this document in red text

a. TEAM SIZE

Refers to the number of people at the commencement of a journey.

TYPE	DEFINITION - see Glossary for full descriptions	LABEL EXAMPLE	KEY WORD	
Team	More than one person during any part of a journey	North Pole Expedition	Unlabelled	See Code of Integrity (Section 7) for additional guidance
Solo	A single person traveling alone for the entire length of a journey	Solo North Pole Expedition	Solo	
NOTE	In the absence of Solo in the label, Team is implied.			

b. MODE OF TRAVEL

Mode of Travel is the discipline or combination of disciplines used to move or propel expeditioners on a journey, typically, but not necessarily, while towing a sled. Most journeys utilise skis but only Ski journeys may claim Ski as a mode of travel.

A journey's Mode of Travel is the sum of its modes irrespective of whether the mode is used by all members

Any Supplementary Mode that is planned, sustained and repetitive should be included in the label eg. Ski-Paddle (except skiing while dogsledding)

Sub-categories such as Fat-Bike, Catamaran, Wind-Sled, Kite-Board, Run etc may be used but should be verified by PECS.

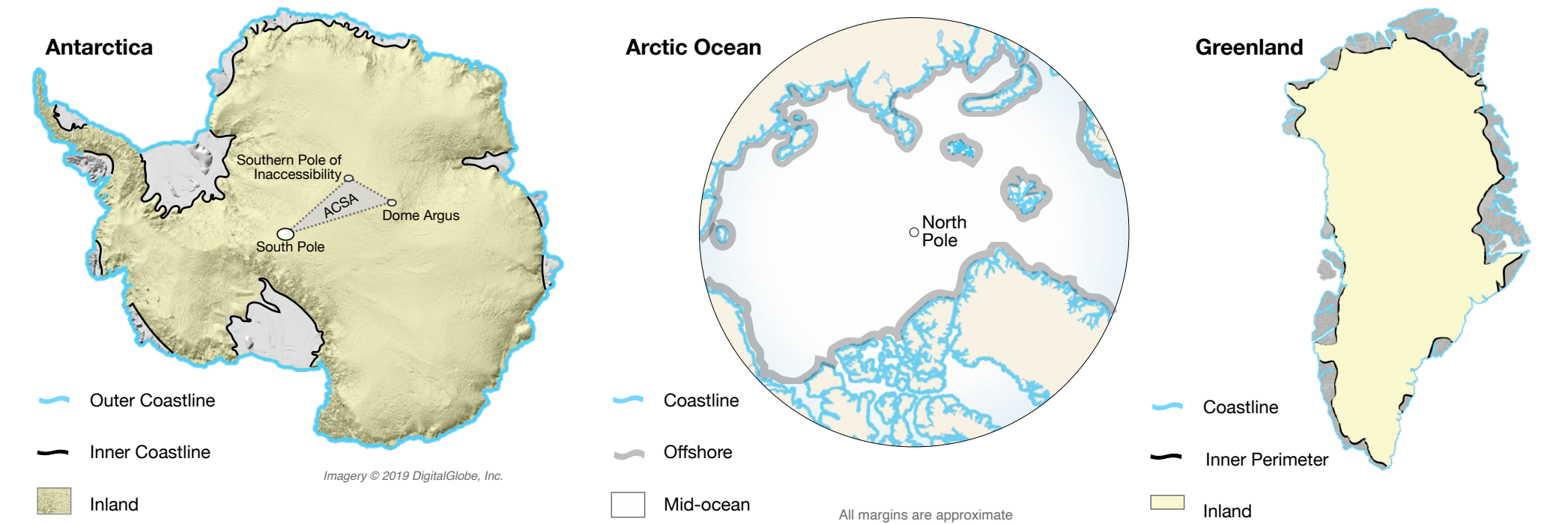
TYPE	DEFINITION - see Glossary for full descriptions	LABEL EXAMPLE
Ski	Using skis for the majority of a journey while hauling a sled	South Pole Ski Expedition
Snowkite	Using a wind traction device to propel a skier or boarder	South Pole Snowkite Expedition
Wind-Craft	Using a wind traction device to propel a crewed craft	Greenland Wind-Craft Expedition
Dogsled	Using dogs for propulsion, participants may be on skis	North Pole Dogsled Expedition
Foot	Using footwear or any footwear attachment for walking or running	South Pole Foot Expedition
Pedal Drive	Using a pedal drive device for propulsion	Fat Bike Crossing of Antarctica
Paddle	Using a watercraft propelled by paddling	North Pole Ski Kayak Expedition
Row	Using a watercraft propelled by oar-locked paddling	North Pole Ski Row Expedition
Sail	Using a watercraft propelled by wind	North Pole Ski Sail Expedition

c. MARGINS

TYPE	DEFINITION - see Glossary and Maps for full descriptions	EXAMPLE	KEY WORD
Outer Coastline	An outer coastline is a seaward boundary or perimeter fronted by sea or annual sea ice		FULL
	An Antarctica crossing is a Full Crossing of Antarctica if it starts <u>and</u> ends on an opposing outer coastline	Full Crossing of Antarctica	
	A South Pole (or other objective) expedition is a Full South Pole expedition if it starts <u>or</u> ends at an outer coastline	Full South Pole Expedition	
	A crossing of the Arctic Ocean is a Full Arctic Ocean Crossing if it starts <u>and</u> ends on land, and satisfies Path criteria. An Arctic Ocean journey is a Full Crossing if access is gained to any Mid-Ocean start or end by sea-borne transport, and it covers a minimum distance of 1500km	Full Arctic Ocean Crossing	
	A North Pole (or other objective) expedition is a Full North Pole expedition if it starts or ends on any coastline (and satisfies Path criteria). An Arctic Ocean journey is a Full Expedition if access is gained to any Mid-Ocean start or end (Reverse expedition) by sea-borne transport, and it covers a minimum of 780km	Full North Pole Expedition	
	A Full Greenland Crossing starts <u>and</u> ends on a coastline	Full Greenland Crossing	
Inner Coastline - Inner Perimeter - Offshore	An inner coastline in Antarctica is the landward edge of an ice shelf		Un-labelled
	An Antarctica crossing is a Crossing of Antarctica if it starts <u>and/or</u> ends at an inner coastline	Crossing of Antarctica	
	A South Pole expedition is an Expedition if it starts <u>or</u> ends at an inner coastline	South Pole Expedition	
	There are no Inner Coastlines or Inner perimeters on the Arctic Ocean, the equivalent is an Offshore perimeter. An Offshore perimeter may be applied if a journey had planned to start/end from land but forced to start/end within 50km of land due to hazardous ice conditions. Such journeys cannot claim to be Full .		
	An Arctic Ocean crossing is a Crossing of the Arctic Ocean if it starts <u>and/or</u> ends Offshore	Arctic Ocean Crossing	
	A North Pole expedition is an Expedition if it starts <u>or</u> ends Offshore	North Pole Expedition	
	An inner perimeter in Greenland is the edge of the ice sheet where it is above sea level		
	A Greenland journey is a Crossing if it starts <u>and</u> ends at or below the ice sheet perimeter and is above sea level	Greenland Crossing	
A Greenland journey is an Expedition if it starts <u>or</u> ends at or below the ice sheet perimeter and is above sea level		Greenland Expedition	

Inland - Mid-Ocean	An Antarctic journey is an Inland Expedition or Inland Crossing if it starts <u>or</u> ends inland of any coastline (the South Pole, Southern Pole of Inaccessibility or Dome Argus summit are not defined as Inland if coastal margins are utilised) The distance ratio between inward and outward legs of an Inland Crossing of Antarctica should be no greater than 60:40. A Last Degree South Pole Ski Expedition is the most typical example of an Inland Expedition.	Inland Crossing of Antarctica	INLAND
	A Greenland journey is an Inland Expedition or Inland Crossing if it starts <u>or</u> ends above the ice sheet perimeter	Inland Greenland Crossing	
	An Arctic Ocean journey is a Mid-Ocean Expedition or Mid-Ocean Crossing if it starts <u>or</u> ends Mid-Ocean (see note above). The distance ratio between inward and outward legs should be no greater than 60:40. A Last Degree North Pole Ski Expedition is the most typical example of a Mid-Ocean Expedition.	Mid-Ocean North Pole Expedition	MID-OCEAN
NOTE	Circumnavigations that do not start and end at the same point or do not encircle at least 90% of the geographical feature's expanse are Partial Circumnavigations	Partial Circumnavigation of the Ellsworth Mountains	PARTIAL
	Any expeditions starting between 88 and 90 degrees must be labelled either Last Degree, Double Degree, Half Degree, Within Last Degree or similar.		
GENERAL NOTES	Margins must also satisfy Path criteria however Circumnavigations and Loops are not bound by Margins	See Code of Integrity (Section 8) for additional guidance	
	In the absence of Full or Inland/Mid-Ocean in the label, Inner Coastline/Inner Perimeter/Offshore usage is implied		

Margins are the start and end points of a journey and are typically characterised by geography. Margins also have a historical context, outer coastlines being the traditional start and end points of early expeditions.

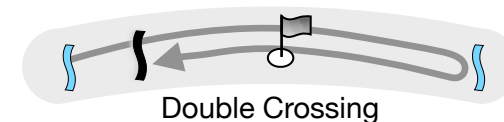
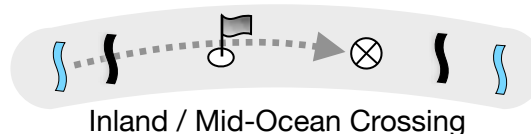
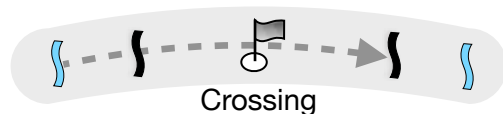
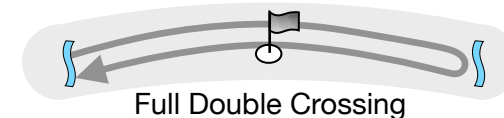
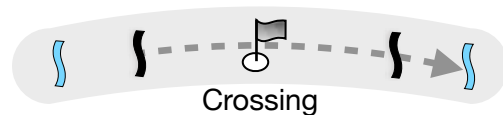
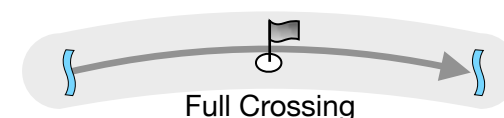
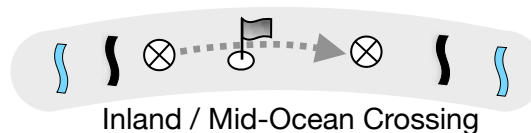
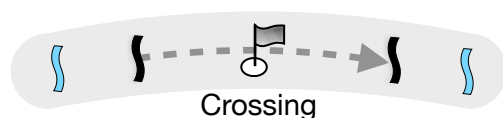


d. PATHS

A Path is characterised by a journey's route, in association with its start and end points (Margins) and direction. Except for major circumnavigations, Paths may not be split and aggregated over a number of seasons to claim a greater achievement, eg. two expeditions cannot tally as a crossing. If a pre-journey Label no longer applies post-journey it must be amended to reflect the actual journey travelled.

CROSSINGS			
TYPE	DEFINITION - Paths must satisfy Margin criteria.	EXAMPLE	KEYWORDS
Crossing (see additional Greenland Crossing variants)	A Crossing of Antarctica: <ul style="list-style-type: none"> has a minimum of 90 degrees of arc between start and end touches the ACSA (see Glossary) 	Snowkite Crossing of Antarctica	CROSSING
	A Crossing of the Arctic Ocean: <ul style="list-style-type: none"> has a minimum of 90 degrees of arc between start and end touches the Northern Poles Line (see Glossary) 	Full Ski Crossing of the Arctic Ocean	
	A Crossing of Greenland: <ul style="list-style-type: none"> includes a minimum of 400km in linear distance has a minimum of 90 degrees of arc between start and end in relation to the Ice Divide (see Glossary) starts and ends at margins that can be justified as opposite crosses or parallels the Ice Divide 	Greenland Snowkite Crossing	
Double Crossing	A Double Crossing , typically of Greenland or its ice sheet, must include a minimum of 800km in linear distance, spend half its distance above 2000m elevation and reach opposite coastlines	Double Crossing of Greenland	DOUBLE CROSSING
NOTES	The Geographical region must be named in the label eg. Greenland Crossing or Crossing of Greenland Crossings may not be discontinuous	See Glossary for Path and variant definitions	

CROSSING VARIANTS

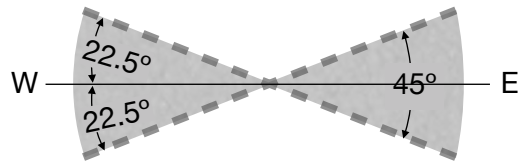


GREENLAND CROSSING VARIANTS

TYPE	DEFINITION - Paths must satisfy Margin criteria.	EXAMPLE	KEYWORDS
Greenland Crossing Variant	Latitudinal Crossing of Greenland: <ul style="list-style-type: none"> a straight line connecting the start and end points of a Latitudinal Greenland Crossing is 22.5° angle or less in relation to a line of latitude 	Latitudinal Ski Crossing of Greenland	LATITUDINAL
	Longitudinal Crossing of Greenland: <ul style="list-style-type: none"> a straight line connecting the start and end points of a Longitudinal Greenland Crossing is 22.5° angle or less in relation to true north/south 	Longitudinal Ski Crossing of Greenland	LONGITUDINAL
	Diagonal Crossing of Greenland: <ul style="list-style-type: none"> a straight line connecting the start and end points of a Diagonal Greenland Crossing is greater than 22.5° angle in relation to true north/south and a line of latitude 	Diagonal Greenland Snowkite Crossing	DIAGONAL
	North to South or South to North Crossing of Greenland: <ul style="list-style-type: none"> the start and end points of a North-South or South-North Greenland Crossing are above and below latitudes 80° and 62° north respectively 	North-South Snowkite Crossing of Greenland	NORTH SOUTH / SOUTH NORTH
NOTES	Greenland Crossing variants <ul style="list-style-type: none"> may only use the descriptor pertaining to its variant are not obliged to use descriptors, all can be labelled Crossing of Greenland or Greenland Crossing (so long as general Path criteria are satisfied) can be Full, Inland or Double 	See Glossary for Path and variant definitions	

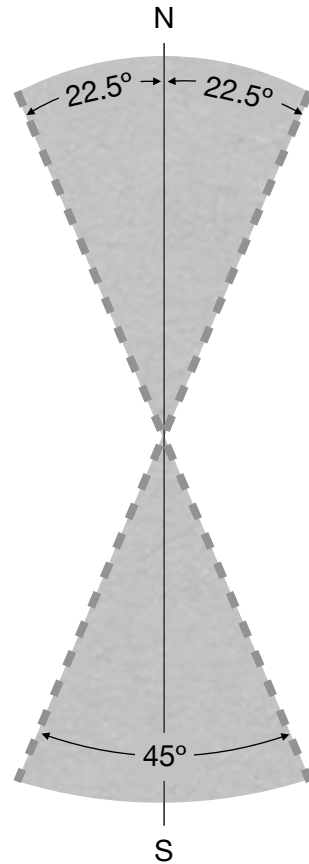
GREENLAND CROSSING VARIANTS

Latitudinal Crossing



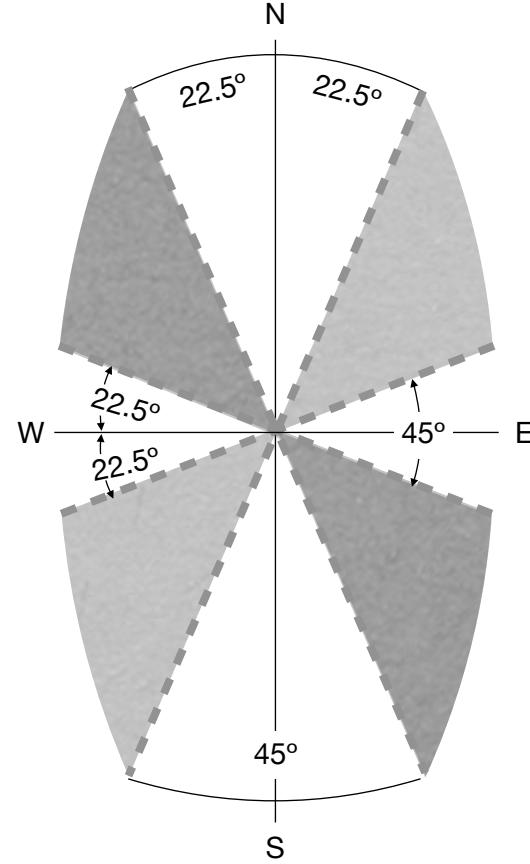
A straight line connecting the start and end points of a Latitudinal Greenland Crossing is 22.5° angle or less in relation to a line of latitude.

Longitudinal Crossing



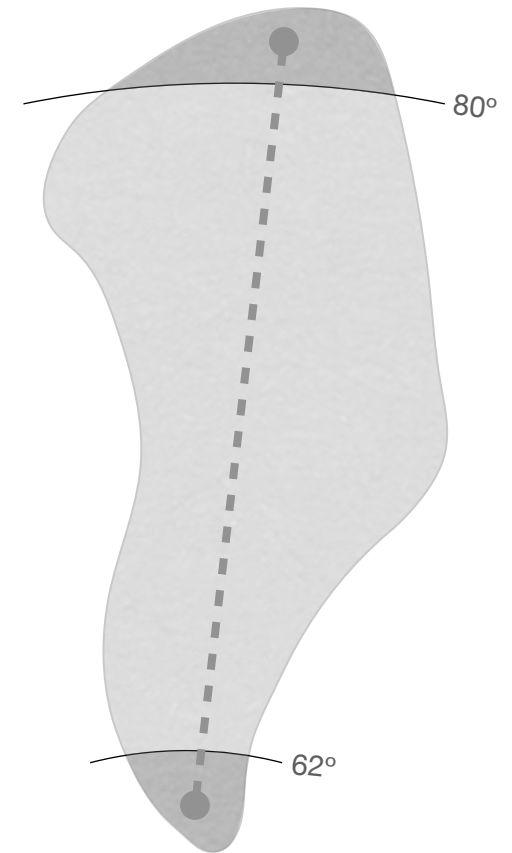
A straight line connecting the start and end points of a Longitudinal Greenland Crossing is 22.5° angle or less in relation to true north/south.

Diagonal Crossing



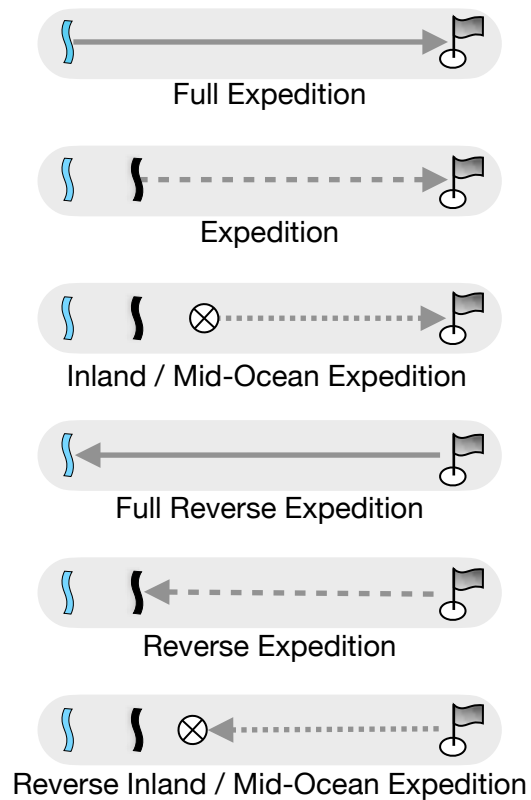
A straight line connecting the start and end points of a Diagonal Greenland Crossing is greater than 22.5° angle in relation to true north/south and a line of latitude.

North-South or South-North Crossing

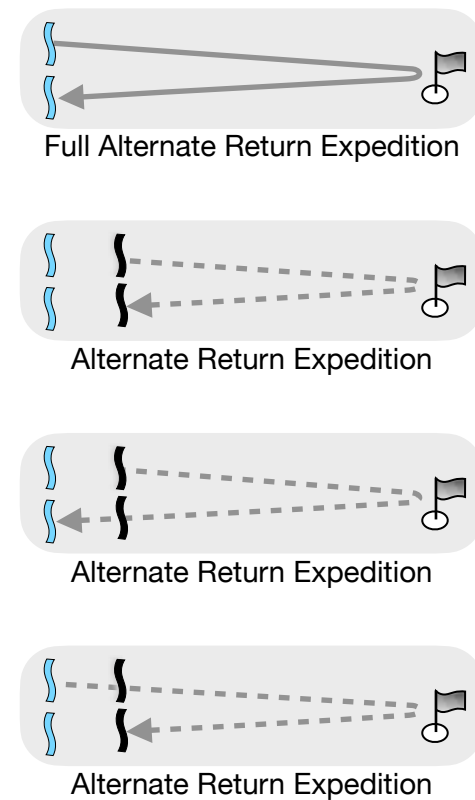
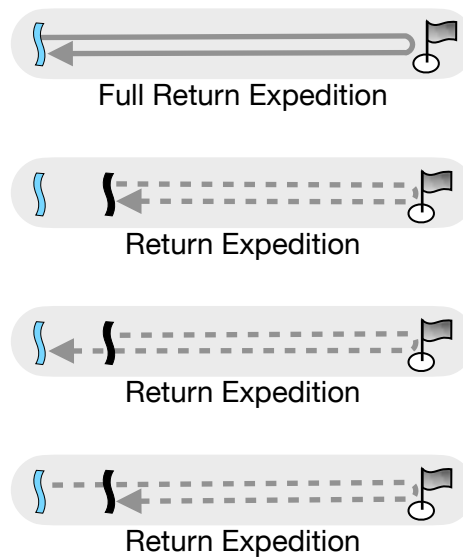


The start and end points of a North-South or South-North Greenland Crossing are above and below latitudes 80° and 62° north respectively.

EXPEDITIONS			
TYPE	DEFINITION - all PATHS must meet MARGIN criteria	EXAMPLE	KEYWORDS
Expedition	A term often used generically for a Journey eg Polar Expeditions Classifications Scheme Also a specific term for a Path that is not a Crossing, Circumnavigation or Loop.		
		South Pole Expedition	EXPEDITION
	A North Pole or Arctic Ocean Expedition must travel primarily north of the Arctic Circle and must cross the 86th parallel.	North Pole Expedition	
	A Greenland Expedition must travel at least 400km with at least 50% of its distance above 2000m elevation.	Greenland Expedition	
Alternate Return Expedition	An Alternate Return South Pole or Alternate Return Antarctica Expedition travels out and back on a different route that is less than 90 degrees of arc between start and end.	Alternate Return South Pole Expedition	ALTERNATE RETURN EXPEDITION
	An Alternate Return North Pole or Arctic Ocean Expedition must include any point on the Northern Pole Line and have less than 90 degrees of arc between start and end	Alternate Return North Pole Expedition	
	A Greenland Alternate Return Expedition has less than 90 degrees of arc between start and end in relation to the Ice Divide	Alternate Return Greenland Expedition	
Return Expedition	A Return Expedition starts and ends at the same point or along the same line, reaching a significant point at its furthestmost point. The first half of a Return Expedition must satisfy Expedition Path criteria.	Return South Pole Expedition	RETURN EXPEDITION
Reverse Expedition	A Reverse Expedition starts at the North or South Pole or other significant feature and ends at a coastline eg. North Pole to Canada. A Reverse Expedition must also satisfy Expedition Path criteria.	South Pole to Hercules Inlet expedition	REVERSE EXPEDITION
GENERAL NOTES	A Path's geographical objective should be named in the label eg North Pole, Pole of Inaccessibility, etc.		
	Paths must also satisfy Margins criteria	See Glossary for Path and variant definitions	
	If a pre-journey Label no longer applies post-journey it must be amended to reflect the actual journey travelled		



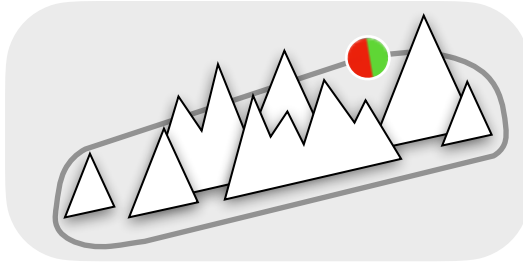
EXPEDITION VARIANTS



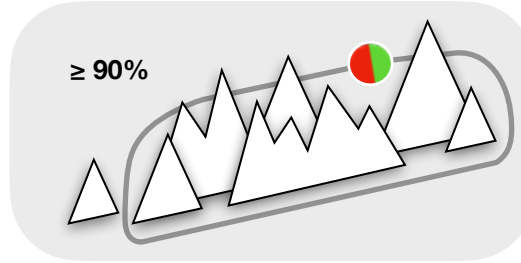
CIRCUMNAVIGATIONS AND LOOPS

TYPE	DEFINITION	EXAMPLE	KEYWORDS
Circumnavigation	A generic term for a Path that encircles the outside or inside of a recognisable geographical feature. Also a Path Variant that encircles the outside of a geographical feature		
	<ul style="list-style-type: none"> encircles the outside of a recognisable geographical feature includes at least 90% of its expanse starts and ends at the same point 	Circumnavigation of Dome Argus	CIRCUMNAVIGATION
Partial Circumnavigation	<ul style="list-style-type: none"> encircles the outside of a recognisable geographical feature and.. includes less than 90% of its expanse, or.. starts and ends at different points 	Partial Circumnavigation Svalbard	PARTIAL CIRCUMNAVIGATION
Inner Circumnavigation	<ul style="list-style-type: none"> encircles the inside of a recognisable geographical feature includes at least 90% of its expanse starts and ends at the same point <p>Where the perimeter or area cannot be measured the route should use an 8-Point System - contact the feature's cardinal extremes (northernmost, southernmost, westernmost and easternmost) and an additional 4 points to form 8 touching points spaced evenly around the perimeter. The start/end point may be one of the 8 points.</p>	Inner Circumnavigation of Lake Baikal	INNER CIRCUMNAVIGATION
Partial Inner Circumnavigation	<ul style="list-style-type: none"> encircles the inside of a recognisable geographical feature, and.. includes less than 90% of its expanse or.. starts and ends at different points 	Partial Inner Circumnavigation of Ross Ice Shelf	PARTIAL INNER CIRCUMNAVIGATION
NOTE	Circumnavigations are not bound by Margins criteria but may adopt Margins terminology eg. Partial Circumnavigations		
	In the absence of Partial, Inner or Partial Inner in the label, the specific definition for Circumnavigation is implied		
Loop	A generic term for a Path that encircles an undefined area A Path typically used by Snowkiters and Wind-Craft exponents		
	<ul style="list-style-type: none"> measured by cumulative distance between campsites, including start and end start and end at different points 	Antarctic Loop. Loop on Antarctica	LOOP
Closed Loop	<p>A variant of a Loop where the start and end points are the same. Measured by:</p> <ul style="list-style-type: none"> tallying its camp to camp distances including start and end points, or... calculating its total enclosed area in relation to the total area of the host feature 	<p>Greenland Closed Loop</p> <p>Closed Loop on Greenland</p>	CLOSED LOOP
NOTE	Loops are not bound by Margins criteria but may adopt Margins terminology eg. Full Loop		
	Round-trips to retrieve a second sled or load should not be included in the tally	See Glossary for full definitions	

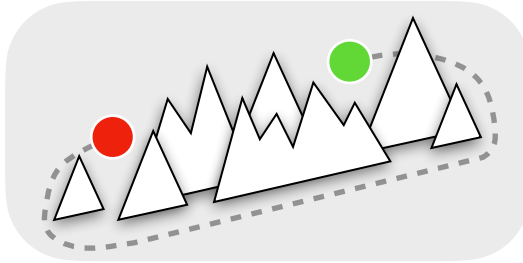
CIRCUMNAVIGATION VARIANTS



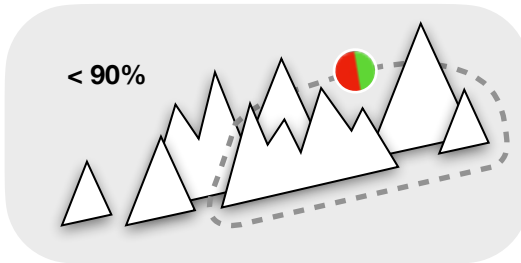
Circumnavigation



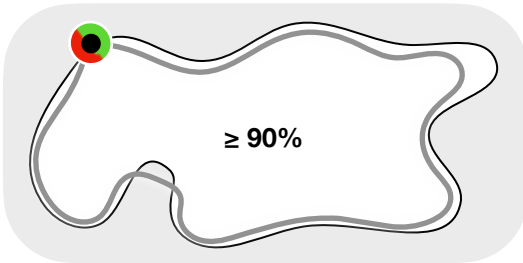
Circumnavigation



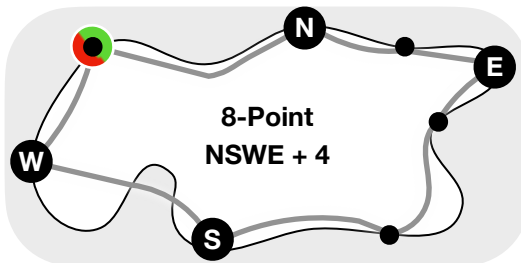
Partial Circumnavigation



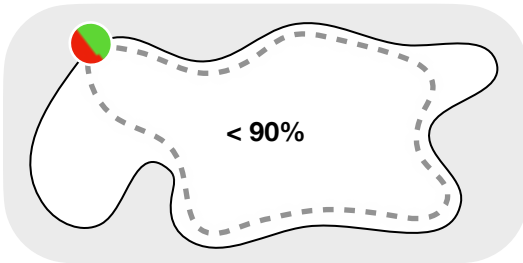
Partial Circumnavigation



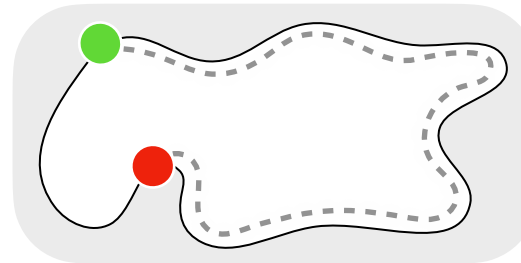
Inner Circumnavigation



Inner Circumnavigation

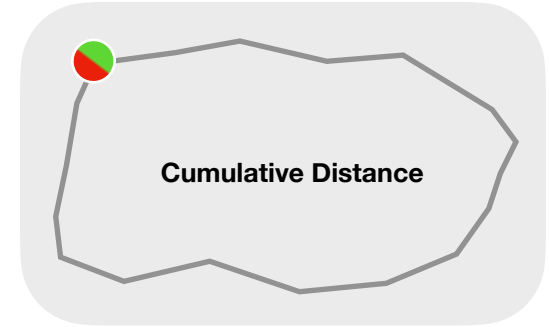


Partial Inner Circumnavigation

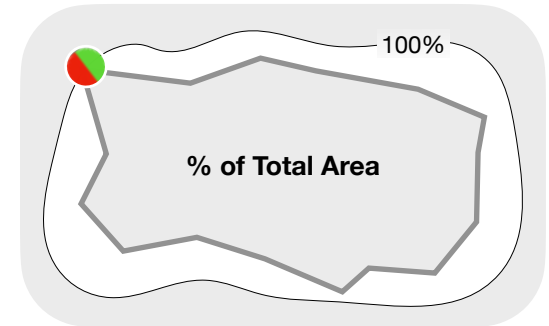


Partial Inner Circumnavigation

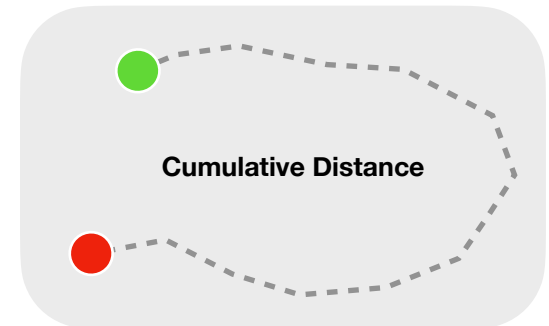
LOOP VARIANTS



Closed Loop



Closed Loop



Loop

e. Aid

Irrespective of mode of travel, any transitory or long-term aid or assistance that benefits a person or team between the start and end points of a journey is Support. A journey is either **Unsupported** or Supported.

TYPE	DEFINITION	EXAMPLES	KEY WORD
A journey is Unsupported if:	<ul style="list-style-type: none">• it does not receive any external resupply of food, fuel or equipment, either pre-placed or delivered during the journey. Caches laid by the expeditioner or team during the course of the journey are not considered Support .• it does not off-load anything but human waste and greywater, except south of 89° in Antarctica. Human waste and greywater collected south of 89° may be disposed of at South Pole as advised by authorities.• it does not enter buildings, aircraft or vehicles, or tents other than their own, during the course of the journey (in particular base camp-style tent)*• it does not use any type of road, vehicle track or marked route except when following routes into, out of or around bases, stations and camps as directed by authorities. Use of the Leverett Glacier is classified as Support**.• it does not use a vehicle that provides physical and/or psychological support• no team members are evacuated	Unsupported South Pole Expedition — Unsupported Crossing of Antarctica	UN-SUPPORTED
NOTE	To be classified as Unsupported a journey must deny use of <u>all</u> types of above support for the entire journey		
A journey is Supported if:	<ul style="list-style-type: none">• any person receives any external resupply of food and/or equipment• any person off-loads anything except human waste and grey water (except south of 89° in Antarctica)• any person enters a building, vehicle or aircraft, or tent other than their own/own team (in particular base camp-style tent)*• any person uses any type of road, vehicle track or marked route, including the Leverett Glacier in Antarctica**• any person uses a support vehicle, irrespective of reason or frequency• a person is evacuated	South Pole Expedition — Crossing of Antarctica	Unlabelled
NOTE	A journey is classified as Supported if it receives one or more of the above types of support		
	In the absence of Unsupported in the label, Supported is implied		
GENERAL NOTES	Use of satellite phones, weather and ice forecasting and advisers on standby etc. are accepted forms of aid and not deemed as Support. In many cases an expedition will not be permitted to proceed without multiple means of external communication. See Code of Integrity for advice on usage.		
	A guided journey is not classified as Supported as the guide is not being guided and is therefore not Supported unless other types of Support apply. However a journey Description must include reference to it being a guided journey. A guided journey cannot be Solo.		
	* The abandoned DYE 2 and DYE 3 stations in Greenland are located on common routes across the ice sheet. These Cold War relics offer historical interest and brief visits inside are not considered Support unless used as a weather shelter or removing artefacts (which can be used for repairs to equipment).		
	** The South Pole Overland Traverse (SPoT) route runs from McMurdo Station across the Ross Ice Shelf, up the Leverett Glacier and across the plateau to the South Pole. The road is permanently flagged and graded at the start of each season. Any similarly graded roads constructed in future will be classified as Support if used on a journey.		
	See Code of Integrity for additional guidance		

5. DESCRIPTION - The Expedition Narrative

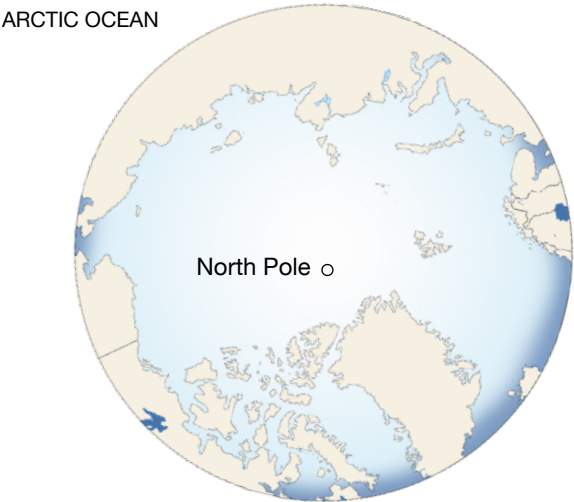
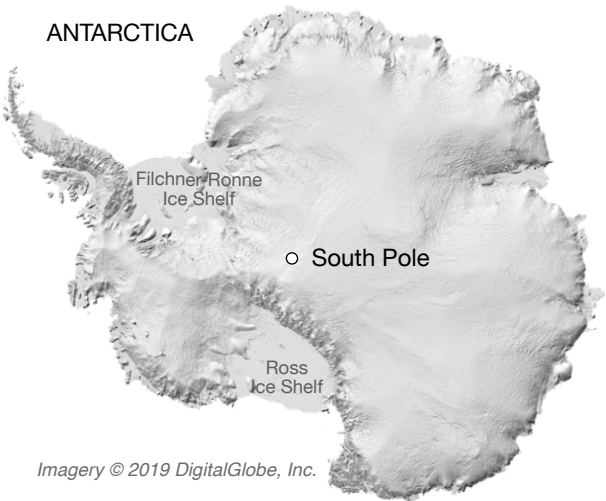
A Description is a narrative that describes the details of the journey. As well as making reference to team size, mode of travel, margins, aid, path and if it is a guided, a description should include gender, distance, duration, nationalities, whether it is multi-season (Discontinuous) or uses any Mode of Travel sub-categories eg. Fat-Bike.

If a pre-journey Description no longer applies post-journey it must be amended to reflect the actual outcome.

EXAMPLE Pre-Journey Description	EXAMPLE Post-Journey Description
Stefan Smith (Canada), Elias Gustavsson (Sweden) and Australian guide Sally Roberts will attempt an unsupported Arctic Ocean ski crossing from Cape Arktichevsky to Ward Hunt Island via North Pole.	Stefan Smith (Canada), Elias Gustavsson (Sweden) and Australian guide Sally Roberts skied 925km in 55 days unsupported from Cape Arktichevsky to North Pole.

Map

For clarity the description should also include a labelled map with a route between the start and end points. Maps of Antarctica should display the ice shelves shaded the same as continental ice.



6. EXAMPLES OF PECS CLASSIFICATION (post-journey)

For consistency a Label's Keyword order should follow the examples below:

KEY WORD ORDER	EXAMPLE DESCRIPTION - Distinction is <u>underlined</u>	NOTES
Solo Unsupported Snowkite Crossing of Antarctica	Dutchman Tom Kuiper snowkited 2890km in 68 days solo across Antarctica via a new route from Ronne Ice Shelf (Messner Start) to Bay of Whales via South Pole and <u>Nimrod Glacier</u> without resupplies	Not yet achieved via this route
Full North Pole Ski Expedition	Englishman Richard Windsor and Frenchwoman Beatrice Olivier skied 780km in 54 days from Ward Hunt Island to the North Pole with one resupply	This journey has been achieved
Full Unsupported South Pole Return Snowkite Expedition	Russians Yuri Popov, Bogdan Mendev, Evgeni Turgenev, Ilya Goncharov and Volodya Gorbachev snowkited unsupported 4400km in 87 days unsupported from <u>Lazarev Ice Shelf</u> to South Pole and back	Not yet achieved
Inland South Pole Pedal-Drive Expedition	Jong-hyun Gam (guide), Oh-seong Nae and Sang-jun Hwa from Korea fat-biked 3 degrees on the SPoT Road to the South Pole without resupplies	This journey has been achieved
Full Unsupported Latitudinal Greenland Ski Crossing	Japanese women Akane Yamada and Fumi Hasegawa skied 570km in 36 days across Greenland from <u>Isortoq to Kangerlussuaq</u> without resupplies	Not yet achieved by women
Ski Crossing of Antarctica	A team of three South African women - Roberta Hoofd (guide), Sam Peters and Carry Anderson - skied 1130km across Antarctica in 72 days from Hercules Inlet to the base of the Leverett Glacier with a resupply at the South Pole	This journey has been achieved
Full Solo Unsupported Mid-Ocean Arctic Ocean Ski Crossing	Agustin Núñez from Chile skied solo and unsupported across the <u>Arctic Ocean</u> from 83N to 84.10N <u>via the North Pole with no resupplies</u>	Not yet achieved
Solo Unsupported Partial Circumnavigation of Ellsworth Mountains	A solo unsupported 1100km <u>ice yacht</u> expedition from South Pole to Hercules Inlet by Australian woman Petra Holdsworth.	Not yet achieved
Dogsled-Kayak Circumnavigation of Greenland	A 6741km three-season full discontinuous <u>dogsled and kayak circumnavigation</u> of Greenland by Americans Lonnie Dupre and John Hoelscher	A supported journey (multi-year) but awarded a Discretionary Distinction. Achieved.
Full Unsupported Solo North Pole Ski Expedition	Englishwoman Emily Gray skied 915km <u>solo</u> and unsupported from Cape Arktichevsky <u>to the North Pole</u> .	Not yet achieved by a woman
Unsupported Inland Ski Crossing of Antarctica	American woman Xanthea Burgess and Canadian Bob Down <u>skied unsupported</u> 1245km in 60 days across Antarctica from <u>Thiel Corner Ski Way to Ross Ice Shelf via South Pole</u>	Not yet achieved
Full Unsupported Antarctic Snowkite Loop	Australian Geoff Wilson completed a 5179km closed snowkite loop on Antarctica via Thorshammer, Pole of Inaccessibility, Dome Argus summit, Thorshammer and ending at ALCI Airbase	This journey has been achieved
Full Unsupported Longitudinal Snowkite Crossing of Greenland	Greenlanders Peter Andersen and Emil Thorup Snowkited in 2210km in 27 days unsupported from Qaanaaq to Narsarsuaq	This journey has been achieved

7. VERIFYING CLAIMS AND RECORDS

Polar journeys are not obliged to use the PECS system however once they advertise, promote or otherwise engage with the public and/or media it is recommended to use PECS definitions and guidelines. Such exposure may occur through a press release, social media, the publication of a website, inclusion in an adventure journal or any other method that displays intention, progress or achievement.

Polar journeys do not require approval to use the PECS system. PECS is available for anybody to use so long as terminology and guidelines are adhered to. However it is strongly recommended that you are able to verify your claims and/or records. In the event your claim or record is disputed the PECS Committee will request expedition details and data.

Any journeys using ill-defined Margins (eg. inner coastlines of Antarctica) should provide evidence that their start/end points are within or as close as possible to broadly accepted grounding zones. Use of start/end points selected by previous journeys is not an assurance of accuracy (see Grounding Line/Zone in the Glossary)

PECS is in partnership with Guinness World Records and any submission to GWR will be adjudicated using PECS definitions and guidelines.



a. How to verify a record

You can verify a record by submitting:

- GPX files or detailed list of unedited waypoints of your route:
 - journeys should submit at minimum a file of daily camp locations, including start and end points
 - in addition kite and sail journeys should submit their tracker file
- any other supporting details

b. Speed records

A speed record claim must be:

- a faster repeat of a journey with same margins, route, distance and mode of travel, or..
- an original journey that has been repeated in a slower time

The original and repeated journeys must be same gender but can be awarded as fastest 'person' if fastest overall

A speed record is measured using elapsed time between start and end eg. 47 days, 3 hours, 48 minutes

The original and repeated journeys must be Unsupported

Minor alterations to margins are permitted provided they are not selected expressly to gain a distance advantage

The PECS Committee reserves the right to award records at its own discretion

c. How to verify a disputed claim

You can verify a disputed claim by submitting:

- photos and/or video identifying milestones (start, end and, significant midway points, GPS screenshots)
- GPX data (waypoints of your route)
 - at minimum journeys should submit a file of daily camp locations, including start and end points
 - in addition kite and sail journeys should submit their tracker file
- photocopy of your written log
- witness testimonials

d. Disputing a claim or record

You can dispute a claim or record by submitting a summary of your concern including:

- name of journey
- location
- team member names
- their claim
- why their claim/s are contestable
- evidence to support your dispute

e. Illegal journeys

Any journey that is illegal, unauthorised, environmentally reckless or unnecessarily endangers the lives of others will not be recognised by PECS.

Claims and disputes should be submitted to info@pec-s.com

8. CODE OF INTEGRITY

While polar journeys that do not engage with the public or media and do not use language that compares theirs to others are not obliged to abide by the Code of Integrity, they are encouraged to conduct their journey with similar ethics in mind if they choose to.

1. Treat each team member with care and respect

If an expeditioner is injured and requires evacuation the team will lose its Unsupported status. It is unethical for the team to delay medical attention for fear of losing its status and may have legal and financial ramifications.

Accidents happen, accept the consequences and make honourable decisions.

2. Don't off-load illicitly

If expeditioners off-load equipment, food, fuel or rubbish along the way in order to minimise weight or bulk they not only lose Unsupported status but have breached a code of integrity. Dumping of rubbish or surplus equipment breaches the principles of self-sufficiency and environmental respect that underpin the best expeditions.

Burial of human waste is largely accepted except south of 89°S.

3. Leave environmental entities and historical artefacts in situ

State and national parks and historic or abandoned sites exist in many polar regions. The removal of any environmental entity or historical artefact is not only a breach of integrity but may be illegal or contravene your permit. Leave things the way you found them.

4. Know your history

Avoid having claims questioned by thoroughly researching who has gone before you. If attempting a new route or striving to set or break a record be certain that your claim is valid.

5. No place for fiction

Any unmechanised polar journey is difficult and needs no embellishment. Exaggerating the scope and difficulty of your journey or altering distances, durations, speed and temperatures during or after completion are not acceptable.

Professional expeditioners and guides report still-air temperatures and not wind-chill adjusted figures. Temperature and wind should be reported separately and if circumstances dictate the reporting of wind-chill temperature then this should be qualified in the report eg. *wind-chill of -64C*.

Portraying your journey accurately online, to media and to sponsors - before, during and after - is a sign of integrity.

6. Don't follow a road if you are Unsupported.

If an Unsupported team follows the SPoT route for a few kilometres to get some relief from sastrugi, or a disoriented Unsupported team uses the route as a handrail, it will lose Unsupported status. Any use of an established route except when following explicit instructions from a station/base, is regarded as Support. So too is entering buildings, aircraft and vehicles, or tents other than your own/own team (in particular base camp-style tent).

The use of GPS way-pointed routes is common but is considered a greater form of dependence than travelling without the use of one.

7. Share the lead or offset your route

If two teams share the same route the slower team should where possible avoid following in the tracks of the first. If the lead can't be shared then the slower team should consider offsetting their route to maintain a sense of wilderness and self-sufficiency. Respect a team or soloist's desire to travel independently.

8. Solo is solo

Solo means being alone for the full length of the journey. A soloist may not tack onto another team or soloist and still claim to be solo, he/she should be breaking trail for the majority of the route. Soloists should only engage in transitory encounters with other teams or soloists. If a soloist is forced to camp next to another team due to a confined campsite (narrow valley or crevassed area etc) this should be no longer than one night unless forced to remain due to uncontrollable circumstances.

9. Guided journeys

A guided journey is not considered Supported because the term does not apply to the guide. However the apportioning of planning, skill and risk is often vastly different between client and guide and this must be acknowledged when promoting and immortalising a journey.

Clients are beholden to the same code of integrity as adventurers, explorers and guides.

10. Use of outside help to make operational decisions

Journeys that do not utilise kites or sails should minimise their use of a communication device as a decision-making tool (eg. receiving navigation data and excessive weather reports en route). Doing so does not alter Unsupported status but shows a high level of dependence.

Snowkiting and Wind-Craft journeys often plan routes and make tactical decisions with the help of specialist weather forecasters and meteorologists, much like mountaineering expeditions and sailing ventures. Such use of outside help is considered an essential part of such journeys.

Self-reliance, including restrained use of communications devices, is a fundamental trait of successful polar expeditioners.

11. Minimise contact with friends and family

Persistent calls to family and friends is not regarded as Support but shows a high level of psychological dependence.

While some communication with family or support teams at home may be necessary, thought should be given to the degree to which this psychologically removes you from the place you have worked so hard to be in. Remoteness and isolation are key factors in making polar expeditions a significant achievement. In addition, a high degree of communication with people at home cultivates dependence on that contact and if such frequency is disrupted by equipment failure, minor delays or other non-critical interruptions, it may cause unnecessary distress or unwarranted intervention to your expedition.

PECS recommends following the scheduled call protocol dictated by your official logistics support (one call with an included weather report per day) and a rational amount of calls and electronic contact to satisfy family and media obligations (one per day).

12. Inform your followers promptly of any changes to your PECS status

It is your responsibility to make clear to media that changes in the logistics or style of your expedition might change how it is portrayed and that any proposed claims may now become impossible to meet. Omitting such notification is the same as making a false claim. If an Unsupported journey is blogging daily up until a forced resupply renders it Supported, then it should inform followers of this change in a timely manner.

9. GLOSSARY

LABEL	DEFINITION
ACSA	A triangular delineation in central Antarctica that connects South Pole (Axis), the outermost Pole of Inaccessibility (Centre) and the summit of Dome Argus (Summit) to form an Area . A Crossing of Antarctica must contact any point or points on the ACSA
AID / AIDED see also Support	A generic term for any support or assistance used between the start and end of a journey
ALTERNATE RETURN	A Path that travels out and back on a different route. The route has less than 90 degrees of arc between start and end
ANTARCTICA	Antarctica is recognised by the Antarctic Treaty System as ‘the area below 60 degrees south latitude, including all ice shelves’. Ice shelves are an extension of Antarctic land ice and part of Antarctic geography and their outer perimeters, which are fronted by sea or annual sea ice, form part of the Antarctic coastline.
ARCTIC OCEAN	The Arctic Ocean (sometimes referred to as the Arctic or Polar Sea) is located mostly in the Arctic north polar region in the middle of the Northern Hemisphere and is almost completely surrounded by Eurasia and North America
ASSISTANCE / ASSISTED	A previous label used to describe the use of wind energy, dogs or machines for propulsion.
CARDINAL POINTS	The four primary directions of North, South, West and East (NSWE) Intercardinals sit between each of the cardinals (NW, SE etc)
CIRCUMNAVIGATION see also Partial, Inner and Partial Inner Circumnavigations	<p>The generic name for a Path that encircles a recognisable geographical feature</p> <p>A variant of a Circumnavigation that encircles the outside of a geographical feature and:</p> <ul style="list-style-type: none"> • includes at least 90% of its expanse • starts and ends at the same point <p>In the absence of Partial, Inner or Partial Inner in the label, Circumnavigation is implied</p> <p>Arctic Ocean</p> <p>A Path that touches land in Greenland, Canada, USA, Henrietta or New Siberia Islands, Severnaya Zemlya, Franz Josef Land and Svalbard. May be discontinuous (multi-season).</p>
CLOSED LOOP	<p>A variant of a Loop where the start and end points are the same.</p> <p>A Closed Loop is measured by:</p> <ul style="list-style-type: none"> • tallying its camp to camp distances including start and end points, or... • calculating its total enclosed area in relation to the total area of the host feature eg Greenland Ice Sheet

LABEL	DEFINITION
COASTAL /COASTLINE see also Inner Coastal and Outer Coastal	A generic term for any coastline that borders sea, sea ice, ice shelf or land
	Antarctica Any nautical or geographical coastline. Where Coastal is used without a qualifier (Inner or Outer), Outer Coastal is implied
	Arctic Ocean The sea-level boundary between land or ice-covered land and sea or annual sea ice
	Greenland The sea-level boundary between land or ice-covered land and sea or annual sea ice
COMMUNICATIONS	Use of satellite phones, weather and ice forecasting and advisers on standby etc. are accepted forms of aid and not deemed as Support, unless used in combination with another form of aid. In many cases an expedition will not be permitted to proceed without multiple means of external communication. Inter-team communication is not considered Support, unless used in combination with another form of aid. Any journey communicating with the public is expected to use PECS See Code of Integrity for advice on communications usage.
CONTINUOUS see also Discontinuous	An unbroken journey that has not been fragmented into multiple legs, expeditions or detached seasons
CROSSING see also Full Crossing Inland Crossing and Mid-Ocean Crossing	A Path that crosses from one point or margin to another via a recognisable point. Traverse is sometimes used as an alternative term however Crossing is the preferred terminology and where Traverse is used, the Crossing definition will be applied.
	A Crossing of Antarctica: <ul style="list-style-type: none"> • starts or ends on an inner coastline • start and end are equal to or greater than 90° of arc in relation to the South Pole/ACSA • contacts one or more points on the ACSA • may not start and end on the same ice shelf
	A Crossing of the Arctic Ocean: <ul style="list-style-type: none"> • start and end are equal to or greater than 90° of arc in relation to the North Pole/Northern Poles Line • contacts one or more points on the Northern Poles Line • may start or end up to 50km offshore if impassable sea ice conditions dictate
	A Crossing of Greenland or its ice sheet: <ul style="list-style-type: none"> • starts or ends on an inner ice sheet perimeter • start and end are equal to or greater than 90° of arc in relation to its central point • includes a minimum of 400km in linear distance • spends half its distance above 2000m elevation

LABEL	DEFINITION
DIAGONAL CROSSING of GREENLAND	A straight line connecting the start and end points of a Diagonal Greenland Crossing is greater than 22.5° angle in relation to true north/south and a line of latitude
DISCONTINUOUS see also Continuous	A journey broken across multiple legs, expeditions or detached seasons. Not continuous. A discontinuous journey is Supported.
DISTANCES Calculation and recording	<p>A journey's distance pre-expedition should be calculated from start to end and include major Path deviations.</p> <p>Standard routes such as Hercules Inlet to South Pole, Ward Hunt Island to North Pole and Point 660 to Isortoq coast across Greenland have recognised distances that should be used when promoting and immortalising journeys. Slight variants in these distances are acceptable.</p> <p>PECS's standardised method of recording total distance is the tallying of camp location intervals, including start and end points. In addition journeys can record finer waypoint intervals eg. 30 minutes, however the camp to camp tally will be the accepted distance.</p> <p>Round-trips to retrieve a second sled or load should not be included in the tally.</p> <p>Journeys on the Arctic Ocean should record straight line distance and a camp to camp tally that will take into consideration overnight drift.</p>
DISTINCTION	An Unsupported journey that has achieved a first gender, first route, first mode of travel or first unsupported. A Distinction may also be awarded at the discretion of the PECS Committee.
DOGSLED	<p>A Mode of Travel using dogs for propulsion. Dogsled participants are often on foot or skis however they may not claim Ski as a Mode of Travel as their supplies are hauled by dogs.</p> <p>Doglsedding, Dogsledder.</p>
DOME ARGUS	<p>Situated in east Antarctica, Dome Argus is the largest ice dome in Antarctica and the summit of the Antarctic plateau. 4093m / 13,428' (Ellipsoidal) elevation. POS 80°28.5762'S, 76°50.2296'E.</p> <p>Dome Argus is part of the ACSA.</p>
DOUBLE CROSSING	A Path that crosses and returns to the original start point. Double Crossings cannot be Discontinuous.
DURATION	Duration is the elapsed time measured between departure from start point and cessation at end point, recorded in days, hours and minutes. If the diminutive increment is not recorded it will be rounded up eg. a 34th day is recorded as the 35th day.
EVACUATION	The removal of a soloist or team member by a third party during the course of a journey. Evacuation negates Unsupported status.
EXPEDITION see also Full Expedition and Partial Expedition	A generic term for a journey. Also a Path that is not a Crossing, Circumnavigation or Loop. Also a Variant of an Expedition Path.
	Antarctica A One-Way, Reverse, Return or Alternate Return journey that starts or ends on an Inner Coastline and satisfies Margin and Path criteria
	Arctic Ocean A One-Way, Reverse, Return or Alternate Return journey that, due to dangerous sea ice conditions, starts or ends offshore within 50km of a coastline and satisfies Margin and Path criteria
	Greenland A journey that does not cross from sea level to sea level and satisfies Margin and Path criteria
	Expeditions must satisfy Margin criteria

LABEL	DEFINITION
FIRST MODE	The first person or expedition to complete a journey using a new Mode of Travel
FIRST PERSON	The first person or journey to complete a new route or new mode of travel, or first gender
FIRST ROUTE / NEW ROUTE /	<p>In Antarctica:</p> <ul style="list-style-type: none"> • follows a line that is distinctly different to any existing route, or.. • pioneers a glacier or ice stream of 40km minimum length between a coastline and the plateau <p>EXAMPLE - Ski from Bay of Whales to South Pole via untrodden Liv Glacier</p> <p>UNACCEPTABLE EXAMPLE - Ski from Pirrit Hills (near Patriot Hills) to South Pole</p>
	<p>On the Arctic Ocean:</p> <ul style="list-style-type: none"> • follows a path more than 10 degrees of longitude from any other route
	<p>In Greenland</p> <ul style="list-style-type: none"> • pioneers a primary glacier or ice stream between a coastline and the plateau, or.. • follows a line that is distinctly different to any existing route <p>EXAMPLE - Ski from Petermann Glacier to Isortoq</p> <p>UNACCEPTABLE EXAMPLE - Ski from Point 660 to Ikkatteq (just north of Isortoq)</p>
	A First/New Route must have an aesthetic quality as determined by the PECS Committee
FOOT	A Mode of Travel that utilises footwear or any footwear attachment for a stepping gait such as walking or running.
FULL	<p>A term used to denote a Full-Length Expedition or Crossing that satisfies Margins criteria.</p> <p>A historical tribute to early journeys that used ships to access start and end points.</p>
FULL CROSSING must also satisfy Crossing criteria	<p>A Full Crossing of Antarctica:</p> <ul style="list-style-type: none"> • starts and ends on an outer coastline • has a minimum of 90 degrees of arc between start and end • contacts one or more points on the ACSA • may not start and end on the same ice shelf
	<p>A Full Crossing of the Arctic Ocean</p> <ul style="list-style-type: none"> • starts and ends on land • has a minimum of 90 degrees of arc between start and end • contacts the Northern Poles Line (NPL) • crossings using seaborne access and exit must cover a minimum distance of 1500km
	<p>A Crossing of Greenland or its ice sheet:</p> <ul style="list-style-type: none"> • starts or ends on an inner ice sheet perimeter • start and end are equal to or greater than 90° of arc in relation to its central point • includes a minimum of 400km in linear distance • spends half its distance above 2000m elevation

LABEL	DEFINITION
FULL EXPEDITION must also satisfy Expedition criteria	Antarctica <ul style="list-style-type: none"> • a One-Way, Reverse, Return or Alternate Return journey that, to or from the South Pole or other significant point • starts and ends on an Outer Coastline
	Arctic Ocean <ul style="list-style-type: none"> • a One-Way, Reverse, Return or Alternate Return journey, typically to or from the North Pole or other significant point • starts or ends on a coastline
	Greenland <ul style="list-style-type: none"> • a Greenland journey that does not cross the island or ice sheet • starts or ends on a coastline
GEOGRAPHICAL FEATURE	Any recognisable feature that can be circumnavigated in its entirety eg. icecap, mountain range, ice dome at 3000m elevation, island, archipelago
GREENLAND	Greenland is the world's largest island, located between the Arctic and Atlantic oceans. Three-quarters of Greenland is covered by the world's second largest ice sheet.
GREENLAND DYE STATIONS	Abandoned Distant Early Warning (DEW) Cold War radar stations. The DYE2 and DYE3 stations in Greenland offer historical interest and brief visits inside are not considered Support unless used as a weather shelter or removing artefacts (which could be used to repair equipment).
GREENLAND ICE SHEET	The ice sheet covering much of Greenland. Most journeys choose only to cross the ice sheet, a considerably less complex task than crossing the island coast to coast.
GROUNDING LINE / GROUNDING ZONE (see also Margins)	A Grounding Line is the delineation at which glaciers start to float, however it is more of a zone due to tidal fluctuations. A Grounding Zone is the region where ice transitions from grounded icecap to freely floating ice shelf, typically over several kilometres. A journey using Inner Coastal Margins must be within the Grounding Zone.
GUIDED	A guided journey is one that uses a guide or guides to manage and lead a team while the journey is underway. Guides often plan unique and committing journeys for their clients and as such a Guided journey is not classified as Supported unless it falls within Supported definitions. A Guided journey must make reference to its guided status in either the Label or Description.
ICE CAP	Generic term for a covering of ice over a large area
ICE SHEET	Geographical term for the world's largest ice sheets including East Antarctic Ice Sheet, West Antarctic Ice Sheet and Greenland Ice Sheet.
ICE DIVIDE OF GREENLAND	The Greenland Ice Divide is the watershed ridge that runs north to south and divides the ice sheet into west and east. The northern perimeter is at 81.00N 40.00W and 2000m elevation, the southern perimeter is at DMS 61°55'48"N, 44°49'48"W; DMM 61°55.8', 44°40.8: DM 61.93 -44.68 and 2500m elevation. These points should be rounded within a 5km radius.
ICE SHELF	A floating sheet of fresh-water ice permanently or semi-permanently attached to a land mass. Ice shelves are an extension of land ice and their outer perimeters form part of the seaward coastline. Ice shelves also have a landward or inner coastline where they connect to land.
INLAND ICE	A term often used to describe the Greenland Ice Sheet

LABEL	DEFINITION
INLAND / INSIDE	<p>A Margin in Antarctica on land that does not start or end on any coastline and is on land (the South Pole, Southern Pole of Inaccessibility or Dome Argus summit are not defined as Inland if coastal margins are utilised)</p> <p>A Margin in Greenland that starts above the ice sheet perimeter</p>
INLAND CROSSING must also satisfy Crossing criteria (see also Mid-Ocean Crossing)	<p>A Path across Antarctica that:</p> <ul style="list-style-type: none"> • starts <u>or</u> ends inland • touches the ACSA • covers a minimum distance of 1500km • has a distance ratio between inward and outward legs of no greater than 60:40 <p>A Path across Greenland that:</p> <ul style="list-style-type: none"> • starts <u>or</u> ends above the ice sheet perimeter • covers at least 400km
INLAND EXPEDITION must also satisfy Expedition criteria	<p>A One-Way, Reverse, Return or Alternate Return Antarctic journey that starts or ends inland</p> <p>A One-Way, Reverse, Return or Alternate Return Greenland journey that starts or ends above the ice sheet perimeter</p>
INNER CIRCUMNAVIGATION see also Circumnavigation, Partial and Inner Circumnavigations	<p>A variant on a Circumnavigation that follows the inside of a geographical feature's perimeter, such as a frozen lake or an icecap.</p> <p>An Inner Circumnavigation:</p> <ul style="list-style-type: none"> • encircles at least 90% of a geographical feature's expanse • starts and ends at the same point <p>Where the perimeter or area cannot be measured the route should use an 8-Point System - contact the feature's cardinal extremes (northernmost, southernmost, westernmost and easternmost) and an additional 4 points to form 8 touching points spaced evenly around the perimeter. The start/end point may be one of the 8 points.</p>
INNER COASTLINE see also Outer Coastline	<p>An Antarctic Margin indicated by the landward edge of an ice shelf</p> <p>A journey using Inner Coastal Margins must be on or very close to the grounding zone where ice transitions from grounded icecap/glacier to freely floating ice shelf.</p> <p>Any journey starting mid-ice shelf that passes over an in coastline assumes the criteria of an Inner Coastline start.</p>
INNER PERIMETER	Any part of the Greenland ice sheet edge that is above sea level
JOURNEY	A generic term for an unmotorised polar endeavour, also referred to generically as an expedition
KEYWORD	A Label component eg. Unsupported, Crossing, Full, Ski etc
KITE (see also Snowkite)	A wind-driven device used by Snowkiters and Wind-Craft sailors
KITE-SKI	A former term for Snowkiting

LABEL	DEFINITION
LABEL	<p>A synthesis of Keywords and an abbreviated Journey Description. Most commonly used to promote a journey. Labels are typically but not necessarily structured in the following order:</p> <ul style="list-style-type: none"> • Full Unsupported Snowkite Crossing of Greenland • North Pole Ski Expedition • Unsupported Alternate Return Greenland Ski Expedition • Ski Circumnavigation of Vinson Massif • Unsupported Antarctic Snowkite Loop or Unsupported Snowkite Loop on Antarctica
LANDWARD COASTLINE see also Seaward Coastline	The edge of an ice shelf that touches land. An Inner Coastline
LAST DEGREE DOUBLE DEGREE	Highly commercialised expeditions that begin from 89 degrees (Last Degree) and 88 degrees (Double Degree) and travel to the North or South Poles. Treks of less than a degree are labelled, Within the Last Degree. Treks between 88 and 89 are labelled Within the Double Degree.
LATITUDINAL CROSSING of GREENLAND	A straight line connecting the start and end points of a Latitudinal Greenland Crossing is 22.5° angle or less in relation to a line of latitude
LEVERETT GLACIER	The South Pole Overland Traverse (SPoT) route runs from McMurdo Station across the Ross Ice Shelf, up the Leverett Glacier and across the plateau to the South Pole. The road is graded at the beginning of each season and is permanently flagged. Any journey using the Leverett Glacier significantly mitigates risk and is therefore classified as Supported irrespective of whether it uses the SPoT road or not.
LONGITUDINAL CROSSING of GREENLAND	A straight line connecting the start and end points of a Longitudinal Greenland Crossing is 22.5° angle or less in relation to true north/south
LOOP (see also Full Loop)	<p>The generic term for a Path that encircles an undefined area and may be closed or open Loops are created from an accumulation of campsite locations including the start and end</p> <p>A Loop:</p> <ul style="list-style-type: none"> • partially encircles an undefined area • starts and ends at a different point <p>A loop is measured by tallying its camp to camp distances, including start and end points In Label usage Loops can be used</p>
MANHAUL	A traditional term for a common Mode of Travel using human power to haul supplies and equipment on a sled, most commonly on skis.
MARGINS (see also Grounding Line/Zone)	<p>The start and end points of a journey, typically, but not necessarily, characterised by geography.</p> <p>Margins are not always obvious, particularly in Antarctica where coastlines are often buried, fluctuating or in hazardous locations. Any journeys using ill-defined coastlines are encouraged to thoroughly research start/end points that are in or as close as possible to broadly accepted grounding zones and be prepared to provide evidence of this research. Use of start/end points selected by previous journeys is not an assurance of accuracy.</p>

LABEL	DEFINITION
MECHANISED / MOTORISED	Journeys using engines or motors for propulsion, for any part of the journey. Such journeys are not covered by PECS
MID-OCEAN	An Arctic Ocean Margin that is more than 50km offshore If an Arctic Ocean journey gains a Mid-Ocean Margin by sea-borne transport it may be Full if other Margins and Path criteria are met
MID-OCEAN CROSSING	A Path across the Arctic Ocean that starts and/or ends mid-ocean, touches the Northern Poles Line, travels a minimum of 1500km and has a distance ratio between inward and outward legs of no greater than 60:40
MID-OCEAN EXPEDITION	A Path on the Arctic Ocean to or from the Northern Poles Line that starts <u>or</u> ends mid-ocean
MISCONDUCT	A journey that is unauthorised or environmentally reckless
MODE OF TRAVEL (see also Supplementary Mode)	An unmotorised method of polar travel
NEW ROUTE	See First Route
NORTH POLE	The Geographic North Pole. Defined as the point in the Northern Hemisphere where the Earth's axis of rotation meets its surface.
NORTH TO SOUTH or SOUTH-TO NORTH CROSSING of GREENLAND	The start and end points of a North-South or South-North Greenland Crossing are above and below latitudes 80° and 62° north respectively
NORTHERN The Board shall annually or as often as may be required appoint an Executive Director or President, a Vice-President and a Secretary and if deemed advisable may appoint annually or as often as may be required a Treasurer.	A direct line joining the North Pole and Northern Pole of Inaccessibility. A Crossing of the Arctic Ocean must touch any point on the NPL.
	Off-loading is the discarding or loss of equipment, food, fuel or rubbish between the start and end points of a journey.
	Off-loading that will negate Unsupported status: <ul style="list-style-type: none"> intentional caching or abandonment of equipment, food, fuel or rubbish, whether or not later collected by a third party

LABEL	DEFINITION
OFF-LOADING	Off-loading that will not negate Unsupported status: <ul style="list-style-type: none"> • unintentional, unretrievable and atypical minor loss of equipment, food, fuel or rubbish eg. a wrapper, a mitten, spillage during refuelling • leaving human waste and grey water in situ (except south of 89°S) • discarding of human waste and grey water collected south of 89°S at a facility as directed by authorities • burning of food, fuel or rubbish whose residue can be retrieved NOTE: due to the sub-optimal handling of waste in Greenland all rubbish collected on Greenland journeys should be flown out
OFFSHORE	A Margin on sea or annual sea ice that is within 50km of shore
ONE-WAY	A Path that travels to a pole or other significant feature
OUTER COASTLINE see also Inner Coastal	An Antarctic coastal Margin fronted by sea or annual sea ice. A Seaward Coastline. Sea or sea ice may not always be reachable. For example the seaward edges of many ice shelves are sheer cliff or heavy crevassing may prevent access in which case a journey should start/end as close as practically possible to sea or annual sea ice.
PADDLE	A Mode of Travel that uses a watercraft propelled by paddling, usually combined with an on-ice Mode of Travel. Paddling, Paddler, Kayaking, Kayaker, Canoeing, Canoeist
PARTIAL CIRCUMNAVIGATION see also Circumnavigation, Inner and Partial Inner Circumnavigations	A variant on a Circumnavigation that: <ul style="list-style-type: none"> • follows the outside of a recognisable geographical feature, and.. • includes less than 90% of the feature's expanse, or.. • does not start and end at the same point In the absence of Partial in the label, Circumnavigation is implied
PARTIAL INNER CIRCUMNAVIGATION see also Circumnavigation, Inner and Partial Circumnavigations	A variant on an Inner Circumnavigation that: <ul style="list-style-type: none"> • follows the inside of a recognisable geographical feature, and.. • includes less than 90% of the feature's expanse, or.. • starts and ends at different points In the absence of Partial in the label, Inner Circumnavigation is implied
PATH	A journey's route between start and end
PEDAL-DRIVE	A Mode of Travel using a pedal-drive device for propulsion. Pedal Driving, Pedal-Driver, Fat-Bike, Fat-Biking, Fat-Biker
PERIMETER	Any geographical edge that forms a continuous and closed encirclement eg. the edge of an icecap, the shore of a continent, an island or ice shelf
RECOGNISABLE POINT / FEATURE	Any distinctive geographic or mathematical point or feature eg. Pole of Inaccessibility, 3000m contour line, Vostok Station
RESUPPLY	A form of Support where a journey benefits from an external resupply, cache or depot of food and/or equipment.

LABEL	DEFINITION
RETURN	A Path that starts and ends at the same point or along the same line, reaching a significant feature or location at its furthestmost point
REVERSE	A one-way Path that starts at the North or South Pole or other significant feature or location and ends at or near a coastline.
ROAD	Any type of road, vehicle track or marked route. Unsupported journeys may not travel on roads except for short distances when crossing such tracks or when following routes into, out of or around bases, stations and camps as directed by authorities. The most prominent road is the SPoT Route in Antarctica however there are often very obvious tracks left by vehicles that run from Union Glacier Camp to South Pole via Thiel Corner, much of it on the common Hercules Inlet to South Pole route.
ROUTE	A line of travel described by a journey's Path and Margins
ROW	A Secondary Mode of Travel that uses a watercraft propelled by oar-locked paddling, usually combined with an on-ice Mode of Travel. Rowing, Rower.
RUN	A sub-category of Foot travel where a runner uses footwear or snowshoes, usually accompanied by a vehicle. Running, Runner.
SAIL	A Mode of Travel using a watercraft propelled by wind, usually combined with an on-ice Mode of Travel. Sailing, sailor.
SEAWARD COASTLINE see also Landward Coastline	Any coastline fronted by sea or sea ice. An outer coastline in Antarctica
SELF-SUPPLIED	A journey that caches food and or equipment en route that was part of the original load, and collects those same supplies on the return journey. Such a journey is Unsupported unless it fails to retrieve all of its caches, in which case it receives a Misconduct designation.
SKI	A Primary Mode of Travel using skis for the majority of a journey. Use of footwear, crampons or flotation devices may be used for short portions of the journey. Skiing, Skier.
SKI-SAIL	A form of Snowkiting using shorter lines with less steerability. Also referred to as parawing sails or Beringer sails. Ski-Sailing, Ski-Sailor.
SLED	A small lightweight sliding device, either on runners or having a smooth bottom surface, used for hauling supplies and equipment over snow or ice. Also referred to as a <i>pulk/pulka</i> (Finnish/Norwegian) or sledge but more commonly as a verb, <i>Sledging</i> . Sledging.
SNOWKITE	A Mode of Travel that uses a wind traction device to propel a skier or boarder, who may manually haul during sections of a journey. Snowkiting, Snowkiter.
SNOWSHOE	A sub-category of Foot travel using snowshoes as a method of locomotion. Snowshoeing, Snowshoer.
SOLAR	A journey relying exclusively on the sun's energy for propulsion. Not yet classified under PECS.

LABEL	DEFINITION
SOLO	<ul style="list-style-type: none"> • a single person traveling alone for the entire length of a journey • must be breaking trail for the majority of the journey • only transitory encounters are permitted <p>In the absence of Solo in a label, Team is implied.</p>
SOUTHERN POLE OF INACCESSIBILITY	<p>The centre of the largest circle that can be drawn within Antarctica without encountering a coast. Where a coast is imprecisely defined, the pole will be similarly imprecise. Two Pole of Inaccessibility can be located, with and without the ice shelves.</p> <p>Without ice shelves: Soviet POI (Polyus Nedostupnosti) - 82°06'S 54°58'E</p> <p>With ice shelves: Scott Polar Research Institute (SPRI) POI - 85°50'S 65°47'E</p>
SOUTH POLE	The Geographic South Pole. Defined as the point in the Southern Hemisphere where the Earth's axis of rotation meets its surface.
SPEED RECORD	<p>A speed record is the fastest time recorded on a route. A speed record must be:</p> <ul style="list-style-type: none"> • a faster repeat of a previous journey or an original journey that has been repeated in a slower time • identical in path, route, start/end points and mode of travel • same gender but can be 'person' if fastest overall • be recorded using lapsed time eg. 47 days, 3 hours, 48 minutes <p>The original and repeated journey must be Unsupported</p>
SPoT ROUTE	<p>The South Pole Overland Traverse (SPoT) route runs from McMurdo Station across the Ross Ice Shelf, up the Leverett Glacier and across the plateau to the South Pole. The road is permanently flagged and graded at the start of each season.</p> <p>Any similarly graded and marked roads constructed in future will be considered Supported.</p>
START/END POINTS	See Margins .
SUPPLEMENTARY MODE	Any additional Mode of Travel (eg. Paddle) that is planned, sustained and repetitive. Supplementary Modes should be included in the label eg. Ski-Paddle
SUPPORT/SUPPORTED	<ul style="list-style-type: none"> • receiving a resupply, cache or depot, either pre-placed or delivered en route • off-loading or discarding anything during the journey, except for human waste and grey water collected south of 89°S. • entering any building, aircraft or vehicle, or tent other than own (in particular base camp-style tent) • use of any type of seasonal road, vehicle track or flagged route including travel within 2km either side of any such route • use of the Leverett Glacier route irrespective of whether the SPoT road is used • aid of a vehicle providing physical or psychological support • evacuation of a team member <p>Use of one or more of the above methods of support is Supported</p>
TEAM	<p>More than one person during any part of a journey.</p> <p>In the absence of Solo in the label, Team is implied.</p>
TRANSITORY ENCOUNTER	<p>A meeting of independent teams or individuals that is unplanned, brief or infrequent (Antonyms: not planned, sustained or repetitive).</p> <p>Should independent and unsupported teams be forced to camp in close proximity due to a confined camp area (eg. narrow valley, crevassed area) Encounters (including visits to tents belonging to unassociated expedition teams) should be transitory in order to maintain unsupported status.</p>

LABEL	DEFINITION
TRAVERSE	An alternative terminology for a Crossing. Crossing is the preferred terminology and where Traverse is used, the Crossing definition will be applied.
UNAIDED	<p>A generic heading that incorporates all forms of support and assistance.</p> <p>A previous label used to describe a journey that did not benefit from various forms of support such as resupplies.</p> <p>If Unaided is used by a journey the definition of 'Unsupported' will be applied.</p>
UNASSISTED	<p>A word used previously to describe a journey that did not use wind energy, dogs or machines for propulsion.</p> <p>The word and any implied definition is not recognised or used by PECS.</p>
UNMECHANISED / UNMOTORISED	A journey that does not directly use engines or motors for propulsion, for any part of the journey
UNSUPPORTED	<p>A Journey that:</p> <ul style="list-style-type: none"> • does not benefit from any external resupply, cache or depot of food and/or equipment, other than self-laid depots cached during the course of the journey • that does not off-load or discard anything during the journey, except for human waste and grey water collected south of 89°S. Any human waste or grey water collected south of 89°S may be disposed of at the South Pole under direction of authorities. • that does not enter any building, aircraft or vehicle, or tent other than its own/own team (in particular base camp-style tent) • that does not use any type of seasonal road, vehicle track or marked route, nor travel within 2km either side of any such route, except for short distances when crossing such tracks or following regulated and directed routes into, out of or around bases, stations and camps. Any journey using the Leverett Glacier route is not classified as Unsupported irrespective of whether it uses the SPoT road or not. • that is not aided by a vehicle providing physical or psychological support • that does not require any members to be evacuated <p>A journey must deny the use of all of the above to be classified as Unsupported.</p> <p>In the absence of the term Unsupported in the Label, Supported is implied</p>
VARIATION of an existing route	<p>A Variation is any new course that does not qualify as a First/New Route</p> <p>EXAMPLE: Ski up Shackleton Glacier, exiting via Logie Glacier and continuing to South Pole</p>
WIND-CRAFT	<p>A Mode of Travel that uses a wind traction device to propel a crewed craft. The craft may be manually hauled during sections of a journey. The most common sub-category of Wind-Craft is Windsled.</p> <p>Wind-Craft Sailing, Wind-Craft Sailor.</p>
WINDSLED	A sub-category of Wind-Craft developed by Spaniard Ramon Larramendi and used on many successful journeys in Antarctica and Greenland

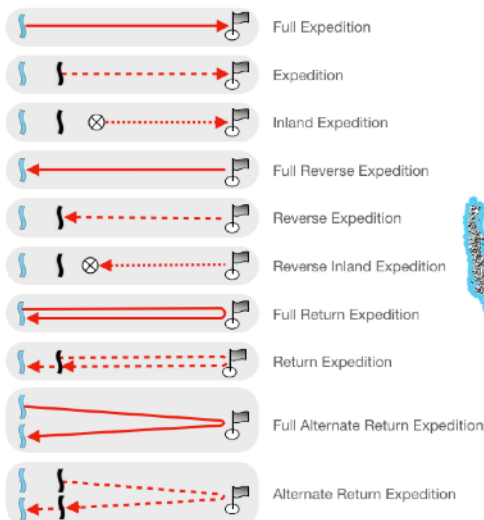
10. MAPS

a. Examples of Paths and Margins in Antarctica

EXPEDITION

Starts or ends at South Pole, Poles of Inaccessibility, Dome Argus or other recognisable point

Variations

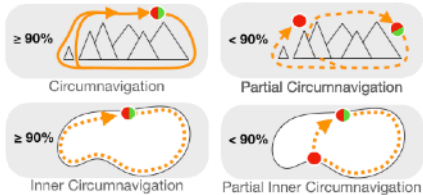


Alternate Return Expeditions start and end are less than 90° of arc

CIRCUMNAVIGATION

Encircles a recognisable geographical feature

Variations



LOOP

Encircles any undefined area

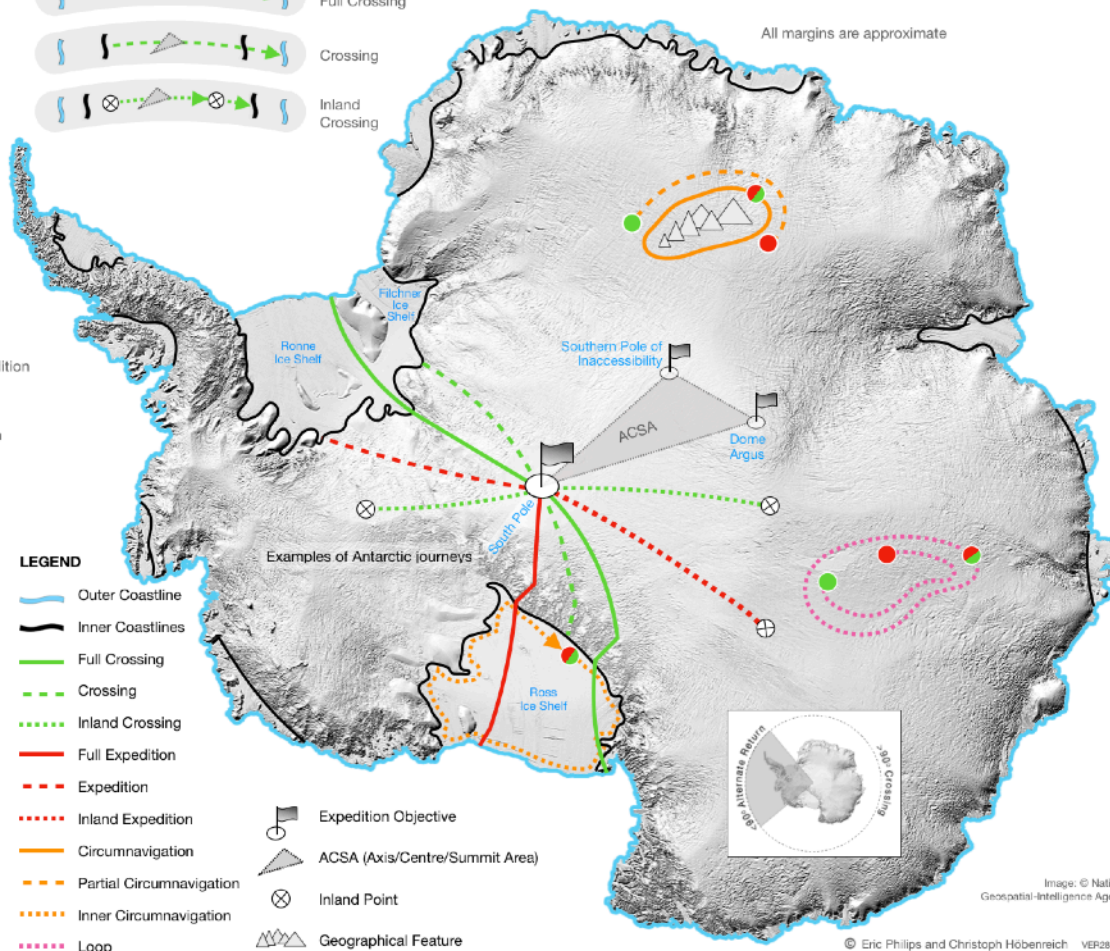
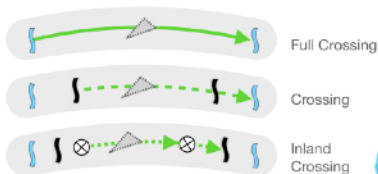
Variations



CROSSING

Starts and ends at opposite coastal margins that are equal to or greater than 90° of arc and contacts any point on the ACSA

Variations



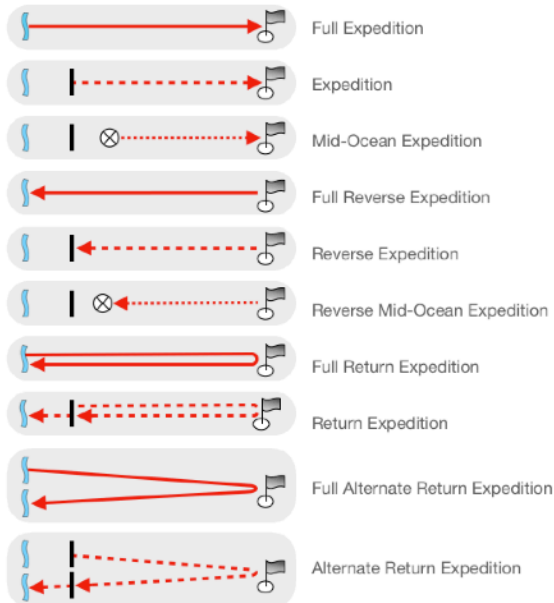
b.Examples of Paths and Margins on the Arctic Ocean

c.Examples of Paths and Margins in Greenland

EXPEDITION

Starts or ends at North Pole, Pole of Inaccessibility or other recognisable point

Variations

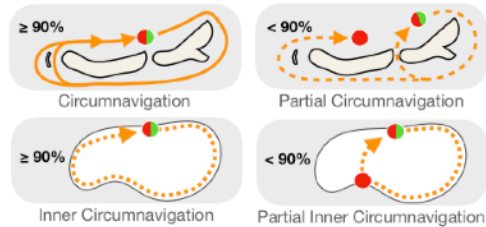


Alternate Return Expeditions start and end are less than 90° of arc

CIRCUMNAVIGATION

Encircles a recognisable geographical feature

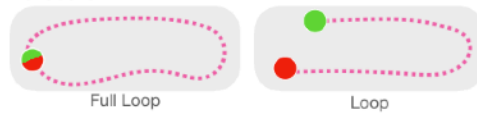
Variations



LOOP

Encircles any undefined area

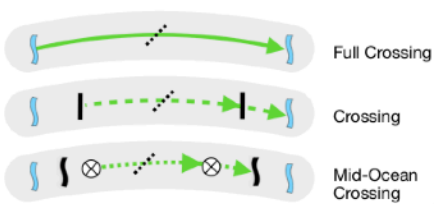
Variations



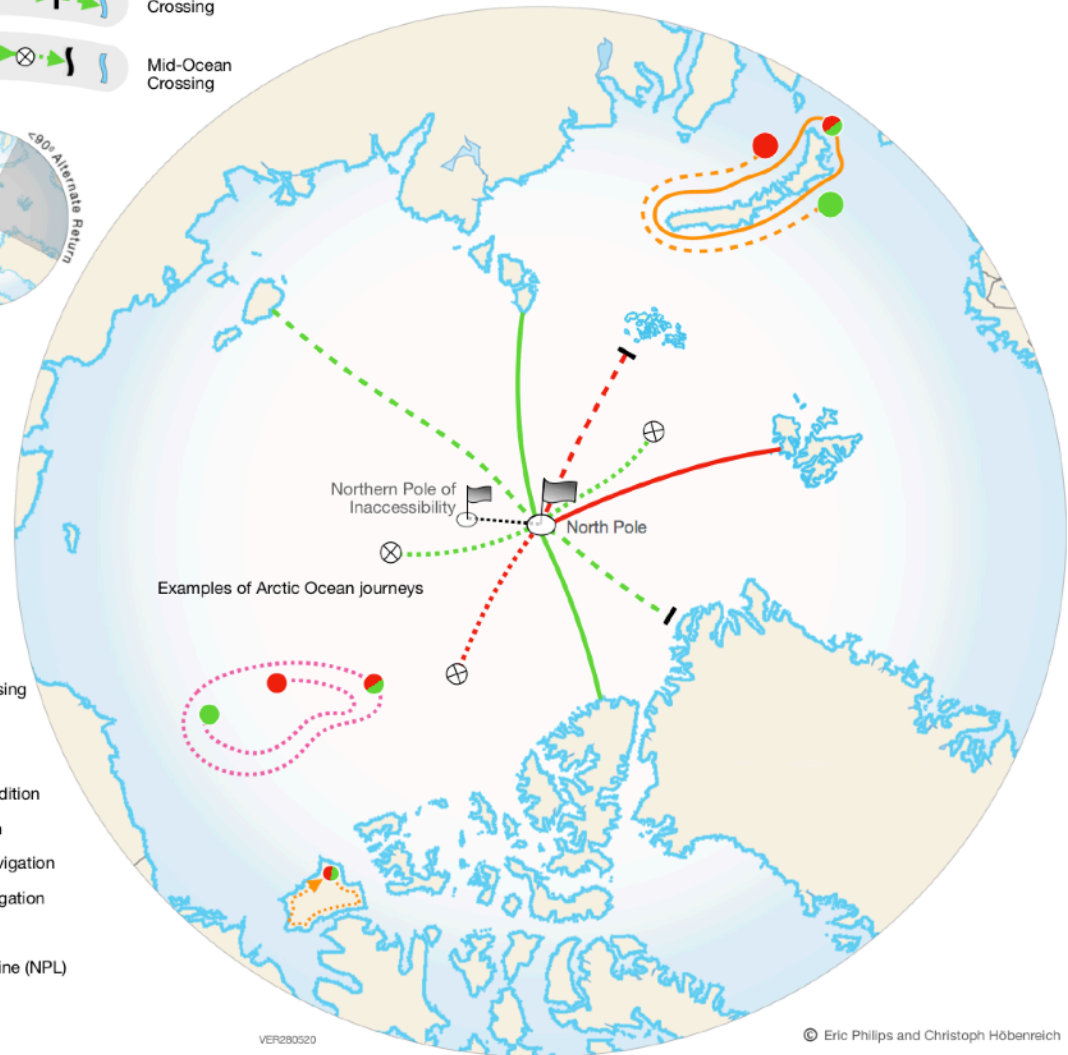
CROSSING

Starts and ends at opposite margins that are equal to or greater than 90° of arc and contacts any point on the NPL

Variations



LEGEND





in association with

