

Antonio de la Rosa begins his conquest of the Northwest Passage

The Spanish explorer has just departed from Pond Inlet

Pond Inlet, Nunavut (Canada) · July 18, 2026

Spanish explorer Antonio de la Rosa has just begun his solo, unsupported crossing of the Northwest Passage. The official departure took place just minutes ago from the community of Pond Inlet, in the Canadian Arctic, after completing final preparations and coordinating his route with the country's authorities.

Ahead of him lie more than 3,000 kilometres of Arctic navigation on a paddleboard, in one of the most demanding crossings that can be undertaken on the planet today: no support team, no external resupply except one planned stop at the midpoint, and an environment where wind, currents and ice dictate every day.

An opening route adjusted with Canadian authorities

In the days before departure, De la Rosa coordinated his route plan with Parks Canada and the Royal Canadian Mounted Police (RCMP), who recommended avoiding the circumnavigation of the northern coast of Bylot Island: a stretch with particularly strong marine currents where the regulations of Sirmilik National Park and the Bylot Island Migratory Bird Sanctuary prohibit any landing on shore.

The final route departs from Pond Inlet and follows the southern coast of Bylot Island through the more sheltered waters of Eclipse Sound, reaching Button Point, the southeastern tip of the island —the formal starting point of the Northwest Passage, opening onto Lancaster Sound, the historic eastern gateway of the Passage traversed by the classical expeditions of Parry, Franklin and Amundsen. This first segment covers approximately 70 kilometres.

Over 200 kg on the move

De la Rosa departs with 35 days of food on board and plans a resupply stop in the community of Cambridge Bay, roughly at the midpoint. His daily caloric intake will be 4,400 kilocalories, slightly higher than during his South Pole traverse, to prevent significant weight loss during the expedition.

The starting load: 90 kilograms of equipment and supplies, 35 kilograms for the Sunova board —a paddleboard reinforced to be dragged over the ice, serving as a sled— and the explorer's own 90 kilograms. In total, roughly 210-220 kilograms in motion at the start, a weight that will decrease progressively as De la Rosa consumes food and fuel.

Reference progression: 50 kilometres per day

The explorer has set a reference progression of 50 kilometres per day, though the figure is indicative: it will depend first on wind conditions, second on marine currents, and finally on his physical state day by day. With favourable winds, progression will be greater; with headwinds, considerably less.

Rescue protocol coordinated with Canadian authorities

De la Rosa carries a satellite emergency device (SOS) whose activation triggers immediate coordination of the nearest rescue service, managed from Alberta. Pond Inlet operates its own rescue helicopter, and along the Northwest Passage corridor there are four rescue helicopters available at different strategic points.

Coverage of the crossing

Audiovisual coverage of the preparations and departure was carried out by Posovisual, a Spanish production company led by Alfonso d'Ors, whose team accompanied the explorer in Pond Inlet up to the moment of departure. From now on, all visual recording rests with De la Rosa himself, who will send imagery via satellite as conditions allow. His position can be followed in real time via satellite tracking.

Press contact: Germán Briceño · lider@germanrbc.pro

Press accreditation and resources: germanrbc.pro/acreditacion/

WhatsApp channel (broadcast): whatsapp.com/channel/0029Vb96ROu3QxS0nDoZiQ1p

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Fact sheet

Official departure	July 18, 2026 (Pond Inlet local time) · Completed
Starting point	Pond Inlet → southern coast of Bylot → Button Point (southeastern tip, mouth of Lancaster)
First segment	Approximately 70 km
Total estimated distance	More than 3,000 km
Reference progression	50 km/day · dependent on wind and currents
Food autonomy	35 days · resupply planned in Cambridge Bay
Daily caloric intake	4,400 kcal
Total starting weight	210-220 kg (gear + board + explorer)
Craft	Sunova paddleboard, reinforced to be dragged over the ice as a sled
Institutional coordination	Parks Canada · RCMP · Royal Canadian Geographical Society · Embassy of Spain in Canada
Audiovisual coverage (departure)	Posovisual (Alfonso d'Ors) · Spain
Live satellite tracking	tracktherace.com

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