



## DEFINITIONS AND GUIDELINES

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

PECS uses three tiers of Designation to grade, label and describe polar journeys - a Label (made up of Label Elements), a Description and a MAP Code. Tiers are only an indication of information density.

PECS does not discriminate between Modes of Travel. Each Mode is classified under the scheme allowing same-mode journeys to be compared while allowing for superficial cross-comparison. PECS is able to accommodate new modes of unmotorised travel 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 concentrates primarily on journeys of more than 400km in Antarctica, Greenland and on the Arctic Ocean however journeys in other polar areas and of less than 400km one-way linear distance that do not include the Poles or significant features on their line of travel may be classified on an informal basis under this scheme. Journeys choosing to use PECS must abide by PECS language and terminology. Last Degree or Last Two Degree expeditions do not fall under the scope of PECS.

Some facets of polar travel such as usage of communications and engaging with audiences are too complex or nuanced to categorise. Expeditioners are encouraged to read the PECS Code of Integrity.

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

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# 1. GEOGRAPHICAL REGIONS

## Antarctica / South Pole

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 Antarctic geography and their outer perimeters, which are fronted by sea or annual sea ice, form part of the Antarctic coastline.

South Pole as an objective is not a requirement under this scheme however a journey must travel at least 50% of its distance south of the 74th parallel.



## Arctic Ocean / North Pole

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 must travel primarily north of the Arctic Circle.

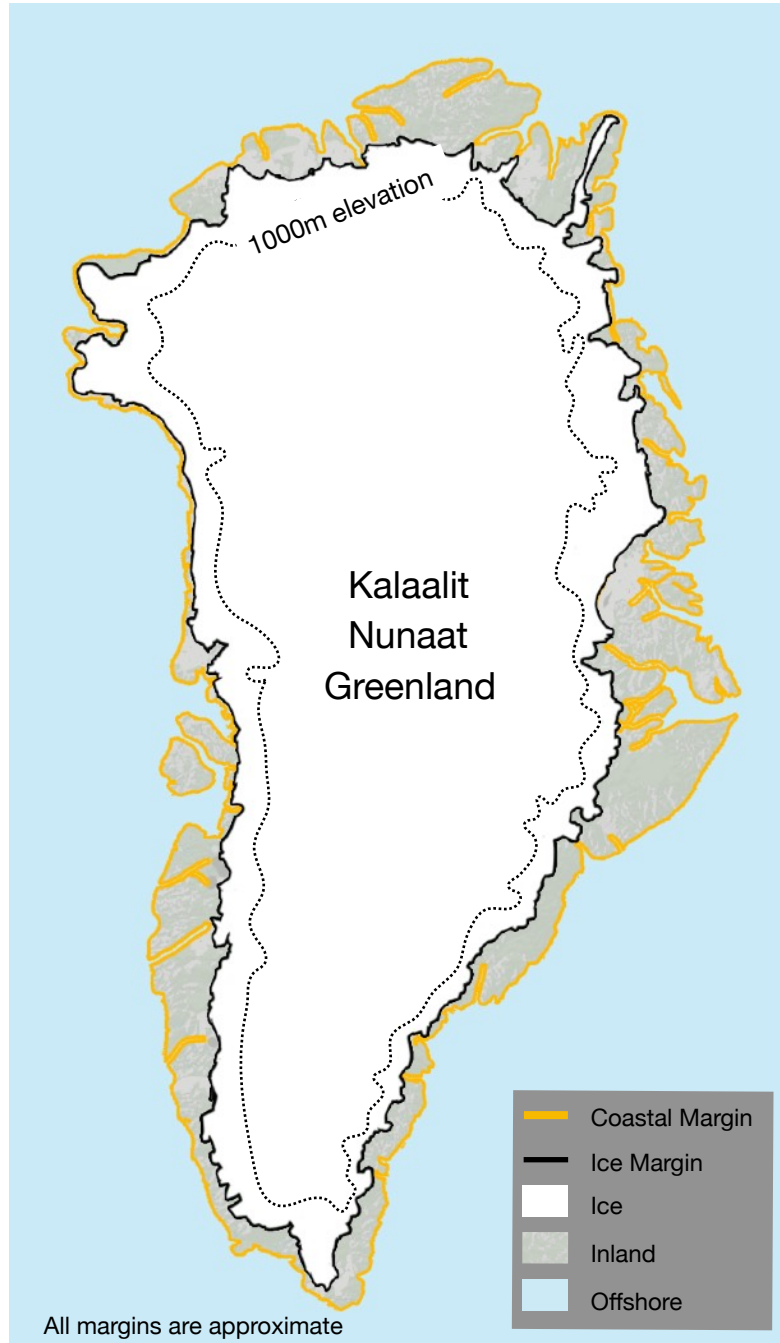
North Pole as an objective is not a requirement under this scheme however a journey must cross the 86th parallel, unless it is a circumnavigation in which case it must cross the 84th parallel.



### 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.

Only Greenland and Greenland crossings and expeditions covering a minimum 400km linear distance and travelling 50% of their distance above 2000m elevation are covered under this scheme.





## 2. DESIGNATION TIERS

Designation Tiers are levels of information density.

### Tier 1: The M.A.P Code

The MAP Code is a quick-reference tool used to compare a journey with past and current journeys, within their own Mode of Travel and geographical region.

### Tier 2: The Label

A Label is both an amalgamation of Label Elements (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 tier. A Label gives relevant information by both the use of accepted Label Elements and the absence of accepted Label Elements. For example, **Solo Ski Crossing Of Antarctica**. Using accompanying definitions, it can be determined by this label that: *a manhailer on skis will cross Antarctica alone using an inner coastal start and/or finish and will use at least one method of support.*

The purest journeys in terms of start/end (Margins) and denial of support (Aid) are awarded the highest classification and may adopt the Elements **Full** and **Unsupported** in their label if they satisfy criteria.

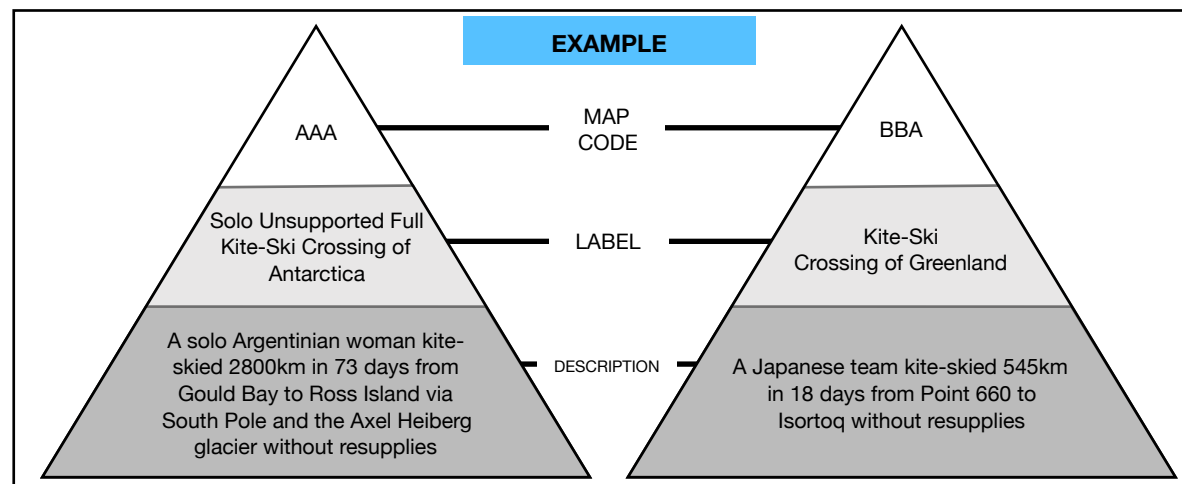
Journeys that do not satisfy criteria are acknowledged by the absence of Full and/or Unsupported in their label.

### Tier 3: The Description

A Description is a detailed narrative of the journey that includes team size, gender, nationality, location, start and end, trip distance, trip duration, type of support used, if the trip was guided, whether it was held over multiple seasons (discontinuous) and whether it has any historical significance. The narrative should also explain any specific sub-classes of mode ie. fat-bike, wind-sled etc.

A Description should also include a map with intended route.

An example of a description for **Solo Ski Crossing Of Antarctica** could be, *Isabelle Da Rosa will ski 1452km alone from Hercules Inlet to the Ross Ice Shelf via the Reedy Glacier with a resupply at South Pole.*



### 3. LABELS AND LABEL ELEMENTS

#### a. Team or Solo

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

TYPE	DEFINITION - see Glossary for full descriptions	EXAMPLE	LABEL ELEMENT
Team	More than one person at the commencement of a journey	North Pole Expedition	-
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, <b>Team</b> is implied.		

#### b. Mode of Travel

Mode of Travel is the method/s used to move or propel expeditioners on a journey, typically while towing a sled. A journey's Mode of Travel is the sum of its modes irrespective of whether the mode is used by all members. Sub-categories can be listed eg. Fat-Bike, Wind-Sled. Additional Modes may be submitted to PECS.

TYPE	DEFINITION - see Glossary for full descriptions	EXAMPLE
Dogsled	Using dogs for propulsion	North Pole Dogsled Expedition
Kite-Ski	Using wind and skiing as propulsion, irrespective of the % of each	Greenland Kite-Ski Crossing
Paddle	Using a watercraft propelled by paddling, as a second mode	North Pole Ski Kayak Expedition
Pedal Drive	Using a pedal drive device for propulsion	Fat Bike Crossing of Antarctica
Pedal-Ski	Using a pedal device and skiing as propulsion, irrespective of the % of each	South Pole Bike-Ski Expedition
Row	Using a watercraft propelled by oar-locked paddling	North Pole Row Expedition
Run	A runner using footwear or snowshoes	South Pole Run
Ski	Using skis for the majority of a journey	South Pole Ski Expedition
Ski-Paddle	Combining skiing and paddling for propulsion, irrespective of the % of each	North Pole Ski-Paddle Expedition
Snowkite	Standing upright on skis and exclusively using wind for propulsion	South Pole Kiting Expedition
Snowsail	Using a craft propelled exclusively by wind	Greenland Snowsail Expedition
Snowshoe	Using snowshoes as a primary method of locomotion	Arctic Ocean Snowshoe Crossing

### c. Margins

Margins are the start and end points of a journey and are characterised by geography.

TYPE	DEFINITION - see Glossary for full descriptions	EXAMPLE	LABEL ELEMENT
Coastal	An Antarctica crossing is a <b>Full Crossing</b> if it starts <u>and</u> ends at an opposing coastline fronted by sea or sea ice.	Full Crossing of Antarctica	FULL
	A South Pole expedition is a <b>Full Expedition</b> if it starts <u>or</u> ends (reverse) at a coastline fronted by sea or sea ice.	Full South Pole Expedition	
	An Arctic Ocean crossing is a <b>Full Crossing</b> if it starts <u>and</u> ends at a coastline or if it gains access to offshore start or end by sea-borne travel, and satisfies Path criteria	Full Arctic Ocean Crossing	
	A North Pole expedition is a <b>Full Expedition</b> if it starts <u>or</u> ends (reverse) at a coastline	Full North Pole Expedition	
	A Greenland crossing is a <b>Full Crossing</b> if it starts <u>and</u> ends at the sea or annual sea ice	Full Greenland Crossing	
NOTE	A Circumnavigation is regarded as Full if starts <u>and</u> ends at the same point	Antarctic Circumnavigation	
Inner Coastal / Inner Perimeter	An Antarctica crossing is a <b>Crossing</b> if it starts <u>and/or</u> ends at an inner coastline	Crossing of Antarctica	-
	A South Pole expedition is an <b>Expedition</b> if it starts <u>or</u> ends (reverse) at a coastline fronted by sea or sea ice	North Pole Expedition	
	A Greenland journey is a <b>Crossing</b> if it starts <u>or</u> ends at or below the icecap perimeter and is above sea level.	Greenland Icecap Crossing	
NOTE	An Arctic Ocean journey is an <b>Expedition</b> or <b>Crossing</b> if forced to start <u>or</u> end within 50km of land due to ice conditions. Such journeys cannot claim to be <b>Full</b> .		
Inland / Offshore / Mid-Ocean	An Antarctic journey is a <b>Partial Expedition</b> or <b>Partial Crossing</b> if it does not start <u>or</u> end on any coastline	Partial Crossing of Antarctica	PARTIAL
	An Arctic Ocean journey is a <b>Partial Expedition</b> or <b>Partial Crossing</b> if it starts <u>or</u> ends Mid-Ocean	Partial North Pole Expedition	
	A Greenland journey is a <b>Partial Expedition</b> or <b>Partial Crossing</b> if it starts <u>or</u> ends above the icecap perimeter	Partial Greenland Crossing	
NOTES	An Arctic Ocean journey is a <b>Full Expedition</b> or <b>Full Crossing</b> if access is gained to any Mid-Ocean points by sea-borne transport		
	Circumnavigations that do not start and end at the same point are <b>Partial Circumnavigations</b>		
	Margins must also satisfy Path criteria		
	In the absence of Full or Partial in the label, Not Full is implied		



#### d. Aid

Aid describes three forms of man-made support - resupplies, use of roads/tracks and off-loading - all of which facilitate progress irrespective of Mode of Travel.

TYPE	DEFINITION - see Glossary for full descriptions	EXAMPLES	LABEL ELEMENT
Unsupported	Does not receive any external resupply of food and/or equipment, other than caches laid by the expeditioner or team during the course of the journey	Unsupported South Pole Expedition — Unsupported Crossing of Antarctica	UN SUPPORTED
	Does not off-load anything except human waste and grey water, except south of 89° in Antarctica. Human waste and grey water collected south of 89° may be disposed of at South Pole as advised by authorities.		
	Does not enter buildings, aircraft or vehicles, or tents other than their own, during the course of the journey*		
	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**.		
	Does not use a vehicle that provides physical and/or psychological support		
NOTE	No team members are evacuated		
Supported	To be classified as Unsupported a journey must deny use of <u>all</u> types of above support for the entire journey		—
	If any person receives any external resupply of food and/or equipment	South Pole Expedition — Crossing of Antarctica	
	If any person off-loads anything except human waste and grey water (except south of 89° in Antarctica).		
	If any person enters a building, vehicle or aircraft, or tent other than their own/own team*		
	If any person uses any type of road, vehicle track or marked route, including the Leverett Glacier in Antarctica**		
If any person uses a support vehicle, irrespective of reason or frequency			
NOTE	If a person is evacuated		
	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		
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 receive logistical aid 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.		
	* The abandoned DYE 2 and DYE 3 stations in Greenland are located on common routes across the icecap. 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.			

## e. Path

A Path is characterised by a journey's route, in association with its start and end points (Margins).

TYPE	DEFINITION - all PATHS must meet MARGIN criteria	EXAMPLE	LABEL ELEMENT
Crossing	A <b>Crossing of Antarctica</b> must travel from coast to coast, must include a minimum of 1500km in linear distance, reach an altitude of 2000m and have a minimum of 90 degrees of arc between start and end. A crossing may not start and end on the same ice shelf. South Pole is not a <b>Crossing</b> requirement however expeditions must travel at least half of its distance south of the 74th parallel	Kite-ski Crossing of Antarctica	CROSSING
	A <b>Crossing of the Arctic Ocean</b> must travel from coast to coast, include the North Pole or other significant objective, include a minimum of 1500km in linear distance and have a minimum of 90 degrees of arc between start and end. A crossing must start and end in a different country or jurisdiction.	Arctic Ocean Ski Crossing	
	A <b>Crossing of Greenland</b> or the <b>Greenland Icecap</b> must include a minimum of 400km in linear distance, have a minimum of 90 degrees of arc between start and end and spend half of its distance above 2000m elevation	Greenland Kite-ski Crossing	
Double Crossing	A <b>Double Crossing</b> of Greenland or its icecap must include a minimum of 800km in linear distance, spend half its distance above 2000m elevation and reach opposing coastlines	Double Crossing of the Greenland Icecap	DOUBLE CROSSING
Circumnavigation	Antarctica Kite-Ski, Snowkite or Snowsail <b>Circumnavigations</b> must travel at least 2800km. All other Modes must travel at least 1800km.	Antarctic Circumnavigation	CIRCUM-NAVIGATION
	Circumnavigations on the Arctic Ocean must travel at least 1800km.	Arctic Ocean Circumnavigation	
	Greenland Kite-Ski, Snowkite or Snowsail <b>Circumnavigations</b> must travel at least 2000km. All other Modes must travel at least 1000km.	Greenland Circumnavigation	
NOTE	<b>Circumnavigational</b> Paths are also influenced by Margin criteria and distance guidelines		

Expedition	A <b>South Pole or Antarctica Expedition</b> must travel at least 400km and at least 50% of its distance south of the 74th parallel	South Pole Expedition	EXPEDITION
	A <b>North Pole or Arctic Ocean Expedition</b> must travel at least 400km, must travel primarily north of the Arctic Circle and must cross the 86th parallel.	North Pole Expedition	
	A <b>Greenland Expedition</b> must travel at least 400km with at least 50% of its distance above 2000m elevation	Greenland Expedition	
Alternate Return Expedition	An <b>Alternate Return South Pole or Antarctica Expedition</b> travels out and back on a different route, must include a minimum of 1000km in linear distance, reach an altitude of 2000m and have less than 90 degrees of arc between start and end.	Alternate Return South Pole Expedition	ALTERNATE RETURN EXPEDITION
	An <b>Alternate Return North Pole or Arctic Ocean Expedition</b> must include the North Pole or other significant point, a minimum of 1500km in total linear distance and have less than 90 degrees of arc between start and end	Alternate Return North Pole Expedition	
	An <b>Alternate Return of Greenland</b> must include a minimum of 800km in linear distance and have less than 90 degrees of arc between start and end	Alternate Return Greenland Expedition	
Return Expedition	A <b>Return Expedition</b> 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 <b>Expedition</b> Path criteria.	Return South Pole Expedition	RETURN EXPEDITION
Reverse Expedition	A <b>Reverse Expedition</b> starts at the North or South Pole or other significant feature and ends at a coastline. For example North Pole to Canada. A Reverse Expedition must also satisfy <b>Expedition</b> Path criteria.	South Pole to Hercules Inlet expedition	REVERSE EXPEDITION
NOTE	Path must also satisfy Margins and distance criteria		

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

#### 4. 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 and Path, 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.

A Guided journey must make reference to its guided status in the Description.

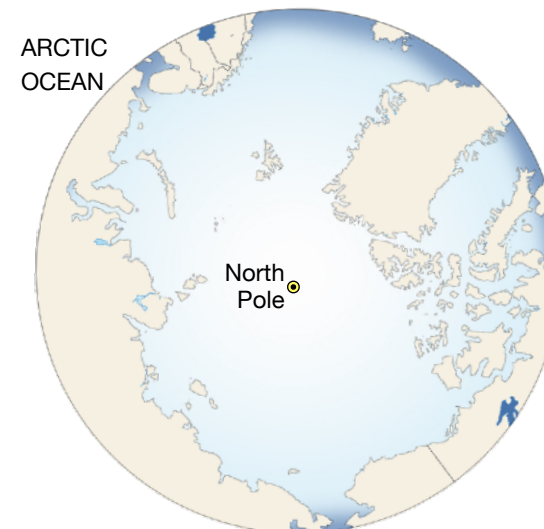
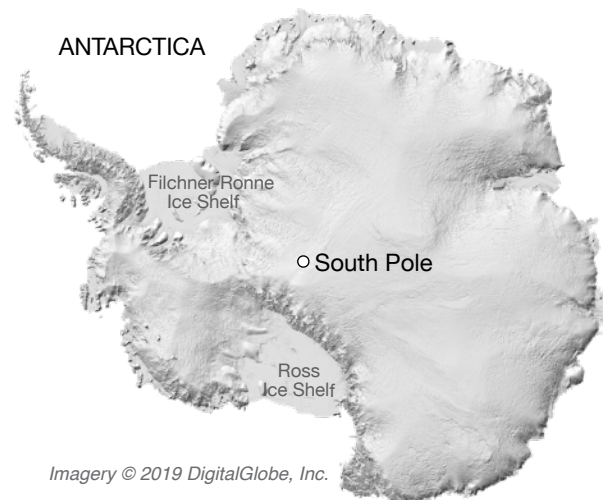
If a pre-journey Description no longer applies post-journey it must be amended to reflect the actual narrative.

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.



## 5. M.A.P. CODE - A quick-reference classification tool

A MAP Code (**M**argin-**A**id-**P**ath) is a visual reference that compares journeys within their own Mode of Travel and geographical region. An individual or team can apply a MAP Code to their journey to determine how it ranks against previous, current and future trips.

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

### Component 1: M.A.P

A three-letter component indicates the journey's Margins, Aid and Path.

	MARGIN			AID		PATH						
CODE	A	B*	C	A	B	A			B	C	D	
ELEMENT	Full	(Not Full)	Partial	Unsupported	(Supported)	Crossing	Double Crossing	Alternate Return	Circumnavigation	Return	One-Way	Reverse

\* Circumnavigations that do not start and end at the same point are considered Partial but use Margin Code B

#### EXAMPLE

<b>BAC</b>	Unsupported South Pole Kite-Ski Expedition
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### Component 2: Discontinuous Journeys

Any journey conducted over multiple seasons or expeditions is Discontinuous and denoted with a forward slash symbol (/). Discontinuous journeys must be uni-directional.

A Discontinuous journey is Supported.

#### EXAMPLE

<b>BBA/</b>	Greenland partial dogsled, ski and kayak circumnavigation
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### Component 3: Variant journeys

A Variant symbol may be applied after the completion of a journey, either for setting a record held in perpetuity, denoted with a Distinction symbol (+), or for conducting an unauthorised or environmentally reckless journey, denoted with a Misconduct symbol (-).

Variants may be applied to guided teams.

A Variant may be applied to a journey at the discretion of the PECS Committee.

	DISTINCTION (a record held in perpetuity)					MISCONDUCT
CODE	+					-
VARIANT	First Route	First Gender	First Mode of Travel	First Unsupported	Discretionary	A journey was unauthorised or environmentally reckless

EXAMPLE			
LABEL	CODE	DESCRIPTION	NOTE
Unsupported Full South Pole Ski Expedition	AAC+	Pasang Gombu (Nepal) and Maria Gomez (Mexico) skied unsupported 1389km in 62 days from Bay of Whales via the Liv Glacier to South Pole	The Liv Glacier has never been traversed and represents a new route.



## 6. EXAMPLES OF PECS CLASSIFICATION (post-journey)

LABEL	EXAMPLE DESCRIPTION - Distinction is <u>underlined</u>	MAP CODE	NOTES
Solo Unsupported Kite-Ski Crossing of Antarctica	Dutchman Tom Kuiper kite-skied 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	BAA+	<a href="#">Not yet achieved via this route</a>
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	ABC	This journey has been achieved.
Unsupported Full South Pole Return Kite-Ski Expedition	Russians Yuri Popov, Bogdan Mendev, Evgeni Turgenev, Ilya Goncharov and Volodya Gorbachev kite-skied unsupported 4400km in 87 days unsupported from <u>Lazarev Ice Shelf</u> to South Pole and back	AAB+	<a href="#">Not yet achieved</a>
South Pole Pedal-Drive Expedition	Jong-hyun Gam (guide), Oh-seong Nae and Sang-jun Hwa from Korea fat-biked 505km up the Leverett Glacier to South Pole without resupplies	BBC	Not yet achieved but supported journeys (use of road) are not awarded Distinctions
Unsupported Full Greenland Ski Crossing	Japanese <u>women</u> Akane Yamada and Fumi Hasegawa skied 570km in 36 days across Greenland from <u>Isortoq to Kangerlussuaq</u> without resupplies	AAA+	<a href="#">Not yet achieved by women</a>
Ski Crossing of Antarctica	A team of three South African women - Roberta Hoofd (guide), Sam Peters and Garry 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	BBA	This journey has been achieved.
Solo Unsupported Full North Pole Ski Crossing	Agustin Núñez from Chile skied <u>solo and unsupported across the Arctic Ocean</u> from Henrietta Island to Cape Columbia <u>via the North Pole with no resupplies</u>	AAA+	<a href="#">Not yet achieved</a>
Reverse Solo Unsupported South Pole Snowkite Expedition	A solo unsupported 1100km <u>ice yacht</u> expedition from South Pole to Hercules Inlet by Australian woman Petra Holdsworthy.	BAD+	<a href="#">Not yet achieved</a>
Full 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	ABA/+	A supported journey (multi-year) but awarded a Discretionary Distinction
Solo Unsupported Full North Pole Ski Expedition	English <u>woman</u> Emily Gray skied 915km <u>solo</u> and unsupported from Cape Arktichevsky <u>to the North Pole</u> .	AAC+	<a href="#">Not yet achieved by a woman</a>
Unsupported Full Ski Crossing of Antarctica	American woman Xanthea Burgess and Canadian Bob Down <u>skied unsupported</u> 2820km in 88 days across Antarctica from <u>Gould Bay to McMurdo via South Pole</u>	AAA+	<a href="#">Not yet achieved</a>
Circumnavigation of Greenland	Swiss duo Helmut Fischer and Jonas Müller completed a 38-day 2045km kite-ski circumnavigation of the Greenland summit, starting and ending at 68N,45W	AAA	A similar journey has been achieved.

## 7. GLOSSARY

LABEL	MAP CODE	DEFINITION
<b>AID / AIDED</b> see also Support	B	A generic term for support or assistance.
<b>ALTERNATE RETURN</b>	A	A Path that travels out and back on a different route. The route has less than 90 degrees of arc between start and end or it starts and ends on the same ice shelf.
<b>ANTARCTICA</b>		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.
<b>ARCTIC OCEAN</b>		The Arctic Ocean (sometimes referred to as the Arctic 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
<b>ASSISTANCE / ASSISTED</b>		A previous label used to describe the use of wind energy, dogs or machines for propulsion. This term is now in reserve and may in future be applied to other forms of aid.
<b>CIRCUMNAVIGATION</b> see also Partial Circumnavigation and Full Circumnavigation	A	A unidirectional Path that encircles a significant feature and starts and ends at the same point. Margins of a Circumnavigation are Not Full.
		Antarctica Kite-Ski or Snowkite Circumnavigations must travel at least 2800km. All other Modes must travel at least 1800km.
		Arctic Ocean Circumnavigations must travel at least 1800km
		Greenland Kite-Ski, Snowkite or snowsail Circumnavigations must travel at least 2000km. All other Modes must travel at least 1000km.
<b>COASTAL / COASTLINE</b> see also Outer Coastal	A	A Margin fronted by sea or annual sea ice. A nautical coastline.
		A Coastal Margin in Antarctica is an Outer Coastline.
		Sea or sea ice in Antarctica may not always be reachable. For example the 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 and should be within 500 metres of sea or annual sea ice.
		A Coastal Margin on the Arctic Ocean is anywhere on land or ice-covered land
		A Coastal Margin in Greenland is sea level

LABEL	MAP CODE	DEFINITION
<b>CROSSING</b> see also Full Crossing	A	A Path that crosses from one edge to another via a significant 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 is a Path that must include a minimum of 1500km in linear distance, reach an altitude of 2000m and have a minimum of 90 degrees of arc between start and end, except between the Ross and Flichner-Ronne Ice Shelves. A crossing may not start and end on the same ice shelf. South Pole is not a Crossing requirement however journeys must travel at least half of their distance south of the 74th parallel.
		A Crossing of the Arctic Ocean is a Path that must include a minimum of 1500km in linear distance and have a minimum of 90 degrees of arc between start and end. North Pole is not a Crossing requirement however journeys must cross the 86th parallel.
		A Crossing of Greenland or its icecap is a Path that must include a minimum of 400km in linear distance, have a minimum of 90 degrees of arc between start and end and spend half of the distance above 1000m elevation
<b>DISCONTINUOUS</b>	/	A journey across multiple seasons. Not continuous. A discontinuous journey is Supported.
<b>DISTINCTION</b>	+	A Variant 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.
<b>DOGSLED</b>		A Mode of Travel using dogs for propulsion
<b>DOUBLE CROSSING</b>	A	A Path that crosses Greenland or its icecap and returns to the original coastline or ice edge
<b>EXPEDITION</b> see also Full Expedition		A One-Way, Reverse, Return or Alternate Return Antarctic journey that satisfies Margin and Path criteria
		A One-Way, Reverse, Return or Alternate Return Arctic Ocean journey that satisfies Margin and Path criteria
		A Greenland journey that does not cross the island or icecap and satisfies Margin and Path criteria
		Expedition may also be used as a generalised term for a journey, such as used in Polar Expeditions Classifications Scheme.
<b>FIRST MODE</b>	+	The first person or expedition to complete a journey using a new Mode of Travel. Must also be Unsupported.
<b>FIRST PERSON</b>	+	The first person or journey to complete a new route or new mode of travel, or first gender. Must also be Unsupported.
<b>FIRST ROUTE /  NEW ROUTE /  NEW PATH</b>	+	In Antarctica a First or New Route is one that pioneers a glacier or ice stream of 40km minimum length between a coastline and the plateau or follows a line more than 5 degrees of longitude from any other route. Must also be Unsupported.
		On the Arctic Ocean a First or New Route follows a path more than 10 degrees of longitude from any other route. Must also be Unsupported.
		In Greenland a First or New Route is one that 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. Must also be Unsupported.

LABEL	MAP CODE	DEFINITION
<b>FLEETING ENCOUNTER</b>		A fleeting encounter between independent teams should be no more than a swift greeting with no exchange of route information. Should independent teams be forced to camp in close proximity due to a confined camp area (eg. narrow valley, crevassed area, constricted ice floe) they may remain in close proximity no more than one night unless forced to extend due to hazardous weather conditions.
<b>FULL</b>	A	A term used to denote an Antarctic, Greenland or Arctic Ocean Expedition or Crossing that uses coastal Margins.
		A term used to denote an Antarctic or Greenland unidirectional Circumnavigation that primarily follows a coastline and starts and ends at the same point
		A term used to denote an Arctic Ocean unidirectional Circumnavigation that touches land in Greenland, Canada, USA, Henrietta or New Siberia Islands, Severnaya Zemlya, Franz Josef Land and Svalbard, and starts and ends at the same point
<b>FULL CIRCUMNAVIGATION</b> see also Partial Circumnavigation and Circumnavigation	A	A unidirectional Path that primarily follows the coast of Antarctica and starts and ends at the same point. May be discontinuous.
		A unidirectional Path touches land in Greenland, Canada, USA, Henrietta or New Siberia Islands, Severnaya Zemlya, Franz Josef Land and Svalbard, and starts and ends at the same point. May be discontinuous (multi-season).
		A unidirectional Path that primarily follows the coast of Greenland and starts and ends at the same point. May be discontinuous (multi-season).
<b>FULL CROSSING</b>	A	A Path across Antarctica that starts <u>and</u> ends at a coastline within natural sight of sea or annual sea ice and travels at least 50% of its distance south of the 74th parallel
		A Path across the Arctic Ocean that starts <u>and</u> ends on land and crosses the 86th parallel. Crossings using seaborne access and exit must cover a minimum distance of 1500km.
		A Path across Greenland that starts <u>and</u> ends at sea level and travels 50% of its distance above 2000m elevation
<b>FULL EXPEDITION</b>	A	A Full One-Way, Reverse, Return or Alternate Return Antarctic journey that satisfies Margin and Path criteria
		A Full One-Way, Reverse, Return or Alternate Return Arctic Ocean journey that satisfies Margin and Path criteria
		A Full Greenland journey that does not cross the island or icecap and satisfies Margin and Path criteria
<b>GREENLAND</b>		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.
<b>GREENLAND DYE STATIONS</b>		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).
<b>GREENLAND ICECAP</b>		The ice sheet covering much of Greenland. Most journeys choose only to cross the icecap, a considerably less complex task than crossing the island coast to coast.

LABEL	MAP CODE	DEFINITION
<b>GUIDED</b>		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.
<b>ICE SHELF</b>		A floating sheet of fresh-water ice (not sea-ice) permanently attached to a land mass. Ice shelves are an extension of land ice.
<b>INLAND ICE</b>		A term often used to describe the Greenland icecap
<b>INLAND / INSIDE</b>	C	A Margin in Greenland or Antarctica that does not start or end on any coastline
<b>INNER COASTAL / INNER COASTLINE</b> see also Coastal and Outer Coastal	B	A Margin in Antarctica bordered by ice shelf that is not within natural sight of sea or annual sea ice.
<b>JOURNEY</b>		A general term for an expedition, crossing or circumnavigation
<b>KAYAK</b>		A Mode of Travel that uses a watercraft propelled by paddling. Only applicable when combined with an on-ice Mode
<b>KITE</b> (see also Snowkite)		A Mode of Travel exclusively using wind for propulsion and standing upright on skis
<b>KITE-SKI</b>		A Mode of Travel using wind and skiing as propulsion, irrespective of the % of each. If a Snowkite journey takes ski skins then it has prepared itself to be a Kite-Ski journey.
<b>LABEL</b>		An abbreviated description made up of Label Elements used to promote a journey
<b>LABEL ELEMENT</b>		A Label component ie. Unsupported, Crossing, Full, Ski etc
<b>LEVERETT GLACIER</b>	B	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 start of each season and 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.
<b>LINEAR DISTANCE</b>		The distance between start and end points plus major deviations that does not include accumulated distances around obstacles such as sastrugi fields or open water. A direct line or accumulated circumnavigation.
<b>MANHAULING</b>		Traditional and common method of using human power to haul supplies and equipment on a sled, most commonly on skis
<b>MAP CODE</b>		A shorthand classification tool used to compare journeys within their own Mode of Travel and geographical region
<b>MARGINS</b>		The start and end points of a journey, characterised by geography
<b>MECHANISED / MOTORISED</b>		Journeys using engines or motors for propulsion, for any part of the journey. Such journeys are not covered by PECS.

LABEL	MAP CODE	DEFINITION
<b>MID-OCEAN</b>		A Margin on the Arctic Ocean. If a journey gains a Mid-Ocean Margin by sea-borne transport it may be FULL if other Margins and Path criteria are met.
<b>MISCONDUCT</b>	-	A Variant journey that is unauthorised or environmentally reckless, denoted with a (-)
<b>MODE OF TRAVEL</b>		An unmotorised method of travelling across ice or snow.
<b>NEW ROUTE</b>	+	See First Route
<b>NORTH POLE</b>		The Geographic North Pole. Defined as the point in the Northern Hemisphere where the Earth's axis of rotation meets its surface.
<b>OFF-LOADING</b>	B	Off-loading is the discarding of equipment, food, fuel or rubbish between start and end. Irrespective of the content or intention, whether it is illicit or permitted, any off-loading is classified as Supported.
<b>OFFSHORE</b>		A Margin on sea or annual sea ice
<b>ONE-WAY</b>	C	A Path that travels from a coastline to a pole or other significant feature
<b>OUTER COASTAL / OUTER COASTLINE</b> see also Coastal and Inner Coastal	A	An Antarctic coastal Margin fronted by sea or annual sea ice. A Nautical Coastline
		An Outer Coastline in Antarctica is referred to as a Coast or Coastline
		Sea or sea ice may not always be reachable. For example the 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 and should be within 500 metres of sea or annual sea ice.
<b>PARTIAL</b>	B or C	An expedition whose Margin does not start or end on a coastline. Also pertains to a Circumnavigation that starts and ends at a different point.
<b>PARTIAL CIRCUMNAVIGATION</b> see also Circumnavigation and Full Circumnavigation	B	A unidirectional Path that encircles a significant feature but does not start and end at the same point.
		Margins of a Partial Circumnavigation are Not Full
		Distance requirements are as for Circumnavigations
<b>PATH</b>		A journey's route between start and end
<b>PEDAL-DRIVE</b>		A Mode of Travel using a pedal-drive device for propulsion, eg Fat-Bike
<b>PEDAL-SKI</b>		A Mode of Travel using a pedal device and skiing as propulsion, irrespective of the % of each.
<b>RESUPPLY</b>	B	A form of Support where a journey benefits from an external resupply, cache or depot of food and/or equipment. Evacuation of a team member is a form of resupply.
<b>RETURN</b>	B	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
<b>REVERSE</b>	C	A one-way Path that starts at the North or South Pole or other significant feature and ends at or near a coastline.

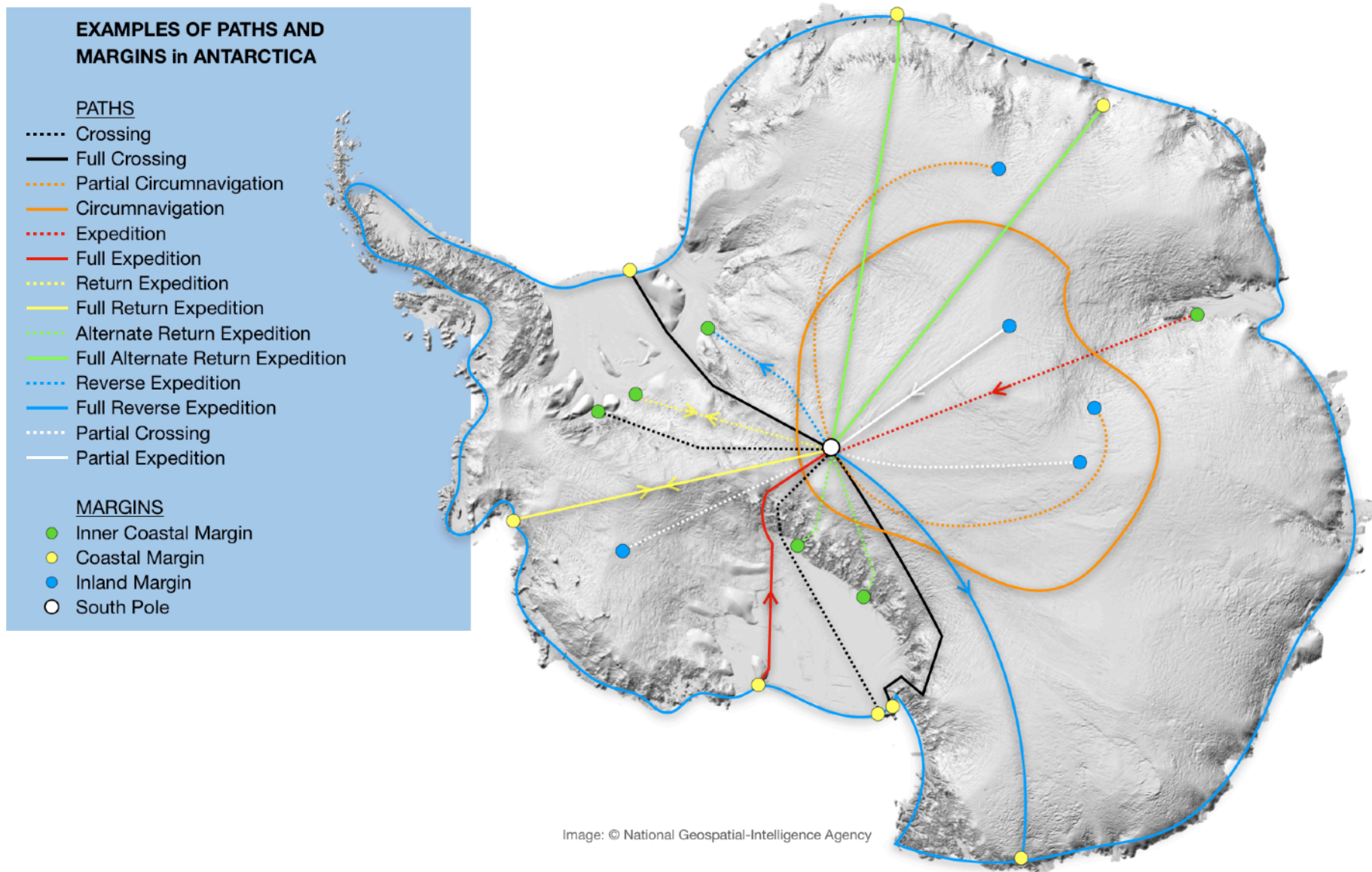


LABEL	MAP CODE	DEFINITION
<b>ROAD</b>	B	Any type of road, vehicle track or marked route. Unsupported journeys may not travel on roads except for short distances when crossing such tracks or when following routes into, out of or around bases, stations and camps as directed by authorities. The most prominent 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.
<b>ROUTE</b>		A line of travel described by a journey's Path and Margins
<b>ROW</b>		A Mode of Travel that uses a watercraft propelled by oar-locked paddling. Only applicable when combined with an on-ice Mode
<b>RUN</b>		A Mode of Travel where a runner uses footwear or snowshoes, usually accompanied by a vehicle
<b>SELF-SUPPLIED</b>		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.
<b>SKI</b>		A 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.
<b>SKI-SAIL</b>		A Mode of Travel combining sailing and skiing as propulsion, irrespective of the % of each.
<b>SNOWKITE</b>		A Mode of Travel standing upright on skis and exclusively using wind for propulsion
<b>SNOWSAIL</b>		A Mode of Travel that uses a craft propelled exclusively by wind
<b>SNOWSHOE</b>		A Mode of Travel using snowshoes as a primary method of locomotion
<b>SOLAR</b>		A journey relying exclusively on the sun's energy for propulsion. Not yet classified under PECS.
<b>SOLO</b>		A single person traveling alone for the entire length of a journey and breaking trail for the majority of it. Only fleeting encounters are permitted. In the absence of Solo in a label, Team will be implied.
<b>SOUTH POLE</b>		The Geographic South Pole. Defined as the point in the Southern Hemisphere where the Earth's axis of rotation meets its surface.
<b>SPoT ROUTE</b>	B	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 and marked roads constructed in future will be considered Supported.
<b>SUPPORTED</b>	B	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.
		A journey that enters any building, aircraft or vehicle, or tent other than its own
		Use of any type of seasonal road, vehicle track or flagged route including travel within 2km either side of any such route is Supported travel. Crossing such tracks or following regulated and directed routes into, out of or around bases, stations and camps is permitted. Use of the Leverett Glacier route is classified as Supported travel irrespective of whether it uses the SPoT road or not

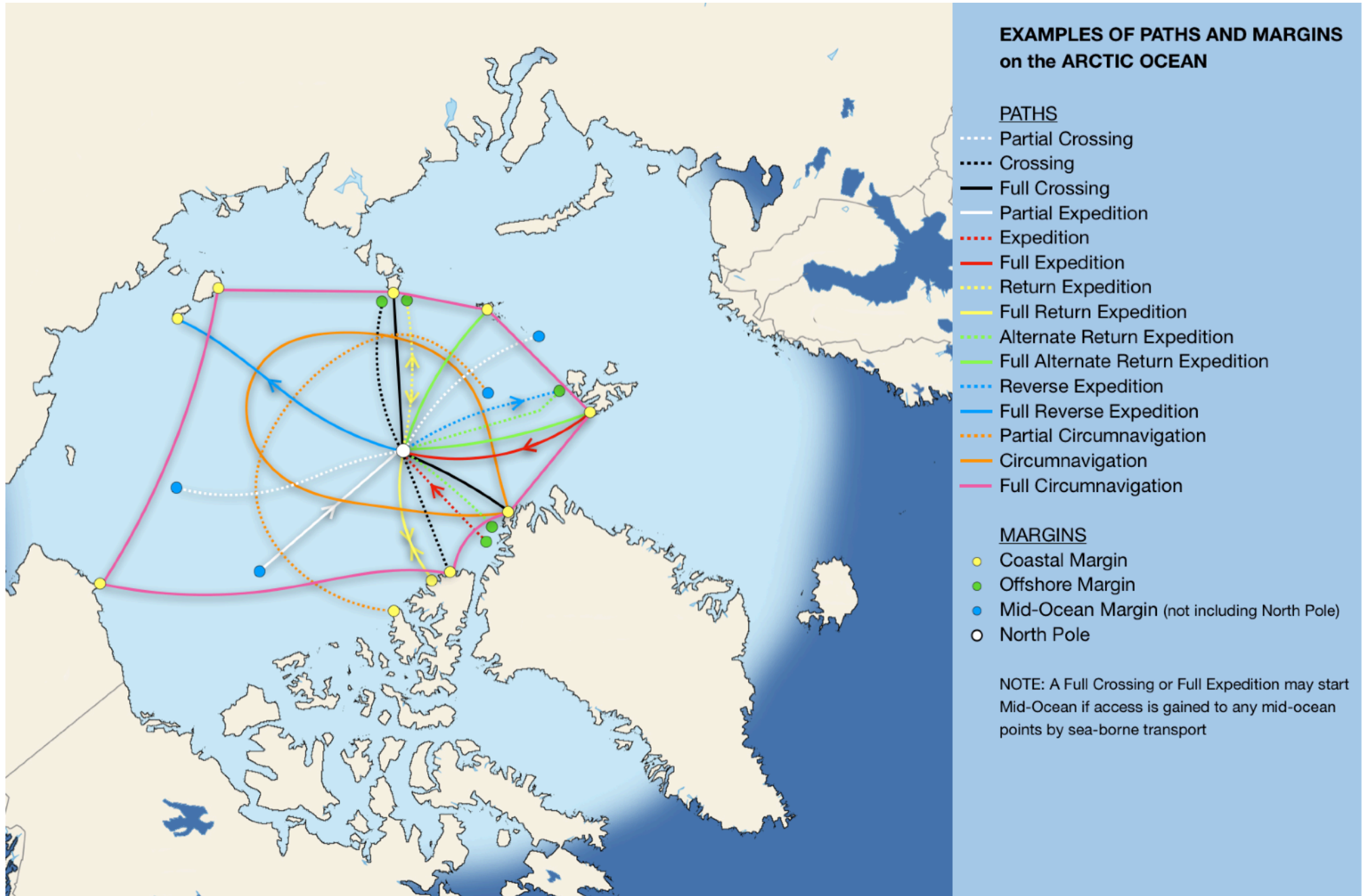
LABEL	MAP CODE	DEFINITION
<b>SUPPORTED</b>	B	A journey that is aided by a vehicle providing physical or psychological support
		A journey requiring evacuation of a team member
		A journey using one or more methods of support is Supported
<b>TEAM</b>		More than one person at the commencement of the journey. In the absence of Solo in the label, Team is implied.
<b>TRAVERSE</b>		An alternative terminology for a Crossing. Crossing is the preferred terminology and where Traverse is used, the Crossing definition will be applied.
<b>UNAIDED</b>		A previous label used to describe a journey that did not benefit from various forms of support such as resupplies. If Unaided is used by a journey the definition of 'Unsupported' will be applied. Aid is a generic heading that incorporates all forms of support and assistance.
<b>UNASSISTED</b>		A previous label used to describe a journey that did not use wind energy, dogs or machines for propulsion. If Unassisted is used by a journey the definition of 'Unsupported' will be applied.
<b>UNMECHANISED / UNMOTORISED</b>		A journey that does not directly use engines or motors for propulsion, for any part of the journey
<b>UNSUPPORTED</b>	A	A journey 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
		A journey 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.
		A journey may not enter any building, aircraft or vehicle, or tent other than its own/own team
		A journey 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.
		A journey is not aided by a vehicle providing physical or psychological support
		A journey that does not require any members to be evacuated
		A journey must deny the use of all of the above in order to be classified as Unsupported. In the absence of the term Unsupported in the Label, a journey is supported.
<b>VARIANT</b>	+ or -	Part of a MAP Code that denotes a journey with a Distinction (+) or Misconduct (-) symbol

## 8. MAPS

### a. Examples of Paths and Margins in Antarctica



## b. Examples of Paths and Margins on the Arctic Ocean



### c. Examples of Paths and Margins in Greenland

