



## A Preliminary Overview

*This document is a description of a road trip that its author is planning to make. In no way should it be construed as an invitation for anyone to participate in such trip. The author is not responsible for any loss or injury incurred by anyone who, at his/her own initiative, decides to partake in it, or tries to replicate it.*

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## **1. Introduction**

The *Trans-Sahara Overland I – From Chad to Europe* (“TSO1”) is an overland expedition for all-terrain vehicles currently being planned to start in N’djamena, Chad - right in the middle of Sahelian Africa – and finish in Lisbon, Portugal. From N’djamena, the route being considered will take a generally westward direction across the Sahel to the Atlantic Ocean, veering then north to cross the Sahara towards the Strait of Gibraltar. Per current plans, TSO1 will cover close to 10,500 km (nearly 6,600 miles) in 37 days sometime between November and mid December of 2006. This time window is defined by weather and calendar considerations, i.e., the desirability of leaving N’djamena after the end of the rainy season in the Sahel and arriving in Lisbon before Christmas.

To describe in a few words the area to be crossed by TSO1 is an enormous challenge. Physically, this is the land of the dry and sparsely vegetated Sahel and of the sandy seas of the Sahara. Culturally, this is the land of the Tuareg, the Dogon, the Hausas and many more other major peoples; the land of the old Ghana and Mali Empires, of the Mossi kingdom and of many more other societies built over hundreds of years before the arrival of the first European to the region. Some of the highlights of TSO1 include:

- Crossing the Sahara via the Atlantic route (from Mauritania, across Western Sahara to Morocco);
- Spending nearly one week driving and trekking in the Dogon Country (a Unesco World Heritage site) and in the Niger inland delta in Mali;
- Visiting the mosque in Djenne, Mali, the largest mud-built building in the world (another Unesco World Heritage site);
- Exploring the traditional Hausa architecture in the old quarters of Zinder, Niger; and
- Checking out the music scene in Burkina Faso and Mali, home of the *Balafon* drums and of musicians Salif Keita and Ali Farka Toure.



Djenne's Grande Mosque

Per current planes, TSO1 will most likely be followed by a second trans-Sahara overland crossing in the opposite direction (from Southern Europe to Chad) early in the spring of 2007 (“TSO2”), currently also in a preliminary planning stage.

## 2. Itinerary

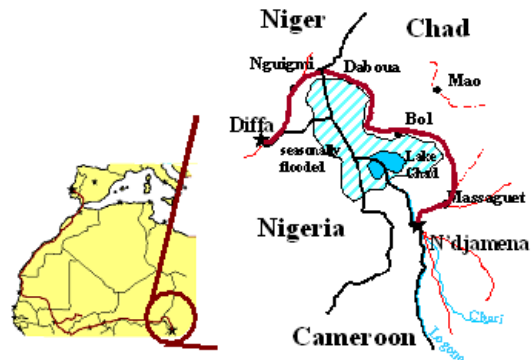
At the current time, the itinerary detailed below is merely indicative. The only things that are fixed by nature are the starting and finishing points – respectively N’djamen, Chad and Lisbon, Portugal – and the fact that the Sahara crossing will be done via what is normally known as the Atlantic Route - from Mauritania, across Western Sahara to Morocco. Changes in everything else, as a result of political instability, unfavorable weather, deteriorating piste conditions and the like, should be considered fair game! In addition, some minor adjustments may be needed when assigning specific dates to the itinerary to account for the fact that some of the days in which formalities need to be done – e.g., obtaining visas, crossing borders – would otherwise fall on weekends or local holidays.

### 2.1 Stage I – Out of Chad: From N’djamen, Chad to Diffa, Niger

All plans for this stage to be further evaluated based on research being done in Chad.

#### *General Info*

- 700 km: 80 km from N’djamen to Massaguet, tarred; 490 km from Massaguet, Chad to Nguigmi, Niger via border at Daboua, not covered (sandy, dusty and winding between trees); 130 km from Nguigmi to Diffa, tarred.
- 3 days: 1<sup>st</sup> night bush camping somewhere in Chad, most likely near Bol; 2<sup>nd</sup> night bush camping somewhere in Chad, most likely around Daboua; 3<sup>rd</sup> night in Diffa (Hotel du Tal.)
- Highlights: In Chad, not many! Drive around north side of Lake Chad, thru area with people generally unfriendly to drivers. In Niger, market of Nguigmi, big on camel trade.



#### *Details*

- All details to be finalized.

#### *Observations*

- It may be possible to stay in Nguigmi at a local church if short on time to make it to Diffa.

## 2.2 Stage II – Across Southern Niger: From Diffa to Niamey

### General Info

- 1380 km, all tarred.
- 5 days: 1<sup>st</sup> night in Zinder (Hotel Amadou Kourandaga); 2<sup>nd</sup> night in Birnin-Konni (Relais Touristique or Hotel Kado); 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> nights in Niamey.
- Highlights: Zinder (some of the world's best examples of Hausa architecture); last herd of giraffes in West Africa at Koure.



### Details

- Day 1: Diffa to Zinder (470 km, all tarred.) Leave for Zinder as early as possible. Major settlements passed: Goure (picturesque little village.) In Zinder visit town (Birnin and Zengou Quarters, Mosque and the Sultan's Palace; may be possible to arrange a visit to the Sultan and even see his Rolls Royce – the only one in Niger!)
- Day 2: Zinder to Birnin-Konni (490 km, all tarred.) Finish seeing Zinder. Leave for Maradi (240 km) by mid morning. Major settlements passed: Tessaoua (not much to see.) In Maradi visit town (*Maison des Chefs*.) Leave for Birnin-Konni (250 km) by mid afternoon. Major settlements passed: Madaoua (market, famous for groundnuts and mats.)
- Day 3: Birnin-Konni to Niamey (420 km, all tarred.) Leave early for Koure (360 km.) Major settlements passed: Dogondoutchi (interesting scenery around town) and Dosso (Djerma chief compound in Sudanic style.) In Koure, try to see last herd of giraffes left in West Africa. Leave for Niamey (60 km) by mid afternoon.
- Days 4 and 5: in Niamey. Obtain visas for onward travel (see below.) Visit town (*Musee National du Niger*, *Grand Marche* – one of the best in West Africa, *piroque* on the Niger.)

### Observations

- 2<sup>nd</sup> day in Niamey can be used to make-up for delays up to this point or to visit area around town (Boubon, Tillaberi or Ayorou; unfortunately, Parc National do W will be closed.)
- Visas in Niamey: Ideally, the visa for Burkina Faso will be obtained in N'djamena (Niger Embassy, 2 days.) If that was the case, the only visa to be obtained in Niamey is for Mali (Mali Embassy, 24 hour process.)

## 2.3 Stage III – Capital Hopping in Central West Africa: From Niamey, Niger to Bamako, Mali

Security and road condition allowing, Stage III – Capital Hopping in Central West Africa and Stage IV – Around Mali may be replaced by a single stage of equivalent duration along the Niger to Gao, Timbuktu, Mopti and Djenne, with a detour in Mopti to visit the Dogon Country.

### General Info

- 1670 km: 860 km from Niamey, Niger to Bobo-Dioulasso, Burkina Faso via border at Kantchari, tarred; 270 km around Bobo-Dioulasso, mostly tarred; 170 km from Bobo-Dioulasso, Burkina Faso to Sikasso, Mali, via border at Koloko, not covered (and normally rough!); 370 km from Sikasso to Bamako, tarred.
- 6 days: 1<sup>st</sup> and 2<sup>nd</sup> nights in Ouagadougou; 3<sup>rd</sup> and 4<sup>th</sup> nights in Bobo-Dioulasso (L'Auberge or Hotel Watinoma); 5<sup>th</sup> and 6<sup>th</sup> nights in Bamako.
- Highlights: In Burkina Faso, the *Musee National* in Ouagadougou, the sacred crocodiles in Besole, the *Balafon* music scene in Bobo-Dioulasso and region around Banfora (waterfalls in Karfiguela, location for filming one of the Tarzan's movies, and in Leraba, the *Pics de Sindou* and the *Lac de Tegrela*); in Mali, the *Chutes de Farako* near Sikasso, the *Musee National* in Bamako and the Manding music scene.



### Details

- Day 1: Niamey, Niger, to Ouagadougou, Burkina Faso (500 km, all tarred.) Leave early directly for border posts at Makalondi, Niger and Kantchari, Mali (130 km.) Done with formalities, continue for Fada-Ngourma (150 km.) Visit market (woven blankets and rugs, honey.) Leave for Ouagadougou (220 km) by mid afternoon. Major settlements passed: Koupela (renowned for its pottery.)
- Day 2: In Ouagadougou. Obtain visas for onward travel (see below.) Visit town (*Musee National, Musee de la Musique, Centre National d'Artisanat d'Art.*)
- Day 3: Ouagadougou to Bobo-Dioulasso (360 km, all tarred.) Leave early for Besole (exit road to Bobo-Dioulasso 20 km west of Ouagadougou at Tanguen-Dassouri and then drive north 6km.) In Besole, see the sacred crocodiles! If not able to do this in here, there are more

sacred crocodiles in Sabou, ~60 km down the road from Tanguen-Dassouri. Done with crocodiles, time allowing, see the elephants around Poura (~70 km after Sabou take road south to Fara and continue for ~20 km.) Done with the elephants, get back on the main road and continue to Bobo-Dioulasso (200 km, all tarred.) Major settlements passed: Boromo (not much to see.) Once in Bobo-Dioulasso visit town (*Vieille Mosquee* and the Kibidoué district, *Marche de Poterie*, *Musee Provincial du Houet* with its wooden statues funeral masks, Bon Makote district and its traditional music scene.)

- Day 4: In and around Bobo-Dioulasso (~270 km, mostly tarred.) Leave as early as possible for a circuit around the town. Sites to be seen include village of Banfora (85 km, tarred); the *Source du Kou* (on the road to Banfora); the *Chutes de Karfiguela*, location for filming one of the Tarzan's movies (near Banfora); the *Pics de Sindou*, on the outskirts of Sindou (50 km west of Banfora, not covered); the *Lac de Tegrela* (on the road from Banfora to Sindou); and time allowing, the *Chutes du Leraba*, near Tourni (35 km north of Sindou, not covered); Back in Bobo-Dioulasso, complete visit of town.
- Day 5: Bobo-Dioulasso, Burkina Faso to Bamako, Mali (540 km, 170 km not covered, 370 km tarred.) Leave for border posts at Koloko, Burkina Faso and Heremakono, Mali (125 km, not covered, most likely rough but scenic.) Done with formalities, continue to Sikasso (45 km, not covered, most likely rough!) On the way visit the *Chutes de Farako* (30 km before Sikasso.) Also around Sikasso, time allowing, visit the *Grottes de Missirikoro* (10 km southwest of town.) In afternoon leave for Bamako (370 km, tarred.) Major settlements passed: Bougouni (not much to see.)
- Day 6: In Bamako. Obtain visas for onward travel (see below.) Prepare trip to Niger's inland delta and to the Dogon Country. Visit town (*Musee National*.)

### **Observations**

- Visas in Ouagadougou: If not done so in Niamey, obtain visa for Mali here (Mali Embassy, same-day process.) If still needed and time allowing, may also be able to obtain visa for Mauritania here (French Consulate, same-day process.)
- Visas in Bamako: Ideally, the visa for Mauritania will be obtained before arriving to Bamako (French Consulate in N'djamena, Niamey, or Ouagadougou, same-day process.) If that was not the case, it is necessary to obtain it here (Mauritania Embassy, 48 hour process.)

## 2.4 Stage IV – Around Mali: To the Niger Inland Delta and the Dogon Country

Security and road condition allowing, Stage III – Capital Hopping in Central West Africa and Stage IV – Around Mali may be replaced by a single stage of equivalent duration along the Niger to Gao, Timbuktu, Mopti and Djenne, with a detour in Mopti to visit the Dogon Country.

### General Info

- 1550 km, all but 280 km tarred.
- 6 days: 1<sup>st</sup> night in Djenne (Auberge le Maafir or Chez Baba); 2<sup>nd</sup> and 3<sup>rd</sup> nights in Sanga (Gite de la Femme Dogon or Campement-Hotel la Guina); 4<sup>th</sup> night in Sevare (Mac's Refuge); 5<sup>th</sup> night near Segou (Campement at research station in Zinzana); 6<sup>th</sup> night in Bamako.
- Highlights: *Grande Mosque* (Unesco's World Heritage site) and archeological site of Djenne-Djeno in Djenne; trekking along the *Falais de Bandiagara* in central Dogon Country (also an Unesco's World Heritage site); river towns of Mopti and Segou.



### Details

- Day 1: Bamako to Djenne (570 km, all but last 30 km tarred.) Leave early directly for Djenne. Major settlements passed: Segou (to be visited on the way back); Bla and San (not much to see.) In Djenne visit town (*Grande Mosque*, market, archeological site of the ancient village of Djenne-Djeno, the oldest known town in sub-Saharan Africa.)
- Day 2: Djenne to Sanga (230 km, 30 km to main road not covered, 90 km tarred, last 110 km not covered.) Finish visit of Djenne. Time allowing visit Sennisa, 4 km from Djenne (famous for its single-story *banco* homes, two beautiful mosques and an abundance of artisans working on the streets of the village.) Leave directly for Sanga. Major settlements passed: Sevare and Bandiagara (both to be visited on the way back.) In Sanga, visit town (a striking example of a classic Dogon village with traditional homes and granaries, sited on the plateau above the escarpment) and prepare next day's trekking.
- Day 3: In Sanga. Trekking along the Falais de Bandiagara, most likely doing one of the three traditional circuits (7 km, 10 km and 15 km) the start from Sanga.
- Day 4: Sanga to Sevare (110 km, all not covered.) Leave early for Bandiagara (40 km.) Visit town (a bit overwhelmed by tourism, but still mostly pleasant.) Leave for Sevare (70 km.) Visit Sevare and Mopti (fish harbor, fish market, salt slabs.)



- Day 5: Sevare to Zinzana (360 km, all tarred.) Finish visit of Sevare and Mopti. Leave for the ruins of Hamdallaye, the capital of Cheikou Amadou's 19<sup>th</sup> century Fula Empire (20 km.) By mid afternoon, leave directly for Zinzana (340 km.) Major settlements passed: San and Bla (not much to see.)
- Day 6: Zinzana to Bamako (280 km, all tarred.) Leave early for Segou (40 km.) Visit town (riverside waterfront, market, *pirogue* excursion to Kalabougou, famous for its pottery, or to Farako, a center for mud-cloth making.) By mid afternoon leave for Bamako (240 km.)

### ***Observations***

- Roof camping is an alternative throughout this stage.
- The overnight stay in Zinzana can be cancelled to make up for delays in the program up to this point.

## 2.5 Stage V – Out of Mali: From Bamako, Mali to Ayoun el Atrous, Mauritania

From Mali to Mauritania, the base case route considered is via Nioro du Sahel to Ayoun el Atrous. This is a notoriously rough ride! The alternative route is via Nara to Nema and then to Ayoun. Note that this longer route is not necessarily much better, just more popular! The use of this alternative route would also allow for a possible visit to the ruins of Koumbi Saleh, the capital of the Ghana Empire and one of the most important medieval sites in West Africa. There is still a third alternative, via the new road to Kayes and then to Selibabi, but again, things may not be better here than they are in the two previous options.

### General Info

- 650 km: 15 km from Bamako to Kati, tarred; 605 km from Kati, Mali to Agjert, Mauritania, via border at Nioro du Sahel, not covered; 30 km from Agjert to Ayoun el Atrous, tarred.
- 2 days: 1<sup>st</sup> night in Nioro du Sahel (*Campement* by administrative quarter); 2<sup>nd</sup> night in Ayoun el Atrous (Hotel Ayoun.)
- Highlights: Crossing the *Vallee du Serpent*; transitioning to traditional Saharan scenery.



### Details

- Day 1: Bamako to Nioro du Sahel (440 km, all but first 15 km not covered.) Leave on road to Nara and Nema up to Metanbougou (180 km, 15 km tarred, 165 km not covered.) Major settlements passed: Kati, Kolokani and Didjeni (not much to see.) In Metanbougou, exit from main road in direction to Nioro du Sahel via the *Vallee du Serpent* (260 km, not covered, notoriously rough!) Major settlements passed: Dioumara and Diema (not much to see.)
- Day 2: Nioro du Sahel to Ayoun el Atrous (210 km, all but last 30 km not covered.) Do border formalities in Nioro du Sahel, Mali before leaving and then in Kobenni, Mauritania (100 km, not covered.) From Kobenni continue to Agjert (80 km, not covered, normally sandy and slow) and then to Ayoun (30 km, tarred.)

### Observations

- May be necessary to stay in Diema if short on time to make it to Nioro du Sahel.

## 2.6 Stage VI – Down La Route de l’Espoir to the Sea: From Ayoun el Atrous to Nouakchott

### General Info

- 950 km: 420 km from Ayoun el Atrous to Sangrafa, tarred; 130 km from Sangrafa to Moudjeria and back, mostly not covered; 400 km from Sangrafa to Nouakchott, tarred.
- 4 days: 1<sup>st</sup> night bush camping around Moudjeria; 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> nights in Nouakchott.
- Highlights: View of the Tagant plateau in Moudjeria; Sahara crocodiles and other exotic fauna in Matmata, near Moudjeria.



### Details

- Day 1: Ayoun el Atrous to Moudjeria (480 km, all but last 65 km tarred.) Visit Ayoun el Atrous (market, famous for old trade beads.) Leave for Kiffa (210 km, tarred and scenic by Mauritania standards.) In Kiffa, visit town (typical Mauritanian village, nice market, modest but nice mosque.) Proceed to Sangrafa (205 km, tarred) thru the *Passe de Djouk*. Once in Sangrafa, take road to Tidjikja up to Moudjeria (65 km, mostly not covered.) Enjoy scenic views of the Tagant plateau.
- Day 2: Moudjeria to Nouakchott (470 km, all but first 65 km tarred.) Visit the natural pools near Matmata, a bit further down on the road to Tidjikja. Turn back to Sangrafa (65 km, mostly not covered) and continue to Nouakchott (405 km, all tarred.) Major settlements passed: Aleg (not much to see) and Boutilimit (famous for the library of its Koranic school.)
- Days 3 and 4: In Nouakchott. Obtain visa for Morocco (Morocco Embassy, 48 hour process; see below.) Visit town (*Grande Mosquee*, the *Musee national*, market, *centre artisanal*, the fish market; may visit the *Parc National du Banc d’Arguin* while waiting for visa.)

### Observations

- EU and American citizens do not need a visa to enter Morocco (see section on Documentation and Formalities.) However, having it may be of help (or at the very least will not hurt), especially given the remoteness of the border post.
- 2<sup>nd</sup> day planned to be spent in Nouakchott can be used as a make up day for any delay in the program up to this point. This would mean leaving town without the visa for Morocco.

## 2.7 Stage VII – Across the Sahara: From Nouakchott, Mauritania to Marrakech, Morocco

### General Info

- 2200 km, all but 50 km tarred.
- 5 days: 1<sup>st</sup> night in Nouadhibou (most likely camping inside the car); 2<sup>nd</sup> night in Dakhla (Camping Moussaffir); 3<sup>rd</sup> night in Laayoune (TBD); 4<sup>th</sup> and 5<sup>th</sup> nights in Marrakech (TBD.)
- Highlights: the *Parc National du Banc d'Arguin* (Unesco's World Heritage site); Boujdour (a.k.a. *Cabo Bojador*); Marrakech and its Medina.



### Details

- Day 1: Nouakchott to Nouadhibou (480 km, all tarred.) Leave early for Nouadhibou. If not done so before from Nouakchott, visit the *Parc National du Banc d'Arguin*, a Unesco's World Heritage site. Major settlements passed: Nouamghar (not much to see.)
- Day 2: Nouadhibou, Mauritania to Dakhla, Morocco (420 km, all but first 50 km tarred.) Leave early for border post at Gueguarat (50 km, sandy and slow.) After formalities, continue to Dakhla (370 km, tarred.) Major settlements passed: None!
- Day 3: Dakhla to Laayoune (500 km, all tarred.) Leave early for Boujdour, the historically relevant *Cabo Bojador* to the Portuguese (310 km.) Visit town. Leave in the afternoon to Laayoune (190 km.).
- Day 4: Laayoune to Marrakech (800 km, all tarred.) Long day, but on good roads! Leave directly to Marrakech. Major settlements passed: Tarfaya, Tan-Tan and Tiznit (not very much to see.)
- Day 5: In Marrakech. Visit town.

### Observations

- Nouadhibou is notorious for vehicle theft. The best option for a place to sleep overnight is probably inside the car in one of the secured camping places in town!

## 2.8 Stage VIII – Out of Africa: From Marrakech, Morocco to Lisbon, Portugal

### General Info

- 1370 km, all tarred.
- 6 days: 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> nights in Rabat. 4<sup>th</sup> night in Ceuta (TBD); 5<sup>th</sup> night in Gibraltar (TBD); 6<sup>th</sup> night not needed!
- Highlights: the mystical Moroccan cities of Casablanca, Rabat (the capital) and Tangier; historic Ceuta, one of the Spanish enclaves in Northern Africa; Gibraltar and the Rock; Lisbon.



### Details

- Day 1: Marrakech to Rabat (320 km, all tarred.) Leave by mid afternoon directly for Rabat.
- Days 2 and 3: in Rabat. Visit Rabat and surrounding region, including Casablanca.
- Day 4: Rabat, Morocco to Ceuta (320 km, all tarred.) Leave early for Tangier (250 km.) See town. In afternoon leave for Ceuta (70 km.) See town.
- Day 5: Ceuta to Gibraltar (Ferry to Algeciras, then 20 km, all tarred.) Finish visiting Ceuta in the morning. Around lunchtime take ferry to Algeciras. Proceed to Gibraltar (20 km.) back on the Rock!
- Day 6: Gibraltar to Lisbon, Portugal (710 km, all tarred.)

## 2.9 Summary

Day	From	To	Km (Day)	Km (Acc)	Obs.
1	N'djamena, Chad	NE Lake Chad area	?		Bush camp
2	NE Lake Chad area	N Lake Chad area	?		Bush camp
3	N Lake Chad area	Diffa, Niger	700	700	
4	Diffa	Zinder	470		
5	Zinder	Birnin-Konni	490		
6	Birnin-Konni	Niamey	420		Embassy town
7	In Niamey		-		Embassy town
8	In Niamey		-	2080	Embassy town
9	Niamey, Niger	Ouagadougou, Burkina Faso	500		Embassy town
10	In Ouagadougou		-		Embassy town
11	Ouagadougou	Bobo-Dioulasso	360		
12	Bobo-Dioulasso	Bobo-Dioulasso	270		
13	Bobo-Dioulasso, Burkina Faso	Bamako, Mali	540		Embassy town
14	In Bamako		-	3750	Embassy town
15	Bamako	Djenne	570		Roof camp
16	Djenne	Sanga	230		Roof camp
17	In Sanga		-		Roof camp
18	Sanga	Sevare	110		Roof camp
19	Sevare	Zinzana	360		
20	Zinzana	Bamako	280	5300	Embassy town
21	Bamako	Nioro du Sahel	440		<i>Campement</i>
22	Nioro du Sahel, Mali	Ayoum el Atrous, Mauritania	210	5950	
23	Ayoum el Atrous	Moudjeria area	480		Bush camp
24	Moudjeria area	Nouakchott	470		Embassy town
25	In Nouakchott		-		Embassy town
26	In Nouakchott		-	6900	Embassy town
27	Nouakchott	Nouadhibou	480		
28	Nouadhibou, Mauritania	Dakhla, Morocco	420		
29	Dakhla	Laayoune	500		
30	Laayoune	Marrakech	800		
31	In Marrakech		-	9100	
32	Marrakech	Rabat	320		Embassy town
33	In Rabat		-		Embassy town
34	In Rabat		-		Embassy town
35	Rabat, Morocco	Ceuta, Spanish Africa	320		
36	Ceuta, Spanish Africa	Gibraltar, Gibraltar	20		
37	Gibraltar, Gibraltar	Lisbon, Portugal	710	10470	Finish!

### **3. General Considerations**

#### **3.1 Safety and Security**

This is the “risk” thing. Trying to evaluate the risk of an activity is not necessarily very straightforward. First and foremost, because risk is probabilistic in nature. Secondly, because it is easy to be misled by pre-conceived perceptions about “risk” (mountain climbing in the Himalayas or in the Alps is generally perceived to be “more risky” than organized religion in America; however, probably more people have died recently as a consequence of the latter – bombing of family planning clinics, Waco, Guyana – than of the former.) And thirdly, because what is “too risky” for some may be mere routine for others (brings to mind the famous picture of the steelworkers having lunch seated on a beam during the construction of a skyscraper in NY in the 30’s.)



TSO1 goes through an area that, to put it mildly, has a risk profile quite different from most areas in the US or Western Europe! A detailed and comprehensive risk analysis of such an expedition is clearly out of the scope of this document. As a matter of fact, whole books could be – and have been – written on the subject. Rather, the intention here is to introduce the topic by listing the risks thought to be more prevalent and to look in a very general manner at what can be done to mitigate them. Health related issues are addressed in the following section.

In very general terms, a serious (as in life-threatening) crisis can arise from:

- Serious personal injuries;
- Getting lost;
- Vehicle problems;
- Banditry;
- Terrorism; and
- Landmines.

The mitigation of most of these risks starts at home, before any driving is actually done, with proper planning! In a trip like this, it is important to be adequately prepared and equipped; it is important to be prepared and equipped to handle the innumerable contingencies that are bound to happen once under way; it is important to plan the route carefully, taking into consideration supply needs (namely fuel and water) and danger areas. Concerning this last point, going anywhere near less safe areas should only be done if absolutely needed and never alone – either plan to join someone else’s convoy or plan one yourself. All this work is done before hitting the road.

Once on the road, it is important to drive defensively, not to drive at night and to avoid off-piste short cuts. Serious injuries are more of a problem in motorcycle expeditions than in vehicle ones. Normally, assuming seat belts are being used, a car accident to be serious enough to cause a life-threatening injury has to be a big one, one that involves a roll over or a major crash. Hence the

importance of driving defensively, of not going off-piste and of not driving at night, when local unlit vehicles on the road are not unusual. Not driving off-piste or at night are also important steps to mitigate the risk of getting lost. For this, it is also important to know where you are and where you are going at all times! If ever lost, do not carry on; stop before you go too far. If immobilized with vehicle problems, do not abandon the vehicle unless absolutely positive that you can reach help in a short walk along a clear track. One of today's most effective survival aids in an emergency is a Satellite phone (e.g., Iridium or Thuraya.) These devices are important not only to get you out of some problems, but also to help you avoid others, such as driving into political unrest!

In short, plan well, use common sense and know your limitations! Specifically to TSO1, these guidelines are being – and will always be – strictly followed. The process of defining the route illustrates this fact: in it, as expected, the absolute utmost consideration was given to safety and security. As a result, all but three short *tranches* of (relative minor) concern have been eliminated. These *tranches* are: ~300 km of sandy piste through an isolated area around Lake Chad; ~400 km of initially rough then sandy piste between Bamako, Mali and Ayoun el Atrous, Mauritania; and ~8 km of sandy piste through a mined field between the Mauritania and Morocco border post at Gueguarat. On the first of these *tranches*, the area will be well known from trips to the area prior to TSO1 and additionally, all efforts will be done to avoid doing it alone. Concerning the second, and as noted in the Itinerary section, there are other alternative routes, should the base case route be considered inappropriate. On the last one, the 8 km are well marked and through an area of heavy traffic.

A final consideration on yet another safety related issue – petty crime. In West Africa, pick pocketing, robberies, scams and the like, seldom ever escalate into a serious, life-threatening, situation. Bothersome, most likely; life-threatening, normally not! This is the reason why petty crime was not included on the list of concerns above. Here, as in most places around the world (including Europe and the US), the best defenses against this problem are common sense and being street-wise.

### 3.2 Health Related Issues

This section follows the same format set forth in the previous one, i.e., it is an introduction to the topic rather than a comprehensive analysis of it. And to deal with health related issues, as dealing with the issues addressed in the previous section, the first preventive steps should be taken before leaving home – avoiding health problems starts with an adequate immunization plan, devised in conjunction with a doctor. Such plan should include vaccines against the following diseases:

- Hepatitis A and B (available in a combined form; three doses within a six month period);
- Meningitis (single dose);
- Polio (most likely only a booster may be needed; may clash with vaccine for yellow fever);
- Rabies (three doses within a 28 day period; rare but 100% fatal; vaccine only buys time until further medical attention is received);
- Diphtheria and tetanus (most likely only a booster may be needed; single dose);
- Typhoid (single dose, oral or injection); and
- Yellow fever (single dose.)



Once on the road, the most common health related problems likely to occur are diarrhea, sunburns, dehydration, bites and stings and malaria. Fortunately, there are well known preventive measures that one can take to minimize the probabilities of ever being affected by any one of these problems. Even more fortunately, all but the last type of problems on the list – namely diarrhea, sunburns, dehydration and bites and stings – if dealt with early enough, seldom ever become more than just an annoyance. With malaria, the situation is a bit more complicated – malaria (or the dehydration caused by its fever) is the most common cause of death in the world and while most health professionals consider the desert areas of North Africa to be malaria-free, the Sahel region south of the Sahara is still a high-risk zone. As mentioned above, the first step to avoid life-threatening problems with malaria is prevention, namely malarial prophylactics and avoiding being exposed to mosquito bites, especially between dusk and dawn. The second step is being alert for malaria symptoms, to be able to detect it and to start taking care of it as early as possible. In a worst case scenario, for malaria as for any other serious medical situation, there is always the possibility of being evacuated. Concerning this, it should be noted that through TSO1, seldom ever will the expedition be more than one or two days away from an international or otherwise major airport. (Medical evacuation insurance is readily available at reasonable costs and is strongly recommended.)

### **3.3 Other Miscellaneous Considerations**

TSO1 will encourage behavior respectful of the guidelines for responsible tourism set forth by the UK-based organization, Tourism Concern ([www.tourismconcern.org.uk](http://www.tourismconcern.org.uk)). The most relevant of these guidelines are:

- Save precious natural resources;
- Support local enterprise;
- Ask before taking close-up photographs of people;
- Do not give money to children, as it encourages begging as an alternative to working (for charity, make a donation to a recognized project such as health center or a school);
- Respect local etiquette;
- Educate yourself about the places you visit (it helps you understand its people and helps prevent misunderstandings and frustrations); and
- Be patient, friendly and sensitive (always keep in mind that you are a guest.)

## **4. Equipment and Consumables**

### **4.1 Vehicle and Vehicle Related Equipment and Consumables**

Nearly 11,000 kilometers in just over a month is tough on any vehicle anywhere in the world. Here, given the state of the roads (or lack thereof!), weather conditions (hot and dusty) and the generalized lack of support infrastructure (in some places lacking even your most basic road-side gas station), it is even more so. It is not the intention of this document to expand at great length on the specifications desired for a vehicle that is being brought to this environment. (For a good write up on this subject, consult Chris Scott's *Sahara Overland*, 2<sup>nd</sup> Ed., Trailblazer Publications, October 2004.) It is generally accepted that the ideal car for an expedition such as this one should be powerful but excellent on fuel economy, mechanically simple, easily repairable even in the most remote parts of the world, robust but comfortable and feather light, able to go to (and get out of) any place with all of our belongings and, most of course, extremely cheap in the first place. Unfortunately, such a vehicle does not exist! Obviously, some compromises are called for. Narrowing it down, the following list indicates some specific characteristics that, in the opinion of the author, are desirable:

- 4WD with rear differential lock;
- Good ground clearance, robustness and payload capacity but not excessively heavy;
- Diesel powered (less volatile, cheaper and more readily available); and
- Not overloaded with complicated gizmos.

It is worthwhile to note that, for technical, commercial, political, practical, or even fashion reasons, two brands, namely, Toyota and Land Rover, dominate the Sahara and Sahel road scene as none other. This is relevant because vehicles of these brands are more easily repairable in the remote areas that TSO1 will cross.

Assuming that one starts with a good base, no major vehicle preparation or equipment should be required specifically for TSO1. After all, out of the nearly 11,000 km of the itinerary being considered, close to 8,700 km (nearly 80% of the total) will be on tarred roads. As a result, the list of what is considered needed is neither long nor complicated:

- Ability to carry large amounts of diesel and water (long-range tanks and/or jerry-cans);
- Ability to repair a flat on the road (one extra spare tire, i.e., 2 instead of 1, as well as a 12V portable air compressor are not bad things to have);
- Some recovery equipment (high-lift or air bag jack, a tow rope and a good old shovel; a winch may come in handy, while sand plates are most likely an over-kill); and
- An appropriate amount of consumables (filters, belts, air tubes, oils, et cetera.)

### **4.2 Navigation and Communications**

As mentioned before, knowing where one is and where one is going is crucial towards avoiding potentially serious situations. Fortunately, in TSO1 this should not be too complicated given the profile of the expedition's itinerary: as just mentioned, close to 80% of all driving will be done on

tarred roads between major cities and towns. A simple handheld GPS unit, a back-up unit and your basic paper charts should be all that will be needed to avoid getting lost on the way.

On the communications side, it is considered to be essential to have at the very least one Satellite phone. As explained in the Safety and Security section above, a Sat phone is important not only to get out of any eventual jam but also to be informed while on the road of events or facts that could potentially have a serious impact on the trip (e.g., political unrest, unusual weather, et cetera.)

Still on the subject of communications, should there be more than one vehicle involved, some thought will be devoted to devise a short-range radio system to allow for inter-vehicle communications.

### **4.3 Camping Equipment, Food and Other Miscellaneous Items**

As indicated in the Itinerary section above, bush camping next to the vehicle will be absolutely necessary in some places. In some other places, it may not be necessary but desirable! In any case, either out of need or just for pleasure, TSO1 will involve some camping and therefore some camping gear. But again, the list of what is considered needed is neither long nor complicated:

- Ability to separate oneself from mosquitoes and other flying bugs at night (i.e., either a tent or a good mosquito net);
- Ability to put some distance between oneself and any crawling bug (i.e., a cot!)
- Ability to prepare and eat your most basic meal (some sort of basic gas-fired camping stove, some very basic cooking utensils, some very basic food supplies and lots of drinking water!)

Rounding up this section, the last “piece of equipment” deemed necessary for the trip and worth mentioning here is a first aid kit. Here again, nothing extremely complicated is needed, given the profile of the itinerary of TSO1.

## **5. Documentation and Formalities**

The list below indicates documentation and formalities required by each country for entry through land borders for tourists (in addition to all the traditional documentation required – or desirable to have – for international travel by car, i.e., passport, international driver's license, international health certificate, car ownership documentation and international paperwork for car and personal health insurance.) Information on Chad is included for completeness.

### **5.1 Chad**

- Visa: Needed by all US and EU nationals.
- Carnet: Buy laissez-passer (local carnet) at border posts (5000 CFA.)
- Guides: Per law, only required in northern provinces (BET.) Guides provided by the Sous-Perfect.
- Misc: Tourist registration – Tourists should register at the 'Commissariat Centrale' in N'djamena (30 minutes, 1 passport photo, no cost.) Stamp in passport will be checked at road checkpoints.
- Autorisation de Circuler – to avoid problems, travelers should have an 'Autorisation de Circuler', available from the Service des Autorisations Diverses, Direction de l'Interieur, Ministere de l'Administration du Territoire, (ask for Monsieur Tatoula; 1 to 2 days, no cost.) Have your passport ready and know all places you will be visiting.
- Photo permit – required per law (but reportedly rarely enforced, especially out of the city.)

### **5.2 Niger**

- Visa: Needed by all US and EU nationals and not issued at border posts. Obtainable in N'djamena, Chad. It may be possible to obtain the visa for Niger and for Burkina Faso together as part of the Visa Touristique Entente.
- Carnet: Buy laissez-passer (local carnet) at border post (good for all CFA zone.)
- Guides: Only required in the Tenere region.
- Misc: Buy local insurance at border post (good for all CFA zone.)

### **5.3 Burkina Faso**

- Visa: Needed by all US and EU nationals. Ideally, it may be possible to obtain it in N'djamena, Chad (Niger Embassy, together with the visa for Niger as part of the Visa Touristique Entente.) Otherwise, obtainable at French Consulate in Niamey, Niger (same-day process.) It can also be issued at the major border posts (but lengthy and costly process.)
- Carnet: To the best of my knowledge, the laissez-passer (local carnet) bought at the border post in Niger will be sufficient. Otherwise, may need to buy another one at the border post.
- Guides: Not required by law.
- Misc: To the best of my knowledge, the local insurance bought at the border post in Niger will be sufficient. Otherwise, may need to buy another one at the border post.

#### **5.4 Mali**

- Visa: Needed by all US and EU nationals and normally, they are not issued at border posts. Obtainable at Mali Embassy in Niamey, Niger (24 hours) or in Ouagadougou, Burkina Faso (same day.)
- Carnet: To the best of my knowledge, the laissez-passer (local carnet) bought at the border post in Niger will be sufficient. Otherwise, may need to buy another one at the border post.
- Guides: Not required by law.
- Misc: To the best of my knowledge, the local insurance bought at the border post in Niger will be sufficient. Otherwise, may need to buy another one at the border post.

#### **5.5 Mauritania**

- Visa: Needed by US national and EU except French and Italian nationals. Obtainable at the Mauritania Embassy in Bamako, Mali (normally 48 hours.) In countries without Mauritanian diplomatic representation (e.g., Chad, Niger and Burkina Faso), it may be possible to obtain it at the French Consulate there (please note the word may!)
- Carnet: Not needed (passport stamped as temporary carnet; 1000 oogs.)
- Guides: Not required by law.
- Misc: Local insurance bought at border post.  
Need currency declaration form (no cost.)

#### **5.6 Morocco**

- Visa: Not needed for US or EU nationals.
- Carnet: Not needed.
- Guides: Not required by law.

#### **5.7 EU (Spain and Portugal)**

- Visa: Not needed for US nationals.
- Carnet: Not needed.
- Guides: Not required by law.

## **6. Resources and Suppliers: Directory and Links**

### **6.1 Camping and Expedition Material**

Brigade Quartermasters: [www.actiongear.com](http://www.actiongear.com)

EMS: [www.ems.com](http://www.ems.com)

Nomad Travel & Outdoor: [www.nomadtravel.co.uk](http://www.nomadtravel.co.uk)

REI: [www.rei.com](http://www.rei.com)

West Marine: [www.westmarine.com](http://www.westmarine.com)

#### *Items already bought or in the process of buying:*

- Tent (REI Item # 7125610019, Kelly Gunnison 4 Person)
- Cot (Brigade Quartermaster Item # Cot 11, Military Style Folding Cot, 77 x 25 x 17, 10 lbs)
- Mosquito Net (Brigade Quartermaster Item # CMN98 Combo 4 way mosquito net)
- Solar heated shower (West Marine item # 238758, H2O SunShower, 5 gallon solar heated shower)
- Foam sleeping pad
- Cooking stove & kitchen supplies (to be detailed)

### **6.2 Electronics (Navigation and Communication Equipment)**

West Marine: [www.westmarine.com](http://www.westmarine.com)

#### *Items already bought or in the process of buying:*

- GPS (West Marine Item # 2193944, Garmin GPS 76 & accessories)

### **6.3 Health Related Sites**

#### *Travel & vaccination Info:*

US CDC: [www.cdc.gov/travel/](http://www.cdc.gov/travel/)

Medical Advisory Service for Travelers Abroad: [www.masta.org](http://www.masta.org)

World Health Organization: [www.who.int](http://www.who.int)

Travel Health Online: [www.tripprep.com](http://www.tripprep.com)

Travel Doctor: [www.traveldoctor.co.uk](http://www.traveldoctor.co.uk)

#### *Malaria:*

London School of Hygiene and Tropical Medicine: [www.lshtm.ac.uk/malaria](http://www.lshtm.ac.uk/malaria)

Health Protection Agency: [www.malaria-reference.co.uk](http://www.malaria-reference.co.uk)

#### *Medical Evacuation Services and Insurance:*

International SOS: [www.internationalsos.com/en/index.htm](http://www.internationalsos.com/en/index.htm)

First Assist: [www.firstassist.co.uk](http://www.firstassist.co.uk)

Travel Insurance Services: [www.travelinsure.com/why/medicalevacuation.htm](http://www.travelinsure.com/why/medicalevacuation.htm)

## 6.4 Maps and Topographical Charts

### Suppliers:

The Map Shop: [www.themapshop.co.uk](http://www.themapshop.co.uk)

Stanfords: [www.stanfords.co.uk](http://www.stanfords.co.uk)

Maps.com: [www.maps.com](http://www.maps.com)

IGN Map Shop: [www.ign.fr](http://www.ign.fr)

Les Librairies de Voyageurs du Monde: [www.vdm.com/vdm/cite/boutique/index.asp](http://www.vdm.com/vdm/cite/boutique/index.asp)

### Items already bought or in the process of buying:

Africa – North & West, Michelin 741, 1:4,000,000 (general planning)

Tchad, IGN, 1:1,500,000 (general country map)

Niger, IGN, 1:2,000,000 (general country map)

Burkina, IGN, 1:1,000,000 (general country map)

Mali, IGN, 1:2,000,000 (general country map)

Maroc, Michelin 742, 1:1,000,000 (general country map)

ND-33 Fort Lamy (IGN topographical chart, 1:1,000,000, old surveys)

NC-29/30 Bobo-Dioulasso (IGN topographical chart, 1:1,000,000, old surveys)

ND-29 Bamako (IGN topographical chart, 1:1,000,000, old surveys)

ND-30 Ouagadougou (IGN topographical chart, 1:1,000,000, old surveys)

NE-30 Tombouctou (IGN topographical chart, 1:1,000,000, old surveys)

NE-29 Tidjikja (IGN topographical chart, 1:1,000,000, old surveys)

NE-28 St Louis (IGN topographical chart, 1:1,000,000, old surveys)

NF-28 Port Etienne (IGN topographical chart, 1:1,000,000, old surveys)

NF-29 Ouadane (IGN topographical chart, 1:1,000,000, old surveys)

(Note that US Defense Mapping Agency Operational Navigational Charts (ONC's, 1:1,000,000) and Tactical Pilotage Charts (TPC's, 1:500,000) may be used to complement or as a replacement to the 1:1,000,000 IGN topographical charts above.)

### Maps on-line:

LexicOrient: <http://lexicorient.com/e.o/atlas/index.htm>

The University of Texas Libraries: [www.lib.utexas.edu/maps/](http://www.lib.utexas.edu/maps/)

National Geographic: [www.nationalgeographic.org/maps/](http://www.nationalgeographic.org/maps/)

## 6.5 Tourism Related Resources

### *General and Route Information*

Sahara Overland (route info & driver's forum): [www.sahara-overland.com](http://www.sahara-overland.com)

Sahara Travel (travel agency): [www.saharatravel.com](http://www.saharatravel.com)

Transafrika (route info): [www.transafrika.fr](http://www.transafrika.fr)

Mosquitto (route info, in Portuguese): [www.mosquitto.org](http://www.mosquitto.org)

### *Chad*

Lonely Planet: [www.lonelyplanet.com/worldguide/destinations/africa/chad](http://www.lonelyplanet.com/worldguide/destinations/africa/chad)

World 66: [www.world66.com/africa/chad](http://www.world66.com/africa/chad)

### *Niger*

Lonely Planet: [www.lonelyplanet.com/worldguide/destinations/africa/niger](http://www.lonelyplanet.com/worldguide/destinations/africa/niger)

World 66: [www.world66.com/africa/niger](http://www.world66.com/africa/niger)

Hotel du Tal, Diffa: (+227) 54.0332

Hotel Amadou Kourandaga, Zinder: (+227) 51.0742

Relais Touristique, Birnin-Konni: (+227) 338

Hotel Kado, Birnin-Konni: (+227) 296

### *Burkina Faso*

Annuaire Afrique, Burkina Faso: <http://www.burkinaphonebook.com/Voyage.html>

Bobo-Dioulasso: <http://www.bobodioulasso.net>

Burkina Faso Government: [www.primature.gov.bf/burkina/](http://www.primature.gov.bf/burkina/)

Lonely Planet: [www.lonelyplanet.com/worldguide/destinations/africa/burkina-faso](http://www.lonelyplanet.com/worldguide/destinations/africa/burkina-faso)

World 66: [www.world66.com/africa/burkinafaso](http://www.world66.com/africa/burkinafaso)

L' Auberge, Bobo-Dioulasso: (+226) 2099.1426

Hotel Watinoma, Bobo-Dioulasso: (+226) 2097.2082

### *Mali*

Lonely Planet: [www.lonelyplanet.com/worldguide/destinations/africa/mali](http://www.lonelyplanet.com/worldguide/destinations/africa/mali)

Office Malien du Tourisme et de l'Hotellerie: [www.le-mali.com/omatho/index.htm](http://www.le-mali.com/omatho/index.htm)

World 66: [www.world66.com/africa/mali](http://www.world66.com/africa/mali)

Auberge le Maafir, Djenne: (+223) 242.0541

Bureau des Guides (as well as all accommodation), Sanga: (+223) 242.0092

Mac's Refuge, Sevare: (+223) 672.9097; [malimacs@yahoo.com](mailto:malimacs@yahoo.com)



*Mauritania*

LexicOrient, Mauritania: <http://lexicorient.com/mauritania/index.htm>

Lonely Planet: [www.lonelyplanet.com/worldguide/destinations/africa/mauritania](http://www.lonelyplanet.com/worldguide/destinations/africa/mauritania)

Mauritania Government: [www.mauritania.mr/fr/index.php](http://www.mauritania.mr/fr/index.php)

World 66: [www.world66.com/africa/mauritania](http://www.world66.com/africa/mauritania)

*Morocco*

LexicOrient, Morocco: <http://lexicorient.com/morocco/index.htm>

Lonely Planet: [www.lonelyplanet.com/worldguide/destinations/africa/morocco](http://www.lonelyplanet.com/worldguide/destinations/africa/morocco)

Rough Guides: <http://travel.roughguides.com/destinationshome.html>

World 66: [www.world66.com/africa/morocco](http://www.world66.com/africa/morocco)

Camping Moussaffir, Dakhla: (+212) (48) 89.8279

**6.6 US Dept of State Resources**

*Embassies*

N'djamena, Chad (Monday to Thursday, 7:30 am - 5:00 pm; Friday, 7:30 am - 12:30 pm)

Avenue Felix Eboue

Tel: (+235) 51.7009 or 9052 or 9233

Tel, after hours: (+235) 51.7009

Web site: <http://ndjamena.usembassy.gov/>

Niamey, Niger (Monday to Friday, 8:00 am - 4:30 pm)

Rue des Ambassades

Tel: (+227) 72.2661/2/3/4

Tel, after hours: (+227) 72.3141

Web site: <http://niamey.usembassy.gov/>

Ouagadougou, Burkina Faso (Monday to Thursday, 7:30 am - 5:00 pm; Friday, 7:30 am - 12:30 pm)

602 Avenue Raoul Follereau

Tel: (+226) (50) 30.6723

Tel, after hours: (+226) (50) 31.2660 or 2707

Web site: <http://ouagadougou.usembassy.gov/>

Bamako, Mali (Monday to Thursday, 7:30 am - 5:00 pm; Friday, 7:30 am - 11:30 pm)

Rue Mohammed V

Tel: (+223) 222.5470 or 4835 or 3678

Tel, after hours: (+223) 222.3833

Web site: [www.usa.org.ml/](http://www.usa.org.ml/)

Nouakchott, Mauritania (Monday to Thursday, 8:00 am - 5:00 pm, Friday, 8:00 am - 12:00 pm)  
288, rue 41-100, (rue Abdallaye)  
Tel: (+222) 525.2660 or 2663  
Tel, after hours: (+222) 525.3288  
Web site: <http://mauritania.usembassy.gov/>

Rabat, Morocco (Monday to Friday, 8:00 am - 5:00 pm)  
2 Avenue Mohammed El Fassi  
Tel: (+212) (3) 776.2265  
Tel, after hours: (+212) (3) 776.9639  
Web site: [www.usembassy.ma/](http://www.usembassy.ma/)

#### Consulates

Casablanca, Morocco (Monday to Thursday, 8:30 am – 9:30 am and 1:30 pm – 3:00 pm)  
8 Blvd. Moulay Youssef  
Tel: (+212) (2) 226.4550  
Tel, after hours: (+212) (2) 226.4550  
Web site: <http://www.rabat.usembassy.gov/services/consular/consular.htm>

#### Post Reports

Chad: [http://foia.state.gov/MMS/ustrpt/pr\\_view\\_all.asp?CntryID=32](http://foia.state.gov/MMS/ustrpt/pr_view_all.asp?CntryID=32)  
Niger: [http://foia.state.gov/MMS/ustrpt/pr\\_view\\_all.asp?CntryID=110](http://foia.state.gov/MMS/ustrpt/pr_view_all.asp?CntryID=110)  
Burkina Faso: [http://foia.state.gov/MMS/ustrpt/pr\\_view\\_all.asp?CntryID=24](http://foia.state.gov/MMS/ustrpt/pr_view_all.asp?CntryID=24)  
Mali: [http://foia.state.gov/MMS/ustrpt/pr\\_view\\_all.asp?CntryID=93](http://foia.state.gov/MMS/ustrpt/pr_view_all.asp?CntryID=93)  
Mauritania: [http://foia.state.gov/MMS/ustrpt/pr\\_view\\_all.asp?CntryID=96](http://foia.state.gov/MMS/ustrpt/pr_view_all.asp?CntryID=96)  
Morocco: [http://foia.state.gov/MMS/ustrpt/pr\\_view\\_all.asp?CntryID=102](http://foia.state.gov/MMS/ustrpt/pr_view_all.asp?CntryID=102)

#### Miscellaneous

Current travel warnings: [http://travel.state.gov/travel/cis\\_pa\\_tw/tw/tw\\_1764.html](http://travel.state.gov/travel/cis_pa_tw/tw/tw_1764.html)  
Consular information sheets: [http://travel.state.gov/travel/cis\\_pa\\_tw/cis/cis\\_1765.html](http://travel.state.gov/travel/cis_pa_tw/cis/cis_1765.html)  
Country background notes: [www.state.gov/r/pa/ei/bgn/](http://www.state.gov/r/pa/ei/bgn/)

### **6.7 Vehicle Related**

Toyota (diplomatic and tax-free sales, Europe & Africa): [www.toyota-gib.com](http://www.toyota-gib.com)  
InterMotive (Land Rover & Toyota sales, parts and prep): <http://www.intermotive-car.nl/>  
Matt Savage (parts and prep): [www.mattsavage.com](http://www.mattsavage.com)  
David Lambeth (parts and prep, off road assistance): +44 (0) 1892 853913  
Milner Off Road (parts and access for Jap 4x4) [www.milneroffroad.com](http://www.milneroffroad.com)