

Antonio de la Rosa outlines his Northwest Passage crossing for summer 2026

The Spanish explorer will cross the Canadian Arctic solo and unsupported on a stand-up paddleboard built in two sections and engineered to convert into a sled.

Spanish adventurer and explorer Antonio de la Rosa is preparing one of the most demanding crossings of his career: the Northwest Passage, solo and fully self-sufficient, in the summer of 2026. In a presentation video, de la Rosa has set out the logistics and technical detail of a journey that aims to connect the North Atlantic with the Pacific through the Canadian Arctic.

The route, blocked by ice for more than three centuries and associated with numerous failed expeditions, is navigable again because of the retreat of the sea ice driven by climate change.

A route of more than 3,000 kilometres

The expedition will run between July and September and could last more than two months in extreme conditions. It will set out from the Baffin Sea area — with Bylot Island, at the northern tip of Baffin Island (Nunavut, Canada), as the starting point — and head for the Beaufort Sea, with arrival planned at Tuktoyaktuk, Northwest Territories.

The route exceeds 3,000 kilometres (roughly 1,860 miles), although the exact departure and arrival points will depend on ice conditions at the start of summer. Water temperatures will hover around 0 °C (32 °F) for much of the crossing.

More than a century after Roald Amundsen first completed the passage aboard the *Gjøa* (1903–1906), de la Rosa will attempt it under his own power alone. For navigation he will combine satellite positioning and communications with a nautical compass and waterproof charts replicating the Norwegian's course.

A board that converts into a sled

To sustain the crossing without outside assistance, de la Rosa will use a custom prototype paddleboard built in Thailand by Sunova. The craft is constructed in two sections that lock together by means of a custom-designed system of tubes and connecting parts.

That modularity is the key to the project: it allows the board to convert into a sled when the ice closes the route and the gear must be dragged across the sea ice. The craft weighs 32 kilograms empty and is rated for a 200-kilogram load.

The payload is calculated to the detail. De la Rosa will carry between 90 and 100 kilograms: freeze-dried, high-calorie food for 70 days of activity; a compact stove with two fuel types; carbon paddles and spares; and two tents. One of them anchors to the frame of the board itself, allowing him to camp on land or on the water. All gear travels in waterproof dry bags.

Against extreme cold he will carry two dry suits — one of them capable of keeping him afloat for up to twelve hours in water at zero degrees without hypothermia — along with technical footwear and thermal clothing. Three spare paddles and one kayak paddle complete the propulsion kit: on days of strong headwinds he will paddle seated.

Safety in polar bear country

Remoteness and wildlife make safety a central factor. Deep in polar bear habitat, de la Rosa will carry signal flares, a safety harness to prevent falls into the water, acoustic alarm systems to set up around his tent, and — as required by local regulations — an authorised firearm for emergencies. His medical kit is equipped for first aid and even minor surgical procedures.

"I never want to kill a polar bear — unless it really does intend to attack me, which is quite rare, but it could happen."

Antonio de la Rosa

A first-hand account of a changing Arctic

The crossing combines seamanship, endurance sport and an explicit environmental purpose. Sailing under the flags of Spain and the Spanish Geographical Society, de la Rosa intends to document first-hand how climate change has altered the geography of the Arctic: what was an impossible passage for centuries is now an open waterway.

"We will show that what was an impossible passage yesterday is today a reality we have a duty to document."

Antonio de la Rosa

Tracking and press contact

The expedition will be recorded with action cameras mounted on the craft. De la Rosa will carry a satellite phone and two GPS devices able to send messages and images, so that followers of antonioexpeditions.com can track the crossing day by day and see his position in real time.

Journalist Germán Briceño, who served as communications liaison during de la Rosa's previous solo expedition to the South Pole, returns in that role to support media coverage of this new challenge.

Media colleagues can access the official expedition Media Center and obtain press credentials at germanrbc.pro/acreditacion/. Registration is quick and gives direct access to press releases, photography, video, audio and the official WhatsApp press channel.

EXPEDITION FACT SHEET

Start	Cape Liverpool, Bylot Island (Nunavut, Canada). Logistics base: Pond Inlet / Mittimatalik
Finish	Tuktoyaktuk, Northwest Territories, Beaufort Sea
Distance	More than 3,000 km (approx. 1,860 miles)
Expected duration	More than two months (July–September 2026)
Style	Solo, unsupported, on a stand-up paddleboard
Craft	Sunova prototype (Thailand). Two lockable sections. 32 kg empty, 200 kg capacity. Converts into a sled.
Payload	90–100 kg
Water temperature	Around 0 °C (32 °F) for much of the route
Historical reference	Roald Amundsen's route (Gjøa, 1903–1906)
Flags	Spain and the Spanish Geographical Society
Live tracking	antonioexpeditions.com

Germán Briceño

Communications Coordinator · Northwest Passage Expedition 2026

lider@germanrbc.pro · +506 6360 7517 (WhatsApp)

Media Center: germanrbc.pro/media-center/ · Press accreditation: germanrbc.pro/acreditacion/

Available to media: high-resolution photography, video, route map, technical specifications of the craft, and satellite interviews (in Spanish; interpretation can be arranged). Material free for editorial use with credit.