

APPLICATION TO THE COLLEGE EXPEDITIONS AND TRAVEL COMMITTEE FOR FINANCIAL SUPPORT TO PROMOTE AN EXPEDITION

**To be returned to Room G9, Registrar's Corridor, South Wing,
Main Building - by 12pm Friday 13 December 2002**

1. Names, course of study and relevant experience

Lewis Miller, PhD (yr 1) "Assessing the Social and Economic Value of Earth Observation Data." Holding an ESRC CASE studentship in association with the British National Space Centre, supervised by Prof. Ray Harris of UCL Geography. Although Mr. Mark Deeley will accompany me on the expedition, he has no current affiliation with UCL. Funding is therefore sought **only** for Mr. Miller.

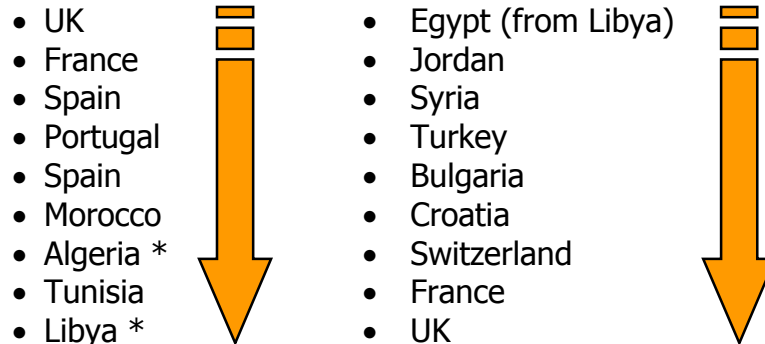
In terms of personal experience, I have travelled widely throughout Europe. I have also undertaken individual travel using public transport (mostly railways and coaches) within Eastern and Southern Europe. For my BSc dissertation I organised and successfully completed (with a research assistant) a 14-day overland expedition to conduct an accurate GPS survey of wildfires within the Peloponnesian peninsular of Greece. We hiked and used motorcycles to accomplish this work.

I have been riding motorcycles without accident for over five years in London, and have ridden abroad many times, mostly to France (where my parents live for 6 months per year) and Spain. My hobbies include cycle racing and off-road motorcycling in the UK, and I am keen on "green-laning" (exploring ancient unsurfaced byways and trails in areas such as Dartmoor, Salisbury Plain and the Isle of Wight). I also worked full-time for a year as a courier in Central London, and so I feel my skills as a motorcyclist are up to the task.

I have already utilised my personal strengths of problem solving and organisation in planning the expedition. The preparation of the vehicles is of fundamental importance to any desert expedition, and this is where most attention has so far been focussed. Other areas of interest include personal development training, and the investigation of advanced medical and mechanical courses. My interpersonal skills have helped to arrange valuable industrial sponsorship from four key sources: a motorcycle dealership in London, a major courier company, a biking magazine, and an international luggage manufacturer.

2. Destination

We aim to leave London, to return 4 months later after completely circumnavigating the Mediterranean Basin. This will be achieved by travelling via:



* - Political instability in some regions may make travel problematic, but contingency plans are in place to avoid either or both of these regions, depending on recent rebel activity and FCO advice.

3. Date of departure and duration

The date of departure is set for 20th June 2003. The expedition will end in London before November 2003 (although we can cut the expedition short via Tunis or Alexandria in the case of accident or unexpected and terminal problem).

4. Summary of objectives

- To investigate themes of cultural continuity and change around the Mediterranean.
- To document environmental continuity and change.
- To raise money for Riders For Health (www.riders.org).
- To raise the profile of Riders For Health through the media.
- To produce an information-rich web page and photo-journal.
- To successfully ride around the Mediterranean Basin, overland.
- To effectively plan and execute an independent vehicular expedition into the Northern Sahara.
- To experience life without the resources taken for granted in Western Europe.

5. Brief outline of method of travel, route and type of accommodation

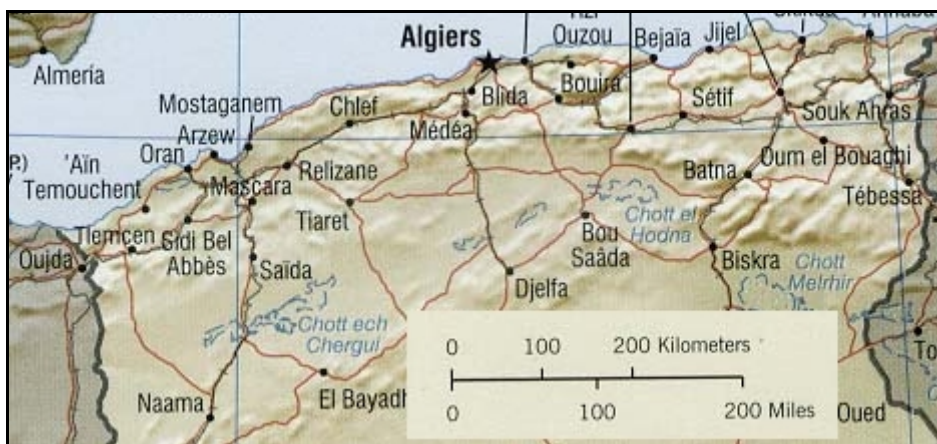
We will travel by off-road motorcycle. I will use a 1990 Yamaha XT600Z Ténéré, heavily modified for the expedition. The bike (with aluminium luggage) is seen overleaf. Although the average speed of the expedition will typically be low, approximately 70% of travel will be off-road and overland, sometimes in the absence of marked trails.



From the UK we will ride south, via France, Spain and Portugal, to Algeciras, where a well-established contact can provide maintenance if necessary, and the appropriate tyres for Saharan use. From there, we will take the ferry to Ceuta (a Spanish enclave) in northern Morocco, and cross the border, driving east through Chechaguene and Oujda to Algeria:



Despite recent political troubles, we intend to cross Algeria via Mascara, Djelfa and Biskra. Military convoys are arranged in this area during times of bandit activity.



Crossing the border, we will head for Tunis, where we will travel south, via Hammamet, Kairouan, and Tataouine.



Entering Libya (probably via Nalut), a government-assigned route will be taken to the Egyptian border at As Sallûm, where we will follow the coast, travelling through desert towards the port of Alexandria and the Nile Delta. This will be the venue for maintenance, and a possible return home in the event of unassailable problems (or escalating difficulties in Iraq and the Middle East).

Crossing the Red Sea via the small ferry at B'ir Tābā - Al'Aquaba, we will enter Jordan and bypass the town of Ma'An, passing through to Syria via Al-Mafraq. As-Suwaydā provides a stopover in the Syrian Desert before continuing north through Aleppo to Turkey via the border control at Kilis.



A stopover in Istanbul (after following a route through Konya and Ayfun) provides an opportunity to perform more maintenance before returning home via Bulgaria, Croatia, Austria and Switzerland. For more route information, please do not hesitate to contact Lewis Miller (PanMed2003@Hotmail.com).

PanMed 2003



6. From whom has political permission, if any, been obtained?

Political permission, in the form of transit visas, will be sought for Algeria, Tunisia, Libya, Jordan and Syria. All other nations do not require visas for entry. A customs Carnet will be obtained via the RAC prior to departure (to indemnify against temporary import duty) and all medical certification (against Yellow Fever, for example) will be sought. The departure date means that both visa applications and medical cover cannot be arranged for several months.

7. Breakdown of cost under main headings

General	Specific	Cost (GBP)
Bike Prep.	Bike (stock, purchased 03/02)	1600
	Luggage (Aluminium)	350
	Spares (spokes/cables/filters)	150
	Tyres (Michelin Deserts)	180pr.
	Navigation (GPS + mount)	400
	Carriage of fluids (2x 20L)	30
	Fabrication (chassis welding)	220
	Wheelbuilding (respoke rear)	160
	Cockpit / electrical	150
Personal	MX body armour / helmet	250
	Medical Expense (kit/training)	360
	Personal Insurance	40/mnth
	PDA + Dig. Camera	325
	Camping Equipment	200
	Miscellaneous	100
Administrative	Visa (Algeria)	60 (\$100 US)
	Visa (Libya)	75
	Visa (Tunisia)	25
	Guide (compulsory)	120 (8 days)
	Carnet de Passage	TBC
	Ferry tickets, tolls	400
	Fuel / Water / oil	TBC
	Food and Accommodation	TBC
	Sundries / Unexpected costs	TBC
TOTAL:		~5000+

8. Estimated total cost of travel

The entire trip, including bike purchase and all preparation will cost more than £5000, although a significant proportion of this cost is invested in non-disposable assets such as equipment, electronics and vehicles. A large proportion of this amount has also been personally raised and invested in the expedition by me (I have purchased the bike, luggage, and other equipment).

It is expected that an additional £2000 can be raised for charity (through sponsorship on a £/mile basis from friends, colleagues and the general

public). Publications, such as articles and reports will be submitted free of charge to RGS and Riders for Health, and a website will be maintained for the dissemination of information during and after the expedition. Subsequent publications in the motorcycling press and newspapers will be charged as unsolicited submissions, but *all* sponsors will be duly credited, and all proceeds will be for charity.

9. Amount of individual contribution

All costs outlined above apply only to Mr. Miller. Mr. Deeley will pay all costs associated with his participation. Costs will be split 50/50 between the riders when applicable (for food or shelter en route, for example). None of the sponsorship raised for Riders for Health shall be used to cover personal costs – we are aiming for 100% contribution. In this respect, most industrial / commercial sponsors are providing aid in the form of free goods and services, rather than financial contributions.

I have been personally absorbing the cost of bike preparation so far, and will continue to pay what I can, in order to maximise the donation to Riders for Health. The expedition shall not be profit-making in any way, and all goods and services provided will be accounted for. In addition, costs during the trip will be closely monitored and electronically stored in a daily journal (PDA-based).

10. To what other organisations have you applied for financial support? State amount of grant awarded or promised, where applicable

- **AllBike Engineering:** Free Goods and Services.
- **AquaPac:** Free Goods and Services, Advertising, PR.
- **Bandit Bikes:** Free Goods and Services + small grant (TBC)
- **Cyclone Courier Co:** Logistical Support, Advertising, Web Hosting.
- **"LondonBiker"**
- **Riders Digest:** Publicity, Press Release, Goods and Services.
- **Riders for Health:** Publicity, Logistics, Planning, and Advisory.
- **Visordown.com:** Donations to Riders for Health

Signature: 

Date: Monday 9th December 2002

Department: Geography

Email: Lewis.Miller@ucl.ac.uk

A Circuit of the Arid Mediterranean by Motorcycle

PanMed2003@Hotmail.com