

PARIS DAKAR CHALLENGE

Rider Info Pack

to help you prepare for your trip of a lifetime



UK - FRANCE - SPAIN - MOROCCO - MAURITANIA - SENEGAL - GAMBIA

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Important note: This information pack is updated regularly as we try and improve all aspects of the trip and consequently it should be taken as a guideline only. **Legal Notice:** This Information Pack is the property of PDC2 Travel Limited (trading as Paris Dakar Challenge). No part of this document may be copied, reproduced, distributed, or used for any other purpose without the prior written consent of PDC2 Travel Limited.

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INTRODUCTION

Welcome to the Paris-Dakar Challenge Info Pack. This document is designed to help with your pre-trip administration and preparations and should be read in conjunction with all of the information contained on our website at www.parisdakarchallenge.com.

Closer to departure, you will also receive a set of Daily Trip Notes which will cover the specifics for each day of the journey — including start and end points, meal arrangements, regroup or meeting points, navigation notes, border crossing details and information about your accommodation. The information in this Info Pack is focused on pre-trip preparation, while the Daily Trip Notes will provide the practical detail for the day-to-day running of the trip.

In addition, you will be sent full details of the **Orientation Day** nearer the time. This will include timings, the exact location, travel advice on how to get there, and suggestions for nearby accommodation.

You can be assured that all of this information will be provided to you in good time before departure, so you will feel fully prepared and ready to go.

TRIP SUPPORT

What constitutes trip support?

Taking so many vehicles across the Sahara is a challenge for people and machines alike. The 4x4 support vehicles will be driven by PDC staff and they are equipped to keep our vehicles and riders on the road. They carry emergency medical supplies, spare parts and tools to deal with almost any eventuality. They also carry the majority of trip members' personal kit and camping equipment to make our night-time stopovers when not in hotels a pleasant and comfortable experience.

Staff

All trips are accompanied by a mechanic, a medic, and an experienced trip leader. In addition, meals at camp are managed under the direction of PDC staff.

Accommodation

Accommodation on the Paris Dakar Challenge is a mix of hotels (around 75%) and camping (around 25%). Hotel rooms are normally shared with another rider, which most people find adds to the camaraderie of the trip. If you would prefer a single room, this can usually be arranged on a day-by-day basis, depending on local availability, and always at your own cost. We can't guarantee single rooms everywhere — some towns may only have limited accommodation — but where they are available, we'll do our best to help you secure one.

Camping forms a memorable part of the adventure. If you've signed up for the Paris Dakar Challenge, then desert and bush camping should not be a problem — in fact, most riders end up enjoying it far more than they expect. The support vehicle carries tables, cooking gear, and chairs so that camp is comfortable, and evenings are spent sharing food and stories around the fire. Mornings are usually an early start, with a hearty breakfast, tea or coffee, and a short briefing before heading back on the road.

Many riders quickly find themselves settling into the rhythm of bush camping, and it often becomes one of the highlights of the trip. At the same time, we balance this with plenty of good hotel nights along the way so you can recharge, enjoy a proper bed, and take advantage of hot showers and local hospitality.

Camp Cooking

Everyone will have the chance to get involved with cooking and food preparation when camping - this is meant to be a **fun part of the adventure**, not a chore. Some riders love cooking and will happily take the lead, while others may prefer to just chop vegetables or help with the washing up. Rest assured — if you're not much of a cook, you won't be put on the spot or left to manage on your own. We'll always pair people up so that those who are more comfortable in the kitchen take charge, while everyone else helps in smaller ways.

Camp cooking is one of those simple shared experiences that adds a lot to the camaraderie of the trip. It's relaxed, light-hearted, and always guided by PDC staff, so nobody needs to worry about being out of their depth in the camp kitchen!

Meals

It's essential that riders are well-fed and properly fuelled each day — and we make sure that meals are simple, fresh, and filling.

- **Breakfast** is provided every day and typically includes cereals, bread, eggs, fruit, and tea or coffee when from the support vehicle, or whatever the accommodation provides when not camping.
- **Lunch** is also provided each day from the support vehicle as it's the ideal opportunity to regroup and check everyone is on track and deal with any issues. At these meetups, we'll usually provide an informal picnic-style lunch — often fresh baguettes with cheese, ham, tuna, salad, and fruit with various snacks.
- **Dinner:** Dinner is included on all camping nights and on a small number of evenings where accommodation provides a group meal. Camping dinners are hearty, simple and filling — pasta, rice dishes, stews, grilled meat or fish, with fruit and hot drinks. On all other nights, riders are free to choose where and what to eat at their own cost, giving you the chance to explore local restaurants and regional specialities.

Overall, you can expect **all breakfasts, all lunches** and **9 evening meals** to be included (5 camping and 4 at accommodation).

Dietary requirements: Please let us know at the time of booking if you have any specific dietary needs. We'll do our best to accommodate these, though options may be limited.

Drinks: Bottled water and soft drinks are readily available from shops, petrol stations and supermarkets throughout the trip and can be bought almost everywhere. Alcohol is available in some towns and hotels in Morocco, Senegal and Gambia, but **strictly illegal in Mauritania**. We will carefully coordinate water supplies before we travel into any remote areas and this will be covered in your daily trip notes.

BIKE SECURITY

Security is an important part of keeping the trip running smoothly.

- **PDC hire bikes** will be supplied with a **heavy-duty chain** and a **motion-sensitive disc lock**. Both must always be applied whenever the bike is left unattended.
- **Own bike riders** are expected to bring adequate security for their motorcycle, such as a good quality chain and lock, and to use them at all times.

The reality is that crime in the areas we travel through is generally very low — in fact, your bike is probably less at risk in Africa than it might be in your home country. However, the consequences of losing a bike on this expedition are severe: a stolen bike would bring your trip to an immediate end.

For that reason, we must all remain vigilant and employ **sensible precautions at all times**. Locking the bikes properly is a simple habit that keeps everyone's adventure safe.

PHONE & INTERNET

Mobile Telephones

Mobile reception is now widely available across North Africa, with the exception of very remote regions and desert pistes far from settlements. Before departure, check that you have international roaming enabled with your service provider so you have a fallback option.

The most cost-effective way to stay connected is to bring an **unlocked phone** and buy local SIM cards along the way. These usually include generous data packages, giving you access to 4G/5G for calls, messaging, and navigation while on the road.

Internet Access

Most hotels and guesthouses we use will have Wi-Fi, though the quality can vary. In cities and larger towns, it's generally reliable enough for messages, emails, or uploading a few photos. In more rural areas, it can be slow or patchy.

There will be no Wi-Fi available when camping, so your only connection then will be via mobile data if you have local SIM coverage. For this reason, SIM cards with data are strongly recommended if you want regular internet access throughout the trip.

NAVIGATION & COMMUNICATION

Navigation – GPS

Smartphone navigation has now reached the point where **Google Maps and Apple Maps are good enough to get you all the way to Dakar**. Even the smallest villages in the Sahara and many desert tracks are now mapped with surprising accuracy. In cities like Fez or Nouakchott, your phone will often be the easiest and most reliable way to find fuel, hotels, or even a café hidden down a side street with turn-by-turn directions and highly accurate information.

That said, we still use GPS in conjunction with smartphones. A **dedicated GPS provides unambiguous accuracy off-road**, especially on remote pistes, dunes, or desert trails where phone mapping may be less reliable. GPS also allows us to provide our own **custom PDC waypoints** — for example, safety regroup points, known hazards, tricky junctions, or difficult sections of piste. With a GPS, you can be 100% certain you're at the right place when it really matters.

GPS / Navigation Update

A dedicated GPS unit is no longer required for the Paris Dakar Challenge. Modern smartphone apps such as OsmAnd, Guru Maps, and similar offline navigation tools now provide all the functionality needed to follow GPS tracks and waypoints accurately. Provided your phone has a secure, vibration-resistant mount, is powered and weather-protected, and you have offline maps downloaded in advance, these apps are perfectly adequate for the trip. They're often more intuitive and versatile than older standalone GPS units, making navigation simpler for most riders.

If you are unfamiliar with using a GPS then don't worry - all will become clear and we will show you exactly how to use them. We provide all the GPX routes and waypoints, and you'll get training on them both at the **Orientation Day** and again during the trip.

- **If you're riding your own bike:** you can bring a dedicated GPS if you prefer. It doesn't need to be expensive — a cheap, rugged Garmin eTrex or similar handheld unit is fine if you're on a budget. What matters most is having a solid handlebar mount so it's secure and easy to read while riding. If you'd prefer a more advanced option, the **Garmin Zumo XT** remains a great all-round choice, with a clear display and excellent mapping.
- **If you're riding a PDC Honda CRF300 Rally hire bike:** **We no longer supply a GPS unit or mount**, as these are no longer considered necessary. Instead, we'll provide all GPS tracks and waypoints for you to load into your preferred smartphone navigation app. You're welcome to bring your own GPS unit and mount if you prefer, but otherwise please ensure you have a secure phone mount and a suitable weatherproof setup to protect your phone while riding.

Navigation Apps

For the Paris Dakar Challenge we recommend OsmAnd, a free offline navigation app available for both Android and iPhone. OsmAnd allows you to download maps in advance for every country we'll travel through — from the UK to The Gambia — so it works perfectly even with no mobile signal. You'll be provided with all the GPS tracks and waypoints to load directly into the app, making route-following simple and reliable.

In practice, OsmAnd is all you need for day-to-day navigation. However, most riders also keep Google Maps or Apple Maps on hand for quick reference in towns, fuel stops, or to check real-time routing if a data connection is available. Together, these apps give you everything required for confident, independent navigation throughout the trip.

Offline phone maps: You should download offline maps for all countries we pass through (France, Spain, Morocco, Mauritania, Senegal, and The Gambia).

- [How to download offline maps in Google Maps](#)
- [How to download offline maps in Apple Maps](#)
- [How to download offline maps in OsmAnd](#)

Communications Between Riders

On-bike communication is **entirely optional** — you do not need to buy or bring an intercom system to take part in the trip. That said, many riders find that being able to talk to each other on the move adds a lot of enjoyment. Sharing a joke, giving encouragement, or warning about a hazard makes the long riding days feel easier and helps keep the group connected.

The simplest way to achieve this is if riders use the **same Bluetooth intercom system**, so everyone can link together reliably. We suggest the **Lexin B4FM** units, which are inexpensive, easy to use, and support group chats of up to 10 riders. If most of the group chooses the same model, linking up is straightforward.

If you already own another system (such as Sena or Cardo) you're welcome to use it, but cross-brand compatibility is limited. In practice, that usually means you'll only be able to connect with others who have the same brand.

This is just an idea to enhance the experience — **there is no expectation that you must buy new kit**.

In addition, we'll run a **WhatsApp group** for all riders. This will be the main tool for evening updates, route reminders, and sharing photos or info when we're off the bikes. As long as you have a smartphone, you'll always be able to stay in touch with the group even if you don't use an intercom.

DOCUMENTATION

It's essential that all your personal documents are in order before departure to avoid frustrating delays once the journey is underway. Please check carefully that everything is valid well beyond the end of the trip.

Required documents for all riders:

- **Passport** – valid for at least 6 months after the end of the trip, with at least 5 empty pages
- **Passport photos** – not normally required for visas on this trip, but carry 4 as a backup just in case
- **Digital scans** of your passport and all key documents. These must be sharp and free of glare or reflections (clear scans are now essential).
- **Credit/Debit/ATM card** – Visa is the most widely accepted in Africa
- **Driving licence**
- **International Driving Permit (1968 IDP)** – This is technically **mandatory for Senegal** so we require all riders to carry one. In practice, many travellers get by without it, but Senegalese police in particular can ask to see it. The IDP is also a useful tactic at checkpoints: you can hand over your IDP rather than your real licence. They're inexpensive, easy to get ([PayPoint](#) in the UK), and worth having.
- **Yellow Fever vaccination certificate** (mandatory for entry into some countries)
- **Inoculation record book**
- **Return flight ticket** if already booked

If bringing your own bike:

- **V5 logbook** (original + colour copy)
- **Third-party motorcycle insurance & Green Card** (covering Europe and Morocco). *If your insurer won't issue cover for Morocco then don't worry, we will show you how and where to get Moroccan cover at the Spain-Morocco border.*

Carnet de Passage (CDP):

This is only applicable to riders bringing their own bikes, and then only if the bike is 8 or more years old. To avoid any risk of being refused entry, **all riders on bikes over 8 years old must obtain a Carnet de Passage** before the trip. For newer bikes, a Carnet is not required. Contact us if you believe you may need one for your bike and need help in obtaining it.

Visas

All will be obtained en-route for **British, EU, USA, Canadian, Australian and NZ** citizens at border crossings. The only visa that requires you to do anything before departure is Mauritania.

Mauritania Visa:

All riders will need a Mauritania e-visa, which must be arranged in advance via the official online system. Each rider is responsible for applying for their own visa — the process is quick and straightforward. PDC will provide step-by-step instructions to make sure everything is clear and there are no avoidable glitches.

Please do not apply until instructed by PDC. We will coordinate the timing so that everyone applies at roughly the same point before departure, which helps ensure the process runs smoothly for the whole group.

Digital copies of all essential documents will be requested by us well before departure - you will be able to send them to us by email (or more secure WhatsApp).

KIT LISTS

Motorcycle Riding Equipment

This tends to be a matter of personal preference, however there are some good guidelines as to what you should be looking at. If you'd like our personal recommendations on specific items, feel free to contact us by phone or email and we'll be happy to advise. Just beware that if we encounter a **cold snap in Europe or Northern Morocco in March** then you need to be able to keep **warm and dry** on the bike.

- **Helmet** – We strongly recommend using an **adventure-style helmet** such as the Arai TourX or one of the many budget alternatives. These give you the flexibility of having a full visor for road riding, while also allowing you to fit goggles when needed.
- **Goggles** – Not essential, but recommended. They are a very good way to keep sand out of your eyes in the desert, and they can make a huge difference if you come off. Eyes full of sand are extremely uncomfortable and can ruin your day — goggles are the best defence against this.
- **Jacket/trousers** – Waterproof, detachable inner, easily accessible pockets, vents and synthetic material not leather are our recommendations. It should be able to keep you warm in the cold, cool in the heat, and dry in the wet!
- **Waterproofing** - you must be able to keep dry and warm in Europe, Northern Morocco and the Atlas as the weather can be unpredictable, however it needs to be removable for when the temperature hots up.
- **Boots** – a high-leg motocross/enduro type is **essential** (other than for participants who are not going off-road).
- **Gloves** – 1 x warm set for Europe and the Atlas Mountains, and 1 x light set for further south.
- **Ear plugs**

What weather and temperatures to expect

Expect a wide range of weather conditions over the course of the trip — this is one of the key challenges of the Paris Dakar Challenge. In Europe and northern Morocco, especially during March, we could encounter cold, wet, and windy conditions, so riders must be prepared with warm and waterproof layers.

As we travel into Morocco and from Mauritania southwards, the climate changes dramatically: daytime temperatures can become very hot (+30 °C), and by the time we reach Senegal and The Gambia, humidity also increases. In these conditions, heavy or poorly ventilated kit can quickly lead to overheating and dehydration. Riders should ensure their clothing allows maximum airflow, ideally with ventilation panels or mesh options, and plan to layer down as the heat builds.

My personal preference — and this is very much a matter of individual choice — is to use a well-vented, lightweight jacket and trousers with the waterproof liners removed, paired with a full-body waterproof oversuit for use in wet conditions. This approach keeps everything properly dry in heavy rain and the oversuit is easy to pack away when not required. For warmth, I layer up underneath as needed and find a fleece neck-warmer adds a lot of comfort if the weather is cold. Everyone will have their own ideas about what kit works best for them, but this combination has proven reliable and comfortable for me over long mixed-climate rides.

IMPORTANT - Carriage of personal kit

The majority of your personal kit is carried on the support vehicle (bikes do not need panniers), and there are strict limits on the size of baggage we can accommodate per rider. Each rider will be issued **two tough**

40L waterproof bags for their kit, and this represents their full luggage allocation during the trip. If you follow the kit list as a guideline, you should be well equipped and able to fit everything into your bags.

At the end of the trip, you can either keep these waterproof bags to use for your flight home, or bring a separate travel bag for your return luggage. If you choose to bring an extra bag, it must be a soft, canvas-style bag that can lie completely flat. This is essential, as the support vehicle needs to carry it folded flat during the trip and then return it to you at the finish.

IMPORTANT

1. Please note that if you arrive at the start with excessive baggage beyond your allowance, it will not be loaded, and you will need to make your own arrangements to send it home.
2. Hard cases, wheeled suitcases, or any bag that cannot be flattened will not be allowed on the support vehicle. **You must bring a soft bag which can be completely flattened - alternatively you can leave your main bag in the UK and buy a large bag for about £4-5 in the local market in Gambia to use just for your return flight.**

Suggested Equipment List

- Small day sack to keep on your bike
- Sleeping bag (compact)
- Inflatable/compact pillow
- Roll mat or compact/inflatable sleeping mattress
- Head torch (plus spare batteries if not rechargeable)
- Power bank / portable charger
- Spare charging cables (phone, GPS, intercom, etc.)
- Multi-plug adaptor / universal travel adaptor
- Laundry soap
- Penknife (Leatherman or Gerber multi-tool recommended)
- 4 x bungees
- Water bottle / camel pack
- Cable ties
- Gaffa/duct tape
- Small sewing kit / safety pins
- Hand sanitiser
- Ziploc bags / dry bags (for documents/electronics)
- Basic bike toolkit / tyre levers / puncture repair kit (own bike riders)
- Copies of key documents (paper + USB/cloud storage backup)

Personal Clothing

You may well wish to take some smarter casual clothes for evenings out to good hotels or restaurants in the large cities. The clothes that you wear on a day-to-day basis however will get very dusty and dirty, so the majority of garments that you bring (if not all) should be old or at least inexpensive.

- Light trousers/long skirt × 1
- Shorts × 1
- Swimwear × 1
- T-shirts × 8
- Underwear × 5 sets
- Socks × 5 sets

- Sun hat (wide-brimmed or baseball type)
- Sandals/flip-flops
- Light walking boots or trainers
- Sunglasses

Toiletries

- Soap and dish
- Toothbrush
- Toothpaste
- Shampoo
- Shaving gel/soap
- Razor and blades
- Ear buds
- Anti-perspirant
- Talcum powder
- Moisturiser
- Compact travel towel
- Toilet roll
- Comb/brush
- Sun lotion (a 100% sun blocker is essential for nose and face)
- Insect repellent
- Wet wipes
- Hand sanitiser
- Nail clipper
- Headache tablets / non-prescription pain killers
- Small mirror
- Earplugs (multiple pairs – for riding and sleeping)
- Eye mask (helpful for tent sleeping)

BIKE PREP & SPARES

People riding PDC bikes will have all tools and spares provided for them - you can skip this section.

For those on their own bikes good preparation before departure is far more important than carrying lots of spares. Start with a well-serviced, properly set-up machine, and ride sympathetically so as to give your bike the best chance of making it to Dakar without developing major issues.

Replace anything that might not comfortably last the full distance — especially **tyres, brake pads, and chain & sprockets**. If in doubt, fit new ones.

Tyres & Tubes:

We recommend **Continental TKC80s** or a similar 50/50 dual-purpose tyre. Avoid full-on, aggressive off-road tyres — they'll wear out quickly and make the long road sections hard work. Likewise, pure road tyres are not suitable for the off-road sections. If running tubes we recommend fitting heavy-duty ones on the bike and then carrying the standard/lightweight ones as spares as they will take up less space in your luggage.

Protection:

Lever guards are a very good idea as is a bash plate or sump guard if your bike does not already have one – some of the rocky piste sections can flick up stones or sharp debris, so some level of underside protection is needed. Radiator guards and crash bars are optional but will add further protection to your bike.

Spares:

You don't need to go overboard – the support vehicle carries a wide range of general tools, fluids, puncture repair gear, and workshop equipment.

- Spare front and rear inner tubes (even if you're running tubeless – they can save the day)
- Compact puncture repair kit and tyre levers
- Spare brake and clutch levers
- Spare chain link or split link
- A few key bolts, fasteners or clips unique to your bike
- Fuses, a short length of electrical wire/tape, cable ties, bulbs if not LED
- Any specialist tool needed for your bike (e.g. wheel spindle key, spark plug socket). You must have the tools to be able to remove both wheels.

Support Vehicle - what we carry

- Workshop toolkit and general spares
- Air compressor and tyre repair gear
- Fluids, oils, and lubricants
- Luggage and camping kit for all riders

Exactly what you choose to bring is up to you and should reflect your bike, its age, and your level of mechanical confidence. The information above covers the basics, but if you know your bike has any weak points or parts easily damaged in a drop, consider carrying a spare.

Trailer & Bike Compatibility

The PDC support trailer is there to transport your bike if needed due to accident or mechanical issues only. It is designed to carry a big adventure motorcycle (e.g. GS, Africa Twin, Tenere 700) - but it is the rider's

responsibility to ensure that their bike will fit onto the trailer prior to departure.

Internal trailer dimensions:

- Length: 234 cm
- Width: 84 cm
- Front wheel recess: 40 cm wide x 30 cm high

If your motorcycle has been fitted with additional equipment (e.g. fixed pannier racks, oversized crash bars, auxiliary tanks or other wide accessories), you must ensure it still fits within the above dimensions. It is the rider's responsibility to ensure their motorcycle will fit the trailer. If it does not, any necessary removal of accessories must be carried out prior to departure.

VACCINATIONS & HEALTH

All riders must ensure they have the **appropriate travel vaccinations** before departure. Your doctor or travel clinic will advise you on exactly what you need for Morocco, Mauritania, Senegal, and The Gambia. You must also carry a **valid Yellow Fever certificate**, as this is mandatory for entry into several countries. Bring your inoculation booklet with you, as border officials may ask to see it.

We recommend a **doctor's and dentist's check-up** before the trip. Health services in the countries we travel through should only be used in an emergency, so it's best to start the journey in good shape. If you have any ongoing or previous medical conditions, discuss them honestly with your doctor and make sure they understand the demanding nature of this trip. If you need more details to share with them, we're happy to help.

You should also bring:

- A supply of **anti-malarial tablets** to last the entire trip (**required from Nouakchott onwards**)
- **Spare glasses** if you wear them
- A **personal first aid kit** (cheap and easy to buy from chemists). At minimum, this should include:
 - Plasters
 - Antiseptic cream
 - Imodium (for diarrhoea)
 - Rehydration sachets
 - First aid dressings
 - Tweezers
 - Painkillers/headache tablets
 - Iodine or other water-purifying tablets

PDC will carry a more comprehensive medical kit in the support vehicle, but your own small kit ensures you can deal with minor issues quickly without having to wait.

Travel Insurance

Get good travel insurance, which includes all medical costs with repatriation. You must make sure that your insurance company is aware of the nature of the trip – in particular the fact that you will be riding a motorcycle.

FINANCES

Spending money

The main non-inclusive costs will be fuel, your flight home and personal spending money on evening drinks at the bar or a night out somewhere. Depending on how committed you are to keeping your own costs down you may budget as follows – please remember these are very rough guidelines only:

- Fuel (motorcycles) – £350 (based on 15mpl)
- Personal spending money – £350 to £1,000 depending on budget
- Road/Bridge Tolls – £150
- One-way flight (Gambia-UK) – £300 to £550
- Motorcycle insurance & customs at borders – £250
- Group kitty - £200 (see below)

Group Kitty

There will be a **group kitty of £200 per person**. This simply covers expenses that everyone would otherwise have to pay for individually. The kitty is used for things like border crossing fees, tips and other shared costs along the way.

Having a kitty keeps the trip running smoothly: instead of stopping to collect money from each rider every time, the PDC staff can handle these payments on behalf of the whole group. It's a simple system that saves time, avoids hassle, and makes sure everything is covered fairly. Anything left at the end of the trip will be returned to you.

Getting money in Africa

Euros are much more popular than Dollars and you should carry them in smaller denominations for ease of changing (10 and 20 Euro notes). We recommend that about 50% of your money should be held in cash (Euros) as the safest option, the rest you can get from ATMs in towns and cities (please note: **Visa** is significantly more widely usable than other brands of credit/debit card in Africa).

CHALLENGE COMPLETION

Final Day – Arrival in Banjul

On the final day of the Challenge we ride into Banjul, Gambia and reach our end destination. Please be aware that, for a variety of reasons (border formalities, road conditions, mechanical issues), our arrival into Banjul could be later in the day. For this reason, you should plan to stay overnight in Banjul rather than attempting to fly home the same day.

Once we arrive on the last day the official trip is finished and accommodation from that point isn't included. The plan is for everyone to stay at the same hotel and PDC will coordinate this - we will let you know where to book and ensure it is comfortable with lots of bars and restaurants nearby, and easy for airport taxi transfers.

It's completely optional if you want to stay at the same place as everyone else, so if you prefer to find different accommodation that is not a problem at all.

Flights Home

You will need to arrange your own flight home from **Banjul** at the end of the trip. We strongly recommend booking this **before departure**, so you have a confirmed seat and avoid any last-minute availability issues.

There are several options with both direct and connecting flights back to Europe and beyond. Booking sites such as www.gambia.co.uk or www.expedia.co.uk are good places to start, or you can book directly with your preferred airline.

While it is technically possible to buy a ticket once you arrive in Banjul, this is not advised — flights can be full or more expensive at short notice. Securing your flight before the trip ensures peace of mind and a smooth return home.

Shipping – What Happens to My Bike?

PDC bikes:

If you're hiring a PDC Honda CRF300 Rally, we take care of everything. You simply hand the bike back to us at the end of the trip and we take it from there.

Own bikes:

If you're riding your own motorcycle, PDC will arrange the return shipping from Banjul to the UK. However, as the legal owner of the bike, you must be available in Banjul for at least **one full working day after the trip ends**. This is because you may be required to help prepare your bike for transport and to sign customs and shipping paperwork in person.

PDC will guide you through the process and work with our trusted local shipping partners, but the paperwork must be completed by you as the owner. We'll accompany you to the docks and make sure everything is in order, but ultimately it is your responsibility to ensure your bike is properly prepared and cleared for shipping.

Finally...

Thank you for taking the time to read through the Paris-Dakar Challenge information pack. We have tried to make it as comprehensive and informative as possible but it is inevitable that you will have more questions. Please feel free to e-mail them to us, or phone for a chat on any aspect of your amazing adventure, and we look forward to you joining us on a bike in the Sahara Desert soon!