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INVITATION FOR INNOVATIVE RESEARCH PROPOSALS FOR THE 46th INDIAN SCIENTIFIC EXPEDITION TO ANTARCTICA (XLVI-ISEA)
(*Last date for ONLINE SUBMISSION – 20 February 2026*)

The National Centre for Polar and Ocean Research (NCPOR), under the Ministry of Earth Sciences (MoES), Government of India, serves as the nodal agency for implementing the Indian Antarctic Program. Hitherto, forty-four scientific expeditions to Antarctica have been successfully completed, and the 45th Indian Scientific Expedition to Antarctica (ISEA) is currently underway. The 46th ISEA is scheduled to be launched in October or November 2026, and the proceedings are being initiated through this advertisement.

The 46th Indian Scientific Expedition to Antarctica (46-ISEA) embarks on a new journey of scientific research with a focus on "Climate Change and its signatures in Antarctica". NCPOR welcomes long-term, innovative scientific proposals in thematic areas and their sub-themes across various disciplines, as outlined below. In addition, scientific projects are also invited under the new research area "Geological Exploration of Amery Ice Shelf (GeoEAIS)", which was initiated in 41-ISEA. The research focus is on the Amery Ice Shelf/Lambert Glacier off Prydz Bay, which is being developed as a multi-institutional program with a special emphasis on identifying orogenic and cratonic components to refine the geological correlation between India and Antarctica. More details on GeoEAIS are presented in Annexure I.

For the 46-ISEA, we are inviting scientific programs to be executed at Antarctica for the following themes given below:

I. Climate Processes and Linkages to Change

a) Antarctic ice-sheet and Sea-level rise
b) Sea ice monitoring and modelling
c) Antarctic Atmosphere / Southern Ocean teleconnections to the Tropics
d) Paleoclimate (Ice and sedimentary archives)
e) Surface Processes and Landscapes

II. Crustal evolution

a) Reconstruction of sub-ice geology
b) Early Earth and the evolution of Earth
c) Heat flow modelling for EAIS behaviour
d) Geological Exploration of Amery Ice Shelf (GeoEAIS) ***see Annexure I***

III. Environmental Processes and Conservation

a) Trends and sensitivity to change

b) Human interventions: mitigation and prevention

IV. Ecosystem of Terrestrial and Nearshore

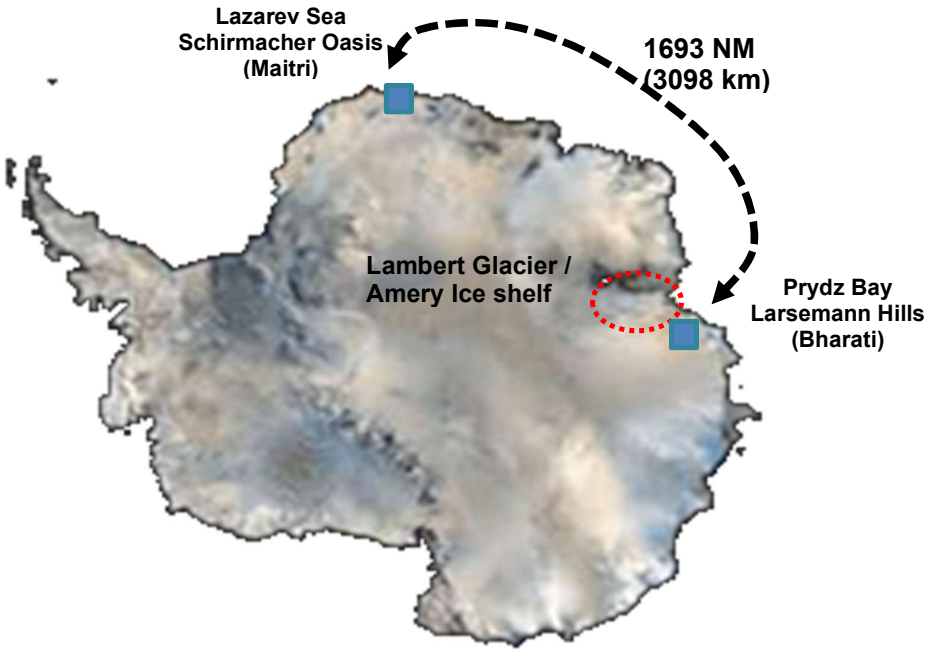
a) Lake biogeochemistry and productivity
c) Microbial diversity
d) Polar biodiversity
e) Wildlife

V. Observational Research

a) Atmospheric observations, including climate reference stations
b) Coastal ocean observatories (Prydz Bay) and deep ocean mooring
c) Ionospheric studies / Space weather / Atmospheric electricity
d) GPS networks / Seismological observation
e) Hydrographic survey /Bathymetry
f) Topographical and geological mapping
f) Satellite Communication and Remote sensing
g) Stellar observations
h) Human Physiology

1. **Area of operation**

NCPOR operates two-year round stations in Antarctica, which are ~3000 km apart. For more information, kindly visit https://ncpor.res.in/antarcticas/display/428-advisory



1.1. **MAITRI** Station (70°45'58" S; 11°43'56" E) is located in Schirmacher Oasis, Central Dronning Maud Land. It is an inland station nearly 80km from the edge of the Lazarev ice-shelf (Indian Barrier for Ship).

Connectivity: Maitri is connected by an intercontinental flight between Cape Town and Novo airfield (near Maitri station; approximate flying time is 6 hours). Maitri can be reached as early as late October or early November by an intercontinental flight. Flight timings and dates can be advanced/postponed subject to weather conditions in Antarctica.

The Voyage Vessel reaches Maitri (India Bay/Lazarev Sea) tentatively during the first week of March.

1.2. **BHARATI** Station (69°24.41'S, 76° 11.72' E) is located in North Grovnes Island, in Larsemann Hills along the Ingrid Christensen Coast and off Prydz Bay. It is located off Quilty Bay (~ 200 m from the coast).

Connectivity: Bharati is connected by intra-continental flights viz., Basler/Twin Otter aircraft (12-seater). Flights operate between Novo Airfield and Zenit Airfield (near Bharati Station). The first flight to Bharati can be expected around mid-November. The flying time between Novo and Progress takes approximately 8-10 hrs, with a mid-way stop for fueling. The seating arrangement may vary depending on the number of passengers and cargo. These flights are very expensive and need prior planning for the availability of aircraft and midway refuelling. Bharati is connected by air only via Maitri. Weather conditions permitting, along with the airfield's health, there is a possibility of a direct flight from Cape Town to Bharati.

The Indian Voyage Vessel reaches off Bharati in the first/second week of January.

Note: Access to Lambert Glacier/Amery Ice Shelf region will be from Bharati Station, Larsemann Hills or off Amery Ice Shelf via Voyage Vessel, depending on weather conditions, helicopter availability and project objectives.

1.3. **SHIPBOARD OPERATIONS** can be proposed during the course of the voyage. The general Voyage route is Cape Town-Bharati-Maitri-Cape Town. The route may change based on the expedition objective.

Leg I: Cape Town to Bharati – A direct connection is only available through NCPOR's chartered ships, which generally take 10 to 12 days, depending on weather and sea-ice conditions.

Leg II: Bharati to Maitri –The voyage time takes 5 to 7 days, depending on the weather and sea-ice conditions.

Leg III - Maitri to Cape Town: The journey by ship takes 8-12 days, depending on weather and sea ice conditions.

Scientific operations that can be carried out without stopping the ship can be conducted en route during the voyage. The ship is a chartered cargo vessel (not a research vessel), and a separate lab space is not available.

The infrastructure support required in Antarctica during the voyage should be detailed in the Project Proposal format and defended before the group of experts at the time of the project proposal presentation.

[Considering the distance between two stations- Maitri & Bharati; and the logistics involved, scientific proposals are expected to be well thought out and checked for feasibility before submitting]

2.0 TRAVEL

2.1 Travel Season for Antarctica

2.1.1 Air operations between Cape Town and Maitri (inter-continental), and between Maitri and Bharati (intra-continental) are possible only in the summer season, i.e., between November and February. The flight schedule is highly dependent on weather conditions and is charted in discussion with other National Antarctic Programmes operating in the Central Dronning Maud Land (cDML) under the aegis of COMNAP.

2.1.2 Ship operation between Cape Town and Bharati/ Maitri, depending on the voyage plan for the season, is possible from December to April of the succeeding calendar year. The Voyage Vessel exits from Lazarev Sea (India Bay) in the last week of March.

[The last flight is usually scheduled during mid-February. The ship typically exits the Lazarev Sea (also known as India Bay) in late March. Antarctica becomes inaccessible once the ship exits from India Bay as winter sets in.]

2.2 Mode of Travel

2.2.1 **By air**: Goa to Cape Town and back (Commercial airlines: Managed by NCPOR); Cape Town- Maitri-Bharati (through chartered flights under the aegis of DROMLAN initiative)

2.2.2 **By sea:** Cape Town-Bharati-Maitri-Cape Town (by ship/s on NCPOR charter vessel.

[It's important to note that the mode of travel is not by choice but based on the time of travel, destination, and nature of the project. Travel arrangements for all expedition members from Goa to Antarctica and back are managed by NCPOR]

3.0 Stay in Antarctica

NCPOR operates two year-round stations, Maitri and Bharati, for scientists to carry out research activities. Entry and exit to Antarctica, due to its peculiar geographic position, are restricted between November and March of the succeeding calendar year.

Scientists participating in the 46-ISEA, desirous of working only through the summer season, can embark on Antarctica in October-November 2026 and return by February-April 2027, and those proposing for the winter season will continue their stay in Antarctica only to return between December 2027 to March 2028

4.0 Infrastructure facility

4.1 **Maitri**

4.1.1 Living Capacity: Winter– 25
Approximately 25 long-term Expedition members can be accommodated in the main building of Maitri Station.

4.1.2 Living Capacity: Summer – 40 to 60
Expedition members for the short term can be accommodated in the summer facility, which comprises containerized living modules. Each container can accommodate four expedition members.

4.1.3 Laboratory space.
There is limited containerised/ modular laboratory space available. Members have to carry their items of equipment/chemicals/ sample collection, storage & transportation devices. In cases where large space requirements exist for instrumentation, both in terms of logistics and power consumption, these should be detailed and presented/discussed during the presentation at NCPOR.

4.1.4 Inland transport

4.1.4.1 Helicopters
Ship-based helicopters are available for scientists working in the field. The helicopters are available only when the ship is around Maitri (at the Indian Barrier). Need-based helicopter support shall be provided, subject to weather and operational situations. Projects with intensive helicopter requirements should present and discuss the details during the workshop.

4.1.4.2 Snow Vehicles
Snow vehicles (PistenBullys, Snow scooters, ATV) are available throughout the year. However, requirement details should be presented and discussed during the workshop.

[In view of the available infrastructure, the proposed scientific work should be confined within the logistic reach, ideally not exceeding 100 km from the station in campaign mode]

4.2 **Bharati**

4.2.1 Living Capacity Summer 47 & Winter 24
All expedition members will be accommodated in the main building of Bharati Station

4.2.2 Laboratory – 270 sq feet of laboratory space is established with a regulated power supply. Laboratories are equipped with basic equipment, including a Laminar Air Flow system, a Milli-Q Ultra purification water system, an Ultrasonic Cleaner, an Autoclave, a Hot Air Oven, a Muffle Furnace, an electronic weighing balance, a thin section preparation device, and rock cutting equipment.

4.2.3 Inland transport

4.2.3.1 Helicopter/s

The helicopters are available only when the ship is near Bharati. Ship-based helicopter/s are available for scientists working in the field, subject to weather and operational conditions. Projects with intensive helicopter requirements should present and discuss the details during the workshop.

4.2.3.2 Snow Vehicles

Snow vehicles (PistenBullys & snow scooters) are available around the year. However, the requirement details should be presented and discussed during the workshop.

[In view of the available infrastructure, the proposed scientific work should be confined within the logistic reach, ideally not exceeding 100 km from the station in campaign mode]

4.3 Communication facility available at the stations

Internet connectivity and e-mail facilities are available at both stations. Currently, both stations, Maitri and Bharati, are supported by high-speed internet.

NCPOR provides a limited time for calling from the station and the ship. The communication is through satellite phones.

- Shorter duration (Summer period): 6 min/month
- Longer duration (Winter period): 20 min/month
- A common email ID is provided on the voyage vessel and at both stations for communication.

5.0 Eligibility for participation in the 46th ISEA Expedition

For participating in the 46th -ISEA, the proposer of the scientific project i.e. the Principal Investigator (PI) - should be a regular employee with expertise in the relevant field.

The participant/s indicated in the scientific proposal for participation in the 46th ISEA should mostly be affiliated with the Principal Investigator's organization/institute/ university. In cases of collaboration with other institutes/universities/organizations, this should be explicitly mentioned and supplemented with relevant documents. NCPOR encourages scientific collaboration with other organizations/institutes/universities.

The proposals for the 46-ISEA should be submitted to NCPOR through the proper channel and duly endorsed by the head of the institution. In the case of participation by two or more , institutes, and universities.

- The proposal has to be submitted through the online submission portal only, which can be accessed here (http://isea.ncpor.res.in/). The last date for submission of the online proposal is 13 February 2026.

Proposals are invited for both short-term (summer) and long-term (winter) for Bharati (Larsemann Hills), Amery Ice Shelf/Lambert Glacier, Maitri (Schirmacher Oasis) and Voyage Route.

Preference will be given to long-term programs that result in meaningful scientific research with tangible outcomes. Programs with capabilities for online data acquisition and transmission are encouraged.

6.0 **Process of selection**

After due submission, the proposal will be reviewed by Subject Experts for preliminary screening. The PI should respond to and review the comments received. Upon the recommendation of the subject expert and after satisfactorily addressing their query/comments, the PI will be invited to defend their research proposal at a workshop led by a panel of experts. The workshop is tentatively scheduled for 22 & 23 April 2026 [dates may be subject to change] at NCPOR. All proposals should be scientifically and logistically viable.

PI/Co-PI should invariably defend the proposal at NCPOR during the workshop in person and at their own expense. Requests for online defenses are not accepted.

6.1 All organizations are to provide full personal details of participating individuals, including the stand-by members, by 05 **April 2026** on the prescribed form numbered AL-1208 (http://isea.ncpor.res.in/). All participating PI's/members must possess a valid personal/official passport. Please send your nominations and completed AL-1208 forms https://ncpor.res.in/antarcticas/display/428-advisory to antarctic-sci@ncpor.res.in or antarcticscience22@gmail.com along with the copy of AADHAR and personal/official passport.

The nominated team members/participants for the expedition will have to undergo -

6.2 A detailed Medical Examination at the All India Institute of Medical Sciences (AIIMS), New Delhi [https://ncpor.res.in/antarcticas/display/427-participation-forms]. **Participants are responsible for arranging their own travel and accommodations at their own expense**. This is immediately followed by Snow acclimatization training at the Mountaineering & Skiing Institute (ITBP), Auli, Uttarakhand https://ncpor.res.in/antarcticas/display/428-advisory. The expenses from MoES, New Delhi, to Auli and back to MoES, New Delhi, will be managed by NCPOR. Medically and physically fit members will receive an intimation about their status in due time.

6.3 Members from Government institutes are encouraged to apply for the Official Passport through their parent organization, with the last date for submission of the Official Passport to NCPOR on 01 August 2026.

Note: For short-term participation, the passport must be valid until 30 September 2027. For long-term participation, the validity should be until 30 September 2028.

7.0 **Team movement for Antarctica**

Team Movement 46-ISEA (2026-27)
Air Travel to Maitri/ Bharati tentative schedule for season 2026-28

Departure from Goa	Oct-26 to Dec-26
Departure from Cape Town	Nov-26 to Dec-26
Arrival Maitri/Bharati	Nov-26 to Dec-26
Departure Maitri/Bharati	Dec-26 to Feb-27
Arrival Cape Town	Dec-27 to Mar-27
Arrival Mumbai/Delhi	Dec-27 to Mar-27

Expedition members shall be inducted and de-inducted from Antarctica in batches, depending on the availability of ship/flights and project requirements.

8.0 **Scientific Cargo Movement:**

The expedition's scientific cargo is sent from Goa to Cape Town through commercial freight carriers/shipping lines. It takes nearly 45-60 days for the cargo to reach Cape Town, excluding the lead time for customs formalities. For onward carriage to Larsemann Hills, Antarctica, the cargo will be shipped onboard the chartered expedition vessel.

Please note the points below for the smooth transfer of cargo to Antarctica:

a) Air Cargo: **From Goa – Cape Town – Maitri. PIs can directly send their scientific cargo to Cape Town at the earliest through their respective institutes** https://ncpor.res.in/antarcticas/display/428-advisory**.** This will enable them to save time and deliver their cargo at the earliest at our logistic hub viz., Cape Town, South Africa. From here, cargo will be delivered to the respective stations based on the time of induction of the PI into Antarctica.

b) There is a limitation for the transfer of cargo by air via intra-continental flights between Maitri and Bharati. The maximum weight these small flights can carry is between 1,500 and 1,800 kg (weather-dependent), which includes personnel, personnel cargo, scientific cargo, and emergency kits. Heavy cargo cannot be carried in these flights and best avoided.

c) Following Point (c), if a PI intends to reach Bharati or Maitri in early November, then they need to plan their scientific objectives and expedition accordingly. Heavy cargo can be delivered **only by a ship/voyage vessel**. In cases where the project has a large amount of cargo, PIs can plan to deliver the cargo to the respective station during the preceding expedition and work on the following expedition.

d) PI's/Organizations should make sure that the scientific cargo must reach NCPOR, Goa on or **before 31-July-2026 (for air cargo from Cape Town to Maitri/Bharati)** and **31-August-2026** (for delivery by expedition vessel voyage), else it could be left out and thus jeopardize their Program.

e) Package dimensions for cargo transfer by air: The size and weight of individual packaging/wooden/ metal box/baggage should not exceed 90x72x45 cm (LHW) and 30 kg in weight.

f) Packaging shall be proper and airworthy, preferably in steel/aluminum boxes, and the dimensions of the individual units shall preferably not be more than 30kg in weight

unless it's for some special scientific instrument. Scientific instruments in carton boxes are discouraged; however, consumables/labware/glassware, etc., may be sent in factory packing. The packing should be tamper-proof and safe against manipulation. Insulation must be provided to mitigate temperature variation (if required) and be resistant to weather factors, including heat, rain, and moisture. Wooden packing should be avoided for air transport, as it requires fumigation and increases the cargo's weight. Individuals must carry suitable boxes (insulated/metal) for the proper storage of samples required to be shipped from Antarctica to India.

Also, may clearly mention the following details on each box;

- Expedition: Kindly mention the expedition number, e.g., 46 ISEA
- Owner's Name: Name of the organization / Name of expedition member
- Final destination: MAITRI or BHARATI or VOYAGE (Choose appropriate destination)
- Box No: e.g. 1 of 5; 2 of 5; 3 of 5; 4 of 5; 5 of 5

Unsafe packaging will be outrightly rejected.

g) Any requirement for hazardous cargo like gases, chemicals, fuel, lithium-ion batteries, oil, etc. needs to be intimated immediately upon approval of the project, as the same cannot be transported by air and needs to be arranged at Cape Town.

9.0 Allowances for travel and stay in Antarctica

9.1 NCPOR manages arrangements for travel to Antarctica from Goa and back. All logistics, including accommodation on the ship and in Antarctica, food, special polar clothing requirements, and personal insurance coverage, will be provided by NCPOR. Currently, participants are entitled to a reimbursement of ₹40,000 (summer members) and ₹60,000 (winter members) to purchase polar clothing, cosmetics, etc.

9.2 All other expenses, including those related to the procurement of scientific equipment, attending pre-Antarctic training, arrival in Goa, Hard Duty Allowance, etc., will have to be borne by the participating organization. The following may be taken into account while forwarding the nominations. [HDA - Presently @ ₹1500/- and ₹2000/- per day for short-term [summer] and long-term [winter] respectively as per NCPOR's terms and conditions]. Short-term / Summer season (1st December to 28th/29th February) and Long-term / Winter season (1st March to 30th November).

10.0 Conduct of Members

Members must maintain discipline at the station, ship, and during air transit. The orders from the Leader regarding task prioritization and disciplinary matters are final. All members should adhere to "The sexual harassment of women at workplace (prevention, prohibition and redressal) act, 2013", "The Indian Antarctic act, 2022", and Indian Antarctic Environmental Protection Rules 2023.

11.0 Nominations/Applications for Leader for 46th -ISEA [Maitri, Bharati, and Voyage]

NCPOR welcomes nominations from organizations for the selection of the Leader for Maitri, Bharati, or Voyage.

Candidates having leadership qualities with Antarctic experience are preferred.

A letter of nomination, along with the candidate's bio-data and professional experience, should be sent separately to antarctic-sci@ncpor.res.in with a copy to antarcticscience22@gmail.com. "Proposed Leader 46-ISEA- MAITRI / BHARATI & VOYAGE" (preference to be clearly indicated) by the Head of the organization.

12.0 Data Policy

Data, in general, and that from the Polar Region, is particularly precious. The true value of scientific data is often realized long after it has been collected, and to ensure the lasting legacy, it is essential to ensure long-term preservation and sustained access to Antarctic data.

As a member of the Antarctic Treaty, the data policy of NCPOR is governed by Section III.1.c of the Antarctic Treaty of 1959 and has been broadly adopted from the IPY 2012-13 (http://classic.ipy.org/Subcommittees/final_ipy_data_policy.pdf), with consideration for the interests of both the national and international scientific communities.

All data generated during the Indian Scientific Expedition comes under the aegis of the Indian Antarctic Program. The full set of metadata, which completely documents and describes the data, is to be submitted to NCPOR for secure archival in the National Polar Data Centre upon return to the mainland.

In order to promote the data management within the Antarctic scientific community in accordance to the spirit of the Antarctic Treaty, the metadata (data about data) will be made available through NCPOR website without any access restrictions and will be shared on the network established by the SC-DAM – Standing Committee on Antarctic Data Management of the Scientific Committee on Antarctic Research/Council of Managers of National Antarctic Programs (SCAR/COMNAP).

Data has to be submitted to NPDC. However, the data will be treated as intellectual property of the owner/collector with a lock-in period of 2 years from the date marking the end of the expedition season. This provides ample opportunity for the collector to analyze the data, make full use of the information, and translate it into a knowledge base. The mandatory lock-in period, upon request, is extendable to a maximum of five years, depending on the nature, volume, sensitivity, and reasonableness of the processing time required.

Upon the expiry of the mandatory or extended lock-in period, the data will be made available to the scientific community for free and open access, with a rider that the name of the owner/collector will be duly acknowledged in any sort of technical report/ publications / short note / scientific and or administrative communiqué.

As per the IPY norms, the only exceptions to this policy of full, free, and open access are:

• Where human subjects are involved, confidentiality must be protected

• Where local and traditional knowledge is concerned, rights of the knowledge holders shall not be compromised

• Where data release may cause harm, specific aspects of the data may need to be kept protected (for example, locations of nests of endangered birds or locations of sacred sites).

If an organization or Principal Investigator (PI) has not submitted previous data to NPDC, NCPOR reserves the right not to forward the project(s) further.

13.0 Care for the Antarctic Environment

Antarctica is a pristine environment and needs to be protected and maintained to the best of our ability. This is part of the international treaty that aims to protect and preserve the Earth, as well as the strict guidelines governing research in Antarctica. There is an Environmental Policy in force that needs to be adhered to in word and spirit (Details can be obtained from https://www.ats.aq/index_e.html**).** Defacing Antarctica temporarily or permanently is strictly prohibited. Legal action will be enforced against defaulters.

14.0 Environmental Authorization and Permit

Permit requirement applies to Indian Antarctic Expedition members as well as other organizations undertaking activities within ASPA in the Antarctic Treaty Area through the Indian Antarctic Expedition or part of it, including scientists, logistical personnel

Environmental authorization & permits required under Environmental protocol and for activities in & around the Indian Research base need to be duly submitted by the researchers, the details of which are available at https://ncpor.res.in/antarcticas/display/443-application-forms-to-obtain-permit

15.0 Submission of Proposal Online

The online submission of proposals will close on 20 February 2026 at 1730 hours. Please ensure that you submit your proposals along with all relevant documents. Kindly note that the Submission of the Proposal, Review of the Proposal, and Evaluation are now carried out online, and hence, submit all necessary documents online or directly visit http://isea.ncpor.res.in/.

a) If there is any other participating organization involved in the proposal, an endorsement from their institute, as well as for collaborations sought, should be part of the proposal and be explicit.

b) Any person who is willing to visit Antarctica for scientific, logistics, tourism, or commercial fishing-related activity/ies and part of the Indian Antarctic expedition (except those persons who are not an Indian citizen and obtained authorization/Permit from another Party to the Protocol but are part of India Antarctic Expedition) needs

to submit the applications (Form 1 to Form 3, as applicable) https://ncpor.res.in/antarcticas/display/443-application-forms-to-obtain-permit:

I) for Indian Expedition to Antarctica/ To Enter /To Stay at Indian Station/s (Form for Entering and Performing Activities in Antarctic Specially Protected Area/ Marine Protected Area (Form 1A)
II) for Mineral Resource Activity including collection of sediments, soil, rocks etc. (Form 1B)
III) for activities i.e., (Form 1C):
- Introduction of Non-Native Animals, Plants or Microscopic Organisms
- Removal or Damage to Native Plants/ Birds/Mammals
- Disturb the Habitat of Native Birds
- Remove Soil or Biological Material
- Collection/Removal of any Other Sample for the Purposes of Scientific Research

IV) for Vessel/Aircraft Entering Into Antarctic/ Convention Area (Form 2)
V) Please read the User Submission Manual to understand the list of documents you need while submitting. The manual can be found at: http://isea.ncpor.res.in/Documents/User%20Manual%20for%20Submission_22-12-f.
VI) Most of the documents and templates required for submission can be accessed under the Download section of http://isea.ncpor.res.in/.

c) Post Activity Report

Once the Permit is issued by the Committee on Antarctic Governance and Environmental Protection (CAG-EP) to the proponent, he/she should abide by all the conditions mentioned in the Permit, issued to perform the specified activity/ies. After completing the activity, the proponent must submit the post-activity report (R1 to R3, as applicable) within three months of completing the activity in Antarctica. These Post activity report forms are:

I) On Permit issued for entry, carrying out activities, and stay in Antarctica (Form R1)
II) On Permit issued to enter Antarctic Specially Protected Area/ Marine Protected Area/Historic Site and Monuments (Form R2)
III) On Permit Issued for Fishing/Tourism/Recreational Activity in Antarctica
IV) (Ship/Vessel-based activity) ((Form R3)

d) PIs should strictly follow online submission. There is no option to submit proposals via email.

VII) More details are available on our webpage https://ncpor.res.in/ and http://isea.ncpor.res.in/.

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16.0 Important Deadlines

20 February 2026	The last date for receipt of the online application
30 March 2026	Communication from NCPOR conveying the status of the initial screening of the proposal
22-23 April 2026	Workshop for evaluation of projects at NCPOR.
05 May 2026	Last date for receiving personal details of expedition members (use AL-1208 form) and **permit application Form for CAG-EP (Duly endorsed hardcopy) along with a copy of AADHAR and Personal /Official passport.**
15 May 2026	Last date for receipt of Nomination for Leader(s)
31 July 2026	The last date for receipt of scientific cargo is immediately required during the expedition at Maitri/Bharati. This cargo will be sent via freight lines (Goa-Cape town) and air lifted from Cape town to Maitri/Bharati.
15 July to 05 Oct 2026	Tentative period for Medical & Auli Training
31 August 2026	The last date for receipt of scientific cargo required during the voyage or later for the summer/winter period. This cargo will be sent via shipping lines
01 October 2026	Last date for receipt of Personal Passport
November 2026	Induction into Antarctica in batches
For any queries, kindly write to antarctic-sci@ncpor.res.in and antarcticscience22@gmail.com	

ANNEXURE I

GEOLOGICAL EXPLORATION OF AMERY ICE SHELF (GeoEAIS)
IN
LAMBERT GLACIER/AMERY ICE SHELF (LG/AIS) REGION

The Amery Ice Shelf (69°45′S71°0′E) is a broad ice shelf in Antarctica at the head of Prydz Bay between the Lars Christensen Coast and Ingrid Christensen Coast. The area of this ice shelf is approximately 23,200 square miles (60,000 square km). Several glaciers in East Antarctica, including the Lambert Glacier, share the same route to the ocean through the Amery Ice Shelf.

NCPOR have initiated a new scientific research at Lambert Glacier/Amery Ice Shelf (LG/AIS) of East Antarctica. Ground work to setup a temporary base in this region has been initiated during the 39-ISEA. A summer base (operational only during the summer season) will be setup in the next couple of years to provide a platform to carryout research activities in the LG/AIS.

A multinational geoscientific program named as Geological Exploration in and around Amery Ice-Shelf (GeoEAIS) is currently being developed as the first major India-led initiative with following two major objectives:

1. Delineation of the major geologic units and structures in the Amery Ice shelf area and identification of orogenic and cratonic components to arrive at a refined India-Antarctica geological correlation

2. Providing inputs for the differential response of East Antarctic Ice Sheet (EAIS) versus bedrock interaction in the Amery Ice Shelf region and role of heterogeneities of the continental crust in the Amery Ice Shelf region and adjacent areas of the Princess Elizabeth Land (PEL)

The GeoEAIS will be executed under the umbrella of the Indian Antarctic Programme. NCPOR invites short-term and long-term innovative scientific proposals in thematic areas and its sub-themes in different disciplines as per advertisement.

2. **Area of operation**

NCPOR during the 41-ISEA has set-up a temporary base (summer station) at Lambert-Glacier/Amery Ice-shelf. The summer-base will be supported from the voyage vessel off Amery Ice Shelf and Bharati Station. This new summer base is named as “Sandhi”.

[Considering the distance between two regions- Larsemann Hills and Lambert Glacier; and logistics involved, scientific proposals are expected to be well thought out and viable]

3.0 TRAVEL

The expedition in the LG/AIS is proposed to be launched during the first leg of the Indian Scientific Expedition to Antarctica's (ISEA) voyage journey from Cape Town to Bharati.

3.1 Travel Season for Antarctica: December to February of succeeding Calendar Year.

3.2 Mode of Travel

By sea: Goa to Cape Town (Commercial airlines); Cape Town - Lambert Glacier - Bharati - Lambert Glacier- Maitri (by ship/s on NCPOR charter vessel).

(Mode of travel: through air/ship beginning Nov/Dec)

[It's important to note that the mode of travel to LG/AIS is only by voyage vessel]

4.0 Infrastructure facility

Living Capacity: Summer– 12
Around 12 Expedition members for short-term can be accommodated in camping tentages/living modules. Members have to carry their items of equipment chemicals/ sample collection, storage & transportation devices. In case of large space requirements for any instrumentation both in terms of logistics and power consumption, the same should be spelt out in detail and also presented and discussed during the presentation at NCPOR.

Inland transport - Helicopters
Ship based helicopters are available for scientists working in the LG/AIS region. The helicopters are available only when the ship is around Amery Ice-shelf. Need based heli support shall be provided. Projects with intensive helicopter requirements should spell out the details in advance.

[In view of the available infrastructure, the proposed scientific work should be confined within the logistic reach, ideally not exceeding 100 km from station in campaign mode]

5.0 Duration of stay in Lambert Glacier/Amery Ice-shelf

The summer-base at Lambert Glacier/Amery Ice-shelf (LG/AIS) will be operational for a very short duration ranging from 4- 6 weeks during summer season between December to February of succeeding calendar year.

Cape Town - LG/AIS: Early January – Induction of scientific personnel and cargo
LG/AIS - Bharati: January to February – Execute scientific and logistic operations
Bharati - LG/AIS: February – De-induction of scientific personnel and cargo

Note: Scientists participating in GeoEAIS will be travelling by expedition vessel only.