

RESEARCH PROJECT

A FAMILY VENTURE AROUND THE WORLD - A REAL LIFE LEARNING EXPERIENCE -

Social Sciences

Alexandra Kyvik Ruiz

Directed by Lluïsa Viñas Salas

2n de Batxillerat 2

IES Montserrat

27/10/2010 Barcelona



To every member of my family, because each one of them has contributed in some way.

To Lluïsa Viñas, my research tutor, for her patience and consistent help.

Thank you to José María Vilalta and to the Carreras family for their wise recommendations.

“The World is a book, and those who do
not travel, read only one page”.

Saint Augustine

(354-430)

Prologue

The idea of making a family world tour probably sounds crazy to most people. However, I grew up in a family with ties to the world of maritime shipping and where stories of challenges and experiences at sea and in the ports of the world were daily. As a consequence, as Alexandra and her siblings grew up, I told them nighttime stories about how the imaginary Chief Mate Ola, the second in command on board a Norwegian tanker, confronted problems and found solutions to challenges wherever in the world and in whatever culture he might be. These children's stories, with their specific pedagogic-, ethical and moral content of encouraging correct decision-making in difficult situations, over time converted itself into the dream of the "world trip". Little by little, everything learned at school or at home or in other contexts was evaluated based on a criterion of how useful it might be for our world trip.

Based on this background, it is firstly a great satisfaction that Alexandra chose this as the topic for her research. Secondly, her research has served as a great stimulus for the rest of our team – it has made us make up our minds and commit ourselves to the project in a manner we did not do before. Thirdly, as a father, it is equally a great honor to experience that Alexandra and her siblings still want to accompany my wife and me on this venture and convert this dream – this pedagogic tool - to reality.

Thus eventually, this is not only my dream, it has become the dream of the family - now only time will tell how much we will learn during the voyage.

Øyvin (Alexandra's father)

01.11.2010

Index	Page
1. Introduction.....	1
2. Research design.....	4
3. Literature review.....	6
4. Resources.....	8
4.1 The Team.....	8
4.2 Modes of transportation.....	11
4.3 Process.....	15
5. Itinerary.....	17
5.1 Itinerary 1.....	18
5.2 Itinerary 2.....	19
5.3 Itinerary 3.....	20
6. Operational considerations.....	22
6.1 Documentation.....	22
6.1.1 Personal.....	22
6.1.2 Car.....	28
6.2 Health issues.....	30
6.3 Security.....	31
7. Final itinerary decision.....	34
8. Assessment of Intercultural Challenges.....	37
9. Economics.....	39
10. Communications.....	40
10.1 Team communication platform.....	40
10.2 Sponsors.....	40
10.3 Family and friends.....	41
11. Conclusions.....	42
12. Appendices.....	44
13. References.....	56

1. Introduction

What is better, imagining the world or touching it, tasting it and seeing it with your own eyes?

My father has always had the dream of doing a trip around the world, and since my siblings and I were little he has transmitted to us his adventurous spirit.

It can seem really nice to say: 'we are taking a year off to see the world' and everyone may say it is something marvelous that they would love to do, but how many people actually do it?

You have got to have very good reasons to leave friends, family, a nice house, a job, a dog and your usual commodity, to do this kind of a trip, because if not, you may just stop in the middle of the way and take a plane back home.

The first thing you need is a tremendous conviction that you are doing the right thing, and that is probably what my father has. He has the conviction that this is a gift for all the family. He says it is like opening a door to the world, allowing us to see the world in a new perspective. He is convinced that this trip is going to change our lives, and is going to reinforce those values he has already given us.

Another reason is the chance to stay one extra year together, when all the siblings seem to be taking different ways in their student lives. My two oldest siblings are studying in Norway and who knows where they will continue their studies? I, on my part, may start a new life in another part of the world and it is now a great opportunity to again merge the family and know that we will always stay connected.

It is obviously a very big challenge when each member of the family has her or his personality, when each of us has developed a way of doing our own things. We are different, but we are tightly connected as a family and too committed to this trip to just one day take off and say we are tired of the trip. We have the responsibility of staying together as a family and protect our common project.

Another reason is the conviction that this trip will have some kind of consequence for us all, the belief that this trip is going to have a before and an after. This trip may be an optimal and ultimate way to give us a chance to clear our ideas and get to know ourselves better. It will also show us the huge opportunities there are in the world, probably show us how lucky we are, and help us decide what we want to do with our lives.

In fact this will be a *trip where countries stop being simple colored spots on map, but instead becomes landscapes, experiences and people, and these people turn out to be neither exotic objects, nor anthropological curiosities, but human beings just like us* (Martin, 2004).

If we had to find the perfect time to do a trip like this, when you decide you are going to do it, you must set a date and stick to it.

Due to several reasons, we have finally planned to depart on July 1st, 2011. We think this is the most adequate time, even if it is not the perfect one, because my mother is starting a new business and leaving now might affect negatively its progress but, if we don't do it now, we probably will never do it as a family. My two oldest siblings are studying in Norway, my sister, Chemical Engineering and my brother a one year course in mathematics and statistics. Neither are, however, quite sure of what they really want to study, which means that the world trip could help them find out what and where they would like to study. My younger sister is going to finish her last year of the secondary school, so she could also perfectly take a gap year before she starts with high school. I am finishing high school, so it is a perfect opportunity for me too to take a break and clear my ideas.

Professionally, my parents are independent and free to decide what they want to do next, and due to the economic crisis in the world, they think this is good time to leave since there is not much going on.

Another reason is my father's health. Having been a diabetic since he was a child makes him believe he has "limited time" and he wants to see the world while he is still in good shape.

Thus the timing is perfect. However, the time is also limited to one year because everybody, except my parents, must go back to school and studies as soon as we are back.

One year may be shorter than the average time people spend on a trip around the world, as most appear to be away from 16 months to 3 years. Also, my parents can't be too long on the road because they have to keep their businesses running back home.

Most Round The World (RTW) travelers say you need two years time to prepare a trip and if that's true we are already running late. However, we have a team of six people, and each member will be in charge of something during the preparation process. That should reduce the required time of preparation and we seem to be doing fine.

Definitely, I have chosen this theme for my research project because it is a dream we have always had and putting this effort from my part can help to make it real. But also because I think it's a very practical piece of research, which will be put into practice in less than a year if everything goes well. I also think I will learn a lot during the research, because I will be considering types of knowledge ranging from geography and differences in culture, to practical implementation of a plan.

2. Research design

When I decided to use our RTW-trip as my research project, I discussed the idea with my family and started looking for articles, books, web pages and talked to people with traveling experience (literature review). Secondly, since, in our case, we are going to use our car part of the way, the technical preparation of the car and the money necessary for the preparations and repairs became important. Thirdly, I thought about how I will be able to “survive” living in a car for an extended time and how I’m supposed to collaborate with my parents and my siblings in such a limited space and over a long time (team). Fourthly, based on discussions with my parents and my co-team members, it became apparent that our commitment and determination to “be nice” and practically helpful will be an important part of not only the preparation, but most importantly during the trip (process). My father calls this the collision between the hardware (the car, the train, the plane) and the software (team and the feeling between us under the various circumstances).

The next stages of my research focus on deciding the itinerary (itinerary 1-3 and final decision) and the more practical preparations such as documentation, insurance, transportation, etc. (operational considerations).

The last part of my research takes in account the intercultural challenges that we will have to face along the trip and tries to predefine a methodology to collect information. It also considers the economic evaluation and how we are going to stay connected with family, friends and possible sponsors of the project. The various stages in the design of my study are illustrated in Figure 1 and the details of the stages will be described in the following before drawing some conclusions of the study.

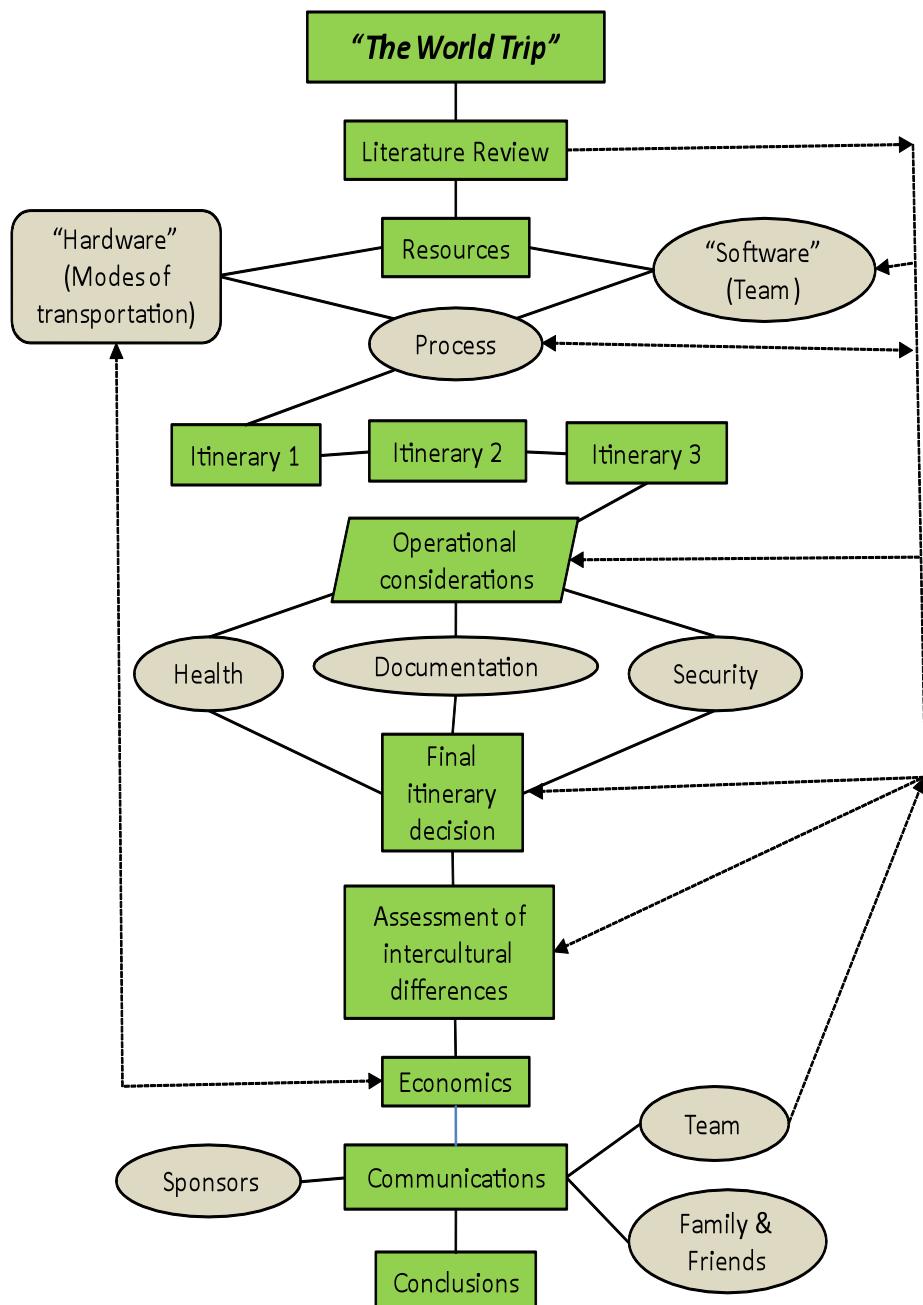


Figure 1: Research Design

3. Literature Review

Leguineche (1995) describes his adventure participating in the Trans World Record Expedition (1965-1967), touring around the world to get the record in distance driven by car. We bought this book for my father for his 40th birthday in 1998. One year before we had bought our Toyota Land Cruiser HDJ80 already thinking of doing a RTW by car. This is one of the books we found at that time of people that had done a RTW trip by car, and it so happens that the expedition uses the same car as ours (however a much older model). Reading this book you get direct contact with so many different cultures and geographic conditions in all five continents and get the inspiration to go and see the world.

Rogers (1994) is a very famous and successful international investor that toured the world twice visiting 116 countries and riding 245.000 miles. In this book, he tells us his first time adventure with a friend riding a BMW motorcycle in the early 90's. This is the second book we bought for my father in 2000 because he has also always been a motorcycle rider and loves to go on trips with his bike. Roger reports on many situations in many different countries and cultures. Also interesting is the detailed packing list for a twenty-two month motorcycle trip and the daily log where you can see where they stayed overnight and what happened during their entire trip.

Martín (2004) travels long distances using public transportation rather than his own car and makes us consider the possibility of also using public transportation in some countries. This book we bought 5 years ago when we started to think that the date for our departure was getting closer. Nacho Martín is a Spanish chemist that leaves Spain on August 1st, 2003 to go around the world using only public transportation during his entire trip visiting 27 countries traveling 65000 kilometers by land.

Carasatorre (2005) makes us believe that our dream is not an utopia and that every day there are people, in our present day life, that decide going on an adventure like ours. The author tells the story of Daniel, who goes to work like any normal day without knowing that it is the day his life, will change. Some hours later, his boss fires him and not knowing

what step to take next he decides going around the world. He asks a friend to come along and after 4 months he is already on the road. This book we got not long ago and it has influenced us in deciding which places to visit.

Griffith (1983) gives you very basic information of what type of job is possible to get in different areas of the world and what you have to do to apply. This book we bought when we considered the idea of traveling around the world but combining it with earning some money along the way.

Scott (2005) is a biker that has gone around the world many times. He reports basic information on how to prepare the journey and what to have in mind along the way. It is a very practical book well worth reading. Amongst other he gives advice on how to cope as a female motor cyclist in male dominated societies.

Ommer (2006) is a well-recognized photographer who decides to go around the world visiting families and taking photos of them. He spent 4 years traveling and in his book has a recompilation of photographs of 1000 families with a little description of each of them. Looking at them, made me think of the challenges we are going to have visiting so many different cultures. The family is a common denominator in all cultures, but it can take very different forms depending on the culture itself. Families can be very different in each culture, but the book shows us that we are all simple human beings sharing the same world. Also, an important thing that I have found out in this book is the apparent difficulty of getting sponsorships as he did not succeed in getting sponsors for his adventure. This book we gave as a present to my father for his 50th birthday in 2008.

Lansky (2010) gives a lot of practical information like security, packing or documentation for the journey. I bough it especially for this research because it was highly recommended in the RTW forums. It provides very useful and detailed information about everything you need to know before embarking in a RTW adventure.

Doyle (2009) describes major festivals around the world. It is also a highly recommended book in various world trip forums because is very helpful when planning an itinerary and deciding where to go and the best time of the year to do it.

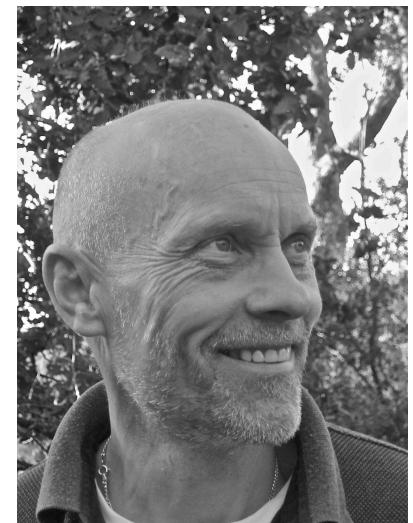
Lonely Planet (2010) is a journey through every country of the world and that describes every country's basic information, like population and area, but then also recommends what are the best places to visit in each country.

4. Resources

4.1 The Team

The team is my family. We are six, 4 kids and 2 parents. My father is from Norway and my mother is from Colombia. My family has lived in 3 countries, we first lived in Stamford, Connecticut, USA, where my 2 eldest siblings and I were born and after we lived a year in Norway, where my younger sister was born. One year later, we moved to Barcelona, Spain, where most of my mother's family lives. We visit Norway at least once a year, where my entire father's family lives and where he has businesses. We have also visited our family in Colombia a couple of times. We are a very international family that tends to consider ourselves citizens of the world.

My father, Oyvin is 52 years old; he studied economics in Norway and did a master in Shipping at the University of Plymouth, UK. Then he got a job in the United States and moved to Greenwich, CT. After some years in the corporate life he decided to take over the family business in Norway and that is when we moved to his city on the west coast of Norway. After one year we moved to Barcelona and once there he did a PhD at the Universitat Ramon Llull ESADE Business school and now he is both a businessman and part-time teacher at the University. My dad has been a insulin dependant diabetic, since he was three years old. He does a lot of sports to keep his diabetes under control. He speaks fluently English, Norwegian and Spanish. He has a lot of common sense, but very little patience. He will be in charge of our communication blog, chief driver and overall coordinator.



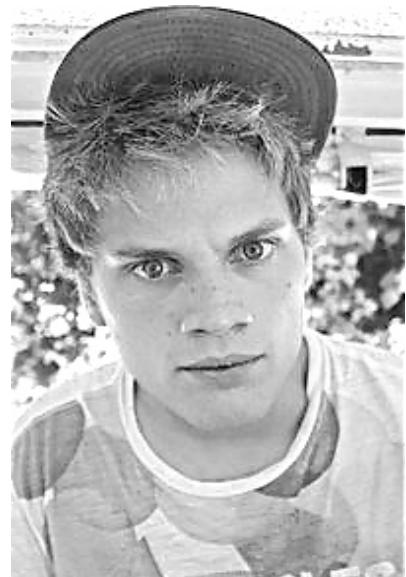
My mother, Martha is going to be 50 this December. Her parents immigrated to Barcelona, Spain when she was only 9 years old. They were a family of six and did a lot of traveling through Europe. She studied business administration at ESADE and in a summer training ship in Boston, USA she met my father. She is an entrepreneur; she has started several businesses and is very interested in children and education. She speaks fluently Spanish and English and some French. She is a very positive person with a lot of confidence and patience. She will be in charge of managing the budget and will also be a pilot in the car.



My eldest sister, Adriana, is 20 years old and was born in Connecticut. She is a clever student that has attended more than 8 schools and went for an exchange in the States 3 years ago. My sister started studying Biotechnology in As, Norway last year and continued this year studying Chemical Engineering at the University of Trondheim. She really wants to study medicine and is trying to get the necessary points to enter. Adriana speaks fluently Spanish, Norwegian, French, Catalan and little bit of Chinese and Swahili. She has always been interested in traveling and exploring new cultures. She loves cooking, eating and reading. She also takes very good photos pictures. She will be in charge of first aid and a third pilot in the car,



My brother Kristian is 19 years old and was also born in Connecticut. He has grown up very close to my older sister. Kristian has also been a student in a number of schools and did an exchange in the States



2 years ago. He finished his IB (International Baccalaureate) studies in Norway last year and he is now living with my sister in Norway and taking a mathematics and statistics course at the University of Trondheim. He is fluent in Spanish, Catalan, English and Norwegian. Kristian has a lot of talents, plays the guitar, sings and can be very funny. He has a lot of social skills and has always been very creative. Kristian will be our chief photographer and video maker and in charge of our communication platform.

My younger sister Carolina is 15; she was born in Norway and is now coursing her last year of secondary education in a semiprivate school in Barcelona. Carolina has not been exposed to so many changes as my other siblings and me but she has gained a lot of interest in the world through CISV (Children International Summer Villages), an organization that she has belonged to since she was 11 year old. She is fluent in Spanish, Catalan and English. She is very skilled in everything that has to do with technology and will assist all technological details.



On my part I am almost 17 and I was born in Connecticut, USA. I have lived in Spain since I was 3 years old, and have passed through 7 schools. I did an exchange in Canada in 2008 and I'm now in my last year of high school with no clear idea of what I want to study in the future. I like order and I am methodic methodology in everything I do. I also have a lot of empathy and I also like writing. I speak fluently English, Spanish, Catalan and little bit of French and Italian. I will assist my father with writing on the blog and will take care of all documentation needed before and during the trip.



4.2 Modes of transportation

We have a Toyota Land Cruiser (HDJ-80), which we bought in 1997 with the purpose of someday doing the trip around the world (see figure 1). There are not many choices when it comes to choosing a car for such journeys. In the opinion of Nicolas Rapp (Trans world expedition, 2009) only two vehicles can make it, Toyota Land Cruisers and British-made Land Rover Defenders. Both are tough, and you can find spare parts on all continents. Others, including American models, maybe of good quality, but you cannot find parts everywhere. Land Cruisers are used by the U.N. and other non governmental organizations around the world. Also, the Toyota HDJ-80 is one of the legendary 4X4s because of its excellent dynamic qualities, its reliability and it has become the favorite of the African travelers (Alberto Guillén, magazine *revista mundo 4X4*, 2005).



The decision of using our car comes from our desire of truly exploring the countries we are traveling through. By having our own means of transportation we are not constrained by time tables of buses etc.

We first had the idea of using just the car as the main mode of transportation in our entire trip around the world, but for some reasons I'm going to explain next we've decided using the car just in, Europe, North Africa and in South and North America. We will be using public transportation (trains, buses, ferries, etc.) or renting a car in South Africa. We will obviously have to take planes to cross oceans or other parts of the world we do not want to visit. We will also have to ship the car in a container from Europe to America and vice versa.

Till now we have used the car a lot, we have gone from Barcelona to Norway by car and back quite a few times and we have gone to Morocco and we've done other little routes around Europe, but despite all this traveling, the car has driven less than 200.000 km when the maximum for this type of car may be one million kilometers. The car will have to be

prepared for the trip. We found a company called Lleida Tracció, in Lleida, Catalunya that prepares cars for this type of expeditions. We visited this company in 2002 and since then we have been playing with the idea of going back there leaving the car to prepare it. On Monday 11th October 2010 we went back (see figure 1) to get more information on what changes we would have to do to the car in order to use it for a RTW trip with six adult passengers. The car would not only be a driving machine, but it would also be a place to sleep and cook in those places we plan to visit by car.

According to Jose Maria Vilalta, general manager of Lleida Tracció, the success of an expedition depends on 4 things:

- 1- Being able to drink
- 2- Being able to eat
- 3- Being able to sleep
- 4- Being able to wash yourself



Figure 1: visit in Lleida

So the car will have to be prepared to allow us to do all this.

The first and most important aspect to take into account is that have to reduce the weight of the car, because the wear and tear on the car is a function of the weight it carries. It is estimated that the car will have to support about 1500kgs, including passengers, luggage and equipment. Once the car weighs less, taking away everything that is not absolutely necessary, we can start adding up basic equipment that we will need. We have to optimize the use of the spare space and prepare the car so that we many live in it for some months.

The preparations of the car will include the following:

- Installation of a 200-liter tank of water for drinking, cooking and washing placed under the car on the back
- Installation of a 20-liter jerry tank for spare diesel. This will be placed on the back of the car. With our regular tank we can drive up to 400km, but we have to be aware that diesel may not be regularly supplied in all gas stations in Latin America or in North Africa.
- Moving the spare tire, which is under the car now, to the back, so we free space under the car for the water tank.
- Installation of two refrigerators, one for food, liquid or others and another one for my father's insulin. The fridges will have independent cables connected to a different battery from the one of the car.
- The front light will be more potent and the protection bars will be taken off to reduce weight.
- The suspension will be improved.
- We will have places to hide certain things, like important documents or money.
- For sleeping, we will have two tents on the top of the car, which will be mountable, for two people each, and inside the car there will be an extendable bed for two people. During the day, we will use the two tents as storage for clothes and other things.
- On top of the car there will also be space to bring 6 camping chairs to sit on when we eat and inside the car there will be a folding table for meals.

The adaptation of the car is illustrated in figure 1.

1997 Toyota Land Cruiser
HDJ80
Turbo Diesel

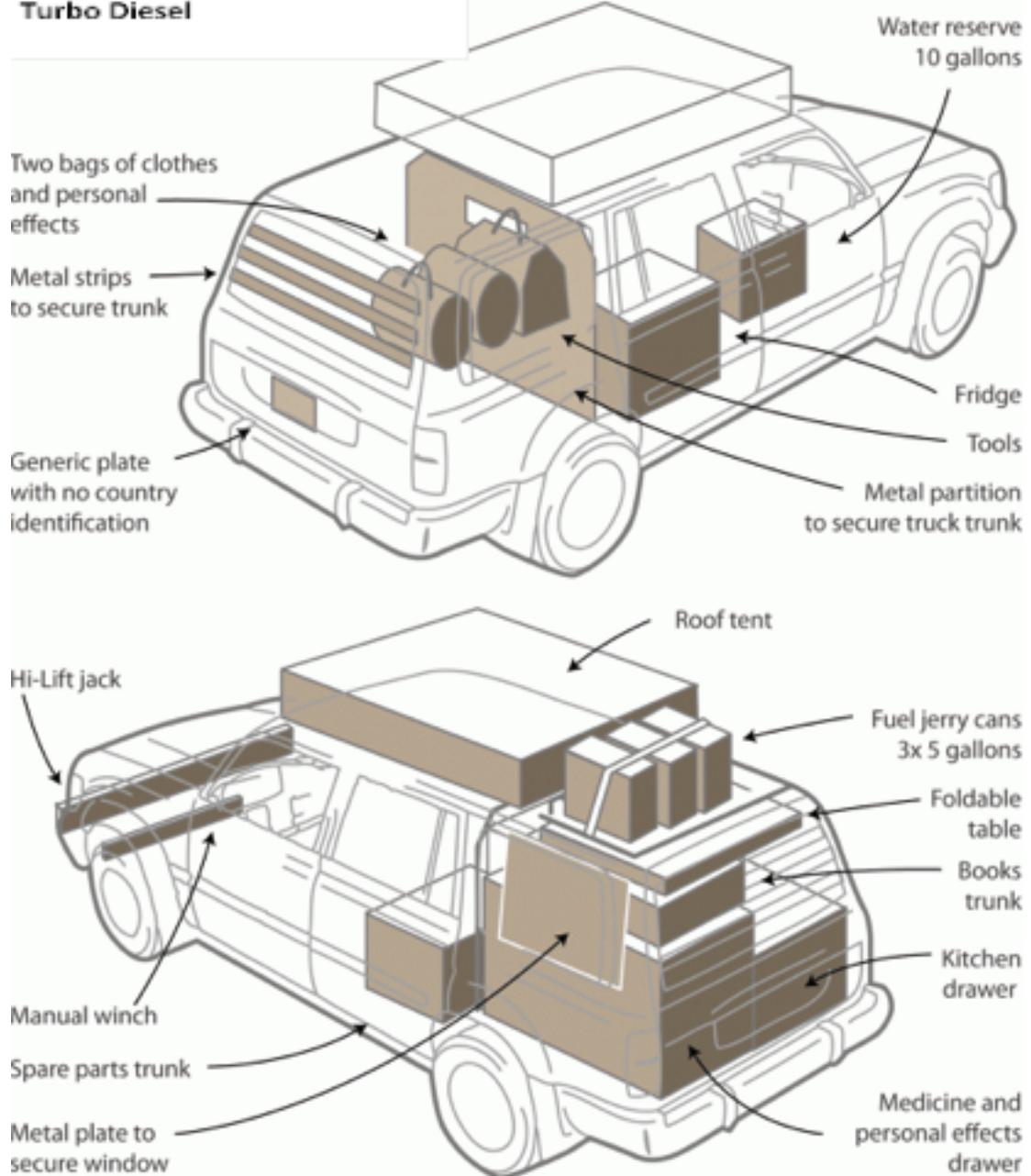


Figure 1

Shipping the car from one continent to another is costly and this must be considered carefully before deciding the final itinerary.

Another mode of transportation for our trip is public transportation. Some RTW travelers say it is the best way to do it, because it's when you actually immerse yourself in the culture of the country you're in. According to Lansky (2010) *public transportation is perhaps the best, most culturally enriching way to get around. Passenger status places you on equal footing with those around you and allows a precious peek into the daily travel experience of local people. It gives you the chance to strike up a conversation with them, or attempt one with a phrasebook and hand gestures.*

Airlines are also on our list, as it would be impossible to make it without air transportation with the time limit we have. We plan to travel across territories we don't specifically want to visit, either because they have conflicts, because we already know them or we want to prioritize other geographic locations. Another reason is, of course, the need to cross oceans, for instance the Atlantic Ocean or to go to specific islands where we have family or we want to go for curiosity.

4.3 Process

Once we have decided to go one year around the world, we will have to commit ourselves to collaborate during the trip to make it pleasant to be around together up to 24 hours a day during a whole year. We are already formed people, with clear ideas and points of view, but beyond this we share feelings and need to stay united even when things get difficult on the way. Each of us may have different expectations of what the trip is going to be, different ideas in our minds that are important to express before leaving, and make a common expectation. It is also important to set basic rules about how we are going to work together, specially when we are living in the car, because it is a very small space and we have to be organized and disciplined to avoid making a total chaos, which can make things seem more difficult or more depressive when we live difficult moments. We have to realize there will not always be good and smiley moments, instead, there may be very difficult situations, where we might just want to turn around and go back home. This is one of the reasons we must be clear on how we are going to deal with difficulties along the way and try to avoid them as much as possible.

To get to a point where we all know the expectations of each member in the team and understand and respect their prospect, I have decided each of us should write a brief letter explaining what they expect the trip will be like, how they plan to deal with upcoming problems and what are their biggest fears. This way we will be able to interiorize the expectations of each of us and once we have done that we will have to set the rules taking into account the worries of each of us.

5. Itinerary

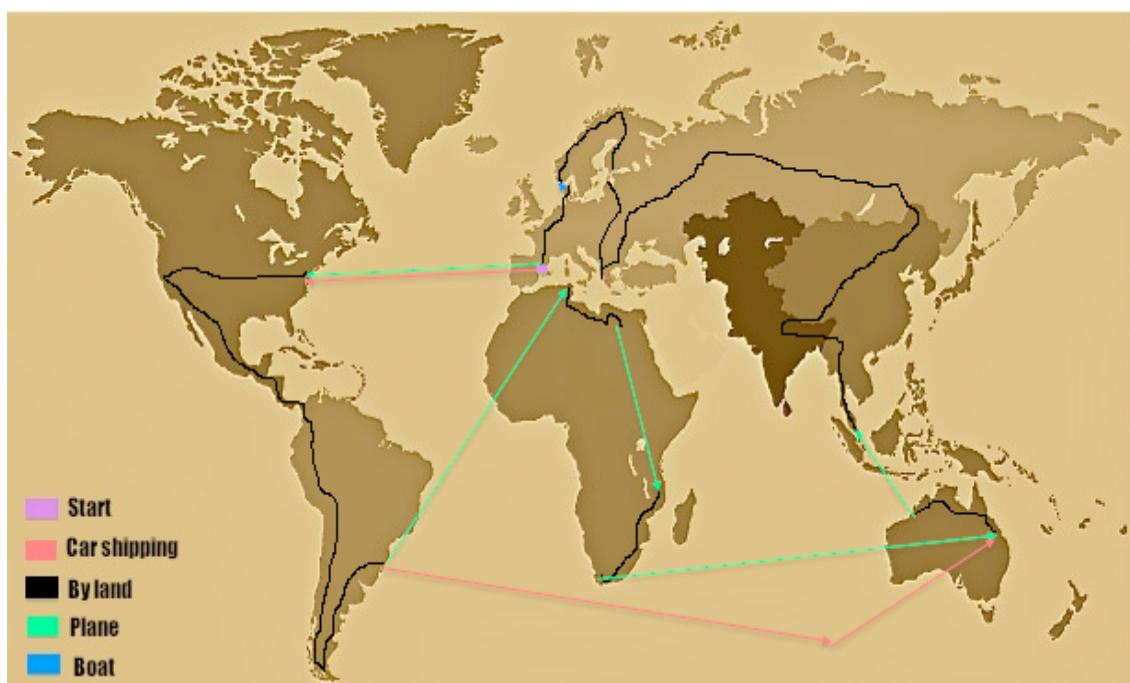
When I started planning the different itineraries, I asked all the members of the family to make a list of the main countries they wanted to visit. As a matter of fact we coincided on most of the countries, many were 3rd world countries, countries where we have family or friends and countries we have always wanted to visit. However, we also made the condition that we wanted to visit all the five continents and take the Trans Siberian train back to the west. I ended up with three itineraries reflecting the lists we all made, but also adjusted to our modes of transportation and our team's joint: the desire of not visiting countries where we are not welcome.

Before making the itineraries I also informed myself regarding average temperatures around the world and what was the best time to visit each continent. Doug Lansky (2010) dedicates part of his book to specifically talk about when not to go to each continent: He says not to go to Northern Africa from May to June because there can be prolonged sandstorms. He says no to go to Australia from June to July because of its freezing nights, from December to February because of its sweltering heat in the outback or from December to March because of its heavy rains in Northern Australia. He says no to go to Central Asia from November to March because it can be wickedly cold. Lansky also recommends not to go to Central America from June to November because there can be hurricanes. Similarly, he advices not to be in North America from May to August because central America is prone to tornadoes and from June to September, while hurricanes can hit the southeast coast and finally from December to February in mid- and northern US, winter storms cause slow travel and severe cold can limit the time possible to be outdoors. South America is not recommended to visit from January to April because the Inca trail can get awfully wet, and closes completely for clean up in February. And finally, Lansky does not recommend visiting Southeast Asia from March to October because on the west coast, southwest monsoon rains disrupt diving visibility and tanning opportunities; and from November to April, northwest monsoon drenches the eastern coast of Thailand and the islands, and the east coast of Malaysia.

Consequently, I have attempted to adjust the three itineraries to Doug Lansky's recommendations, even though it is difficult because we have to respect the self-imposed one year time limit.

5.1 Itinerary 1

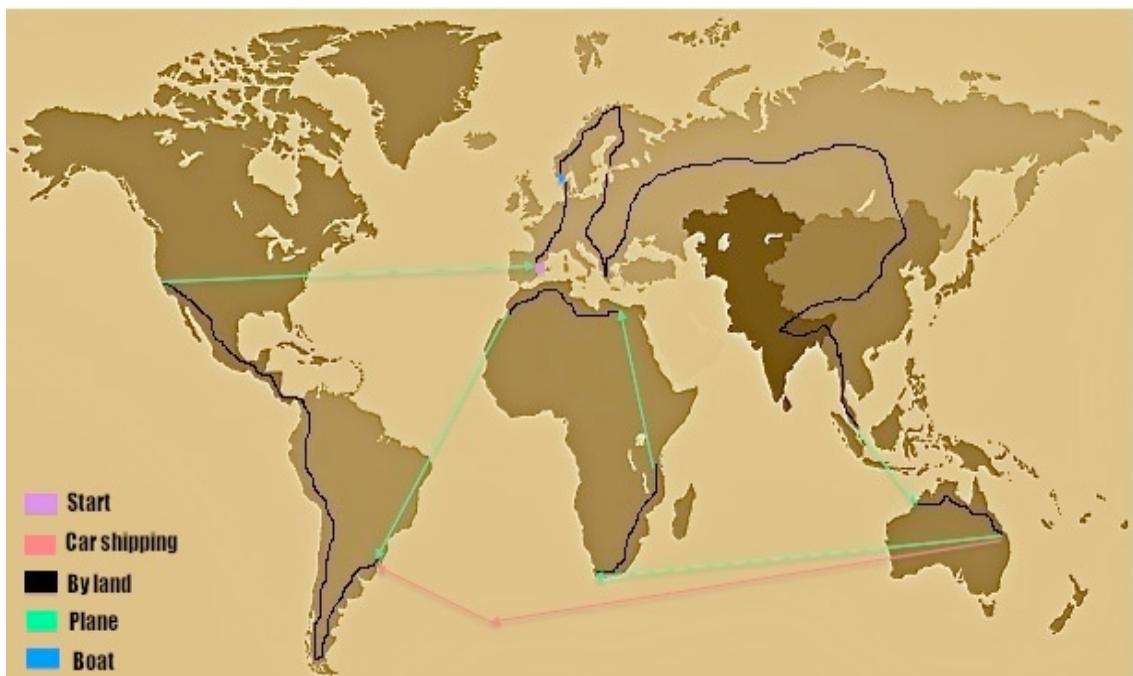
This itinerary requires shipping the car in advance to the United States of America and us going there by plane. So we would start by crossing USA, from east to west, and then going all the way down to South America by car. In Brazil we would ship the car to Australia and while the car is in transit we would take a plane to Tunisia and explore North Africa by public transportation. Thereafter we would take a plane to South Africa. Then we'd take a plane to Australia, and cross the North. After, we'd do all Asia, except Middle East, by car and take the Trans Siberian in China, where we would have to either send the car home or sell it. Europe would be the last continent to visit, which can be bad, because we already may be very tired of traveling to do a continent that is very familiar to us and may not be as interesting as the others. We have to have in mind, in this itinerary the car is used a lot and that means a lot of fuel consumption and a substantial cost in shipping the car between several continents. See map illustration 1.



Map illustration1

5.2 Itinerary 2

In this itinerary we would start in Europe and do all Asia by car. Here we would find a problem if we want to cross Russia and part of Asia with the Trans Siberian railway, because we would not know how to transport the car. When we get to Southern Asia we'd take a ferry to Australia and drive across the north. From Australia, we'd ship the car to Brazil. Then, while the car is in transit we would take a plane to South Africa and go all the way up to Kenya, where we would take a plane to Egypt. After crossing the North, we would take a plane to South America, pick up the car and do all South America by car, finishing in San Francisco. This is probably the most expensive route, because of the number of flights and the long distances traveled by car. The main problem in this route, however, is that we would be in Asia in the monsoon season, with the danger of extreme weather. See map illustration2.



Map illustration 2

5.3 Itinerary 3

This itinerary starts crossing Europe; this would allow us to practice with the car and test all equipment before heading off to other, for us, more unknown continents. We would cross Africa by public transportation. While we cross Africa, the car would be shipped to Brazil. South America would be done by car, because it would take a lot of time to cross all South America by public transportation and we would continue by car till California. In the USA, we would have to decide what to do with the car; either to ship it back to Spain to or sell it. Asia would be done by public transportation. In this route we'd also coincide with the Asian monsoon. See map illustration 3.



The three itineraries are very similar; the only changes we can appreciate are the means of transportation and the direction we go in. Although I think itinerary 3 is the most suitable for us because of its change of means of transportation in each continent. This helps the driver not to get too exhausted and it is also the itinerary that requires the shortest shipment of the car. We would not have to cross all Asia by car and we would see a little bit from each continent. We would also start doing Europe, which helps us to practice before embarking on other continents. Some of the problems I see in this route, however, is the fact that we are in Asia in monsoon season, which as some travelers point out is a not bad idea, since while the weather may not be the greatest, there are not as many tourists this

making everything cheaper: accommodation, transport, restaurants, etc. However a clear negative point in this itinerary is not seeing Australia, which we do in Itinerary 1 and 2.

I'll do my more detailed study based on itinerary 3 for different reasons: we would only have to ship the car once, we would be able to take the Trans Siberian (which is a dream we all have) and it's the itinerary that adjusts the most to the time we have, because we do less distances by car.

I may come up with some changes that will be reflected on the final itinerary. The itinerary may be changed because of security issues, economic reasons, or simply because of other travelers' recommendations once we are under way.

The countries visited in itinerary 3 are:

France, Italy, Slovenia, Croatia, Montenegro, Albania, Greece, Turkey, Bulgaria, Romania, Hungary, Slovakia, Poland, Lithuania, Latvia, Estonia, Finland, Norway, United Kingdom, Tunisia, Libya, Egypt, Kenya, Tanzania, Zambia, Zimbabwe, Botswana, South Africa, Brazil, Uruguay, Argentina, Chile, Bolivia, Peru, Ecuador, Colombia, Panamá, Costa Rica, Nicaragua, El Salvador, Honduras, Guatemala, Japan, China, Vietnam, Indonesia, Singapore, Malaysia, Thailand, Myanmar, Bangladesh, India, Mongolia and Russia.

6. Operational considerations

I now have, at this stage, discussed the importance of the team, the choice of transportation modes and the itinerary. Now, I will research on other details, which surprisingly may influence the final itinerary. The first of these important details is documentation.

6.1 Documentation

6.1.1 Personal

To be able to travel so many countries in such a small period of time we will need three basic pieces of documentation: the passport, the visas and the travel insurance.

A passport is fundamental for traveling around the world. It is a document issued by your country of citizenship that establishes your identity and allows you to exit and enter your country of citizenship and also visit many other countries. So, without a passport it is impossible to travel from country to country. We already have a passport, but we have to check if it is valid for the whole year we will be traveling, many countries will not issue visas for passports that have less than six months left to run. It is also recommended for us to get a diplomatic passport, which has more pages, because we will be going to a minimum of thirty countries and as reported by Scott (2005) police roadblocks or immigration officials love to slap their little stamp in the middle of a blank page.

In my family, one of us is a dual passport holder and three of us are triple passport holders. We should choose the one that grants us the most visa-free access into other countries, and only use the other ones for emergencies. It is also recommendable to leave a third passport at home with our document copies, so it can be mailed to us if a crisis should arise. It may be tempting to swap passports when we can save a little money on a visa, but, especially when we are traveling among neighboring countries, this is not a good idea, as we will need to be able to demonstrate a clear travel history to customs officials. There is also a possibility, for those in my family that do not have two or three passports of getting a second passport. In applying, the Passport Office may want to know what we are up to, and the easiest way to explain our need is that certain visa applications en route will take weeks during which time our passport will be unavailable or, most commonly in the case of Israel versus the Moslem world, the fact that one country won't issue us a visa if there is

evidence of a visit to another. If our reasons are sound a second passport will be issued without problems.

In my family, we have the Spanish, Norwegian and American passport, and we have decided traveling all of us with the Norwegian passport, as it is the easiest one to get visas and since Norway is a pacifist country with no major foreign problems. My mother will be the only one not traveling with the Norwegian passport, because she simply does not have it, so she will be bringing the Spanish one, which is also easy to apply for visas with, and she can always try getting a second one for emergencies.

Scott (2005) mentions that some hotels (in Iran, for example) keep your passport on registration as security or for police registration. Unless customary, Chris Scott says: resist this and instead offer to pay up in advance, or hand over a spare expired passport. He says never to give your passport away to anyone other than a uniformed official, and even then be wary in suspicious situations. They know as well as you do that without this vital document you are trapped.

It would also be helpful to have several color copies of the passport's main page translated into Arabic and Chinese to minimize problems with communication.

All information about documents, accounts numbers, credit card numbers should be saved in a special place on the Internet.

Visas are essentially stamps inserted in your passport by immigration officials or embassies or consulates, acting on their behalf that grant you permission to enter a country for a specified period of time. Not all countries require them in advance-the stamp you get on entering a country may be regarded as an 'instant visa', but it is those that do which make up the bulk of your bureaucratic headaches (Scott 2005). Each country has its own set of agreements with other countries, with fees in the range of \$25-135/passaport.

As mentioned before, many countries require no visas for some passport holders, or simply hand out visas at the airport or border crossing for free or for a small fee. Otherwise, they can take anywhere between a day and a few weeks to process, but they can usually be taken care of within a few days if we opt to pay an additional fee to expedite the application.

For our trip, it is the most recommendable to work out where we will pass a consulate for our next country well in advance. This simple fact has a crucial bearing on our overland itinerary and will govern the duration of our stay in certain countries. We may find ourselves racing across a country or taking a thousand-mile detour just to be sure we can cross into our next destination. Picking up visas at neighboring countries (or even distant countries, provided there is an embassy) is a fairly straightforward affair, according to most round the world guides. They recommend that we have to arrive before the office opens to secure our place at the beginning of the queue, which reportedly invariably will develop. They also state that we should dress as smartly as our limited wardrobe allows: a clean shirt and trousers should be fine, because granting visas is not compulsory. We should also hide any tattoos and remove conspicuous body piercing (Adriana has one on the nose) for the visit. They also may want to know where and when we plan to exit the country, so we should arrive prepared to answer. We have to bring plenty of passport photos as well as it is likely we will be asked to provide two or four identical photos of each of us. Every major city has such photo facilities, but it is better to have plenty taken in advance, so we do not need to get more taken for every application.

Some countries may also require us to have an onward ticket and proof of sufficient money to support ourselves while in the country. That is why it is essential to bring a credit card or two plus crisp notes of our emergency cash. While entering the country we may look presentable, that is why we should pull out our backpack's best for border crossing and flights because officials can, even if we are already holding a valid visa, deny our entry. As for the onward ticket, it may seem a little problematic if we are traveling overland or buying plane tickets as we go. To this there is an easy solution, we can simply make a fully refundable booking using our credit card on the Internet at a reliable site, print out the confirmation of the ticket and booking and then cancel the ticket without penalty once we've entered the country. If we do this, we always have to make sure to confirm that we may access the Internet to cancel the tickets without fee from the city where we plan to cancel them.

These are the countries where we will need to take extra care and make arrangements in advance:

- In Tunisia, no visa is required, but we'll need proof of onward travel.
- In Libya, a visa up to 90 days costs \$102. We'll need a letter of invitation¹, proof of insurance, onward ticket and accommodation reservation required. We must translate our passport into Arabic and check with the Libyan embassy for an authorized translator. Also, and it should be noted that we will not be able to enter the country if we have an Israeli stamp in passport.
- In Egypt, we'll have to apply for a visa in Tripoli, which will cost \$15-20.
- In Kenya, a visa for 180 days costs \$50 and we can get it at the airport.
- In Tanzania, the visa is available at the border of Namanga, which is the only entry by land. It costs \$50, and proof of onward travel and sufficient funds required.
- In Zambia, it is possible to get a visa at the border for \$50. We'll need proof of onward travel and sufficient funds.
- In Zimbabwe, the visa issued upon arrival. We'll need a proof of onward travel and sufficient funds.
- In South Africa, there is no need of visa, but onward travel ticket and sufficient funds are required.
- In Brazil, no visa is required, but we'll need sufficient funds and onward ticket.
- In Colombia, no visa is required for stays up to 30 days, but proof of sufficient funds and onward ticket are required.
- Panama, no visa required, but an itinerary proving we'll leave the country. To get to Panama from Colombia we'll have to cross the Darien Gap: a 100-mile-long area of swamps and mountainous jungle that separates Panama and Colombia. There is no road, no police or military. The inhabitants are tribes, guerrillas and drug traffickers. The solution reportedly (Trans World Expedition 2010) is to ship the car from Panama to Colombia, and go in a small plane over the jungle.
- In Nicaragua, no visa is required, but an itinerary showing we are leaving the country.

¹ We have to find a contact in Libya that gives us a letter of invitation stating where we are going to go, and how long we are going to stay.

- In Mexico, no visa is required, but we will need a tourist card (\$23) and proof of sufficient funds and round-trip ticket.
- In USA, no visa is required for up to 90 days.
- In Japan, no visa required but we will need a proof of onward travel.
- In China, the visa is valid from date of issue and we will need a proof of onward travel. We will need the double entry type: \$45 because we will be going into China twice.
- In Vietnam, citizens from Norway can stay up to 15 days without visa, but Spanish citizens must get a visa for \$65 (5-7 days processing).
- In Indonesia, transit visa is available on arrival for seven or thirty days (\$25). They require onward travel and proof of funds.
- In Singapore, no visa is required, but proof of funds, onward travel and yellow fever vaccination, if traveling from affected area within the last 6 days are required.
- In Thailand, no visa is required for up to 30 days, but a proof of \$300 in funds.
- In Burma (Myanmar), the visa costs \$20, the overland travel is only at certain points, and only with detailed itinerary booked months in advance². The visa is often issued the same day at embassies.
- In Bangladesh, we can get a visa for \$78, with a proof of onward travel. We will have to apply for a Bangladesh visa in the Bangladesh consulate of Sittwe, Myanmar.
- In India, the visa is valid from the date of issue, not entry, and it costs \$53. If we apply in a country other than our home country a telex charge is applied to our application. This can range from \$5 to \$50 depending on the embassy where we apply. This process may take a week.
- In Mongolia, we can get a visa for \$66. We'll have to get a Mongolian visa at the Mongolian consulate of Hohhot, China.
- In Russia, we will need a standard tourist confirmation from an authorized hosting Russian travel agency, registered with the Russian Ministry of Foreign Affairs. We will also need a

² We will have to arrange this with a local travel agency in Singapore.

tour voucher original or its copy attested by authorized Russian travel agency. And a cover letter from our travel agency at home containing: dates and points of arrival and departure in and from Russia; means of transport; itinerary in Russia; the name of the hosting Russian company; and its reference number. The fee to pay is of \$50 and it can take from 4 to 20 days to be ready. In our case we will have to get the Russian visa in the Russian Consulate of Shanghai, China.

Travel insurance is a costly but necessary piece of documentation. Whoever we end up insuring ourselves with, we have got to make sure they are crystal clear about the nature of our intended trip. As well as covering us for all which might happen (robbery, cancellation or lost baggage, etc.), travel insurance also includes required medical cover.

What kind of insurance: given the countries which we are visiting and the type of exposure we are going to have during the way, health insurance is a necessity. Health insurance must carry with it provisions for medical evacuation so that if we get ourselves into too much trouble we can be flown by air ambulance to the nearest hospital to get assistance. Insurance policies also offer KREriders (kidnap, ransom, extortion) but we consider ourselves "low profile" individuals traveling as a family and do not think we have this expensive addition.

We have to make sure that the insurance-amount covers everything that has to do with an accident: ambulance, hospital, surgery and repatriation. In addition to damage third parties in case of a car accident (see 6.1.2).

The most important is to have available the insurance company number of the policy in the country where it was issued because calling the agent there is the first thing we will have to do in case of an incident.

In Appendix D is a copy of two travel policies that have been offered to us by AXA, our car insurance company. The difference between the two policies is the amount of capital they cover. One policy covers until 6000€ and the other one until 30.000€. As it shows the budget (Appendix E) my recommendation is to take the one with higher coverage, because the difference in price is not so high and for less than 1000€ we will have the peace of mind of being fully covered in case of an incident.

6.1.2 Car

In order to use the car in the continents of Europe and South America we'll need specific documentation. One is the Driver's License and International Driving Permit: Like our passport, the driving license must show correct and consistent information with other documentation and be valid during our trip. If the national license does not show the bearer's photograph, it should be supplemented with an International Driving Permit (IDP), which are multilingual translations of the driving license and can be picked up over the counter by presenting the license and a small fee plus a photo or two at our local car organization's office³. In Asia IDPs are very useful. There are two types of IDPs, which cover the whole world; one of them (Convention 1949) covers most countries. The other one (Convention 1926) is still required in four countries (Brazil, Iran, Somalia and Nigeria). Since we are planning to drive in Brazil we will need both. The cost of each of them is of \$46.

Another piece of documentation we will need are the ownership papers of our car: The vehicle ownership document is much more important than a driver's license and will be inspected so many times we may want to laminate it before it wears out (Lansky 2010). It is important that the details on the ownership, particularly the chassis and engine numbers, match those on our car. Outside Latin America photocopies are not good enough, but a duplicate is always handy.

Scott (2005) recommends highlighting the Vehicle Identification Number (VIN, usually the same as the chassis number) on the vehicle ownership documents because this is what the custom official will be looking for and it helps to speed things up. He says it also does not hurt signing the ownership document somewhere even if it' is not obligatory.

The carnet de passage, another document we'll need, is an internationally-recognized temporary importation document that, in the words of the Alliance Internationale de Tourisme (AIT), is a customs document that identifies our vehicle. A carnet can be issued by our national motoring organization (RACE, Real Automovil Club de España). It lasts one year and, if necessary, can be renewed or extended from the motoring organization in the country where it is about to expire. It costs 136€ if you are member of RACE or 223€ if you

³ In Spain this may be arranged at RACC (Real Automovil Club de Catalunya)

are not a member. It takes one month and requires a bank security deposit equal to the fiscal value of your car. It can be used, up to 10-25 countries. Each country uses one page. On entering and exiting the customs the document will have to be signed and stamped. It will be our own responsibility to collect these stamps. Once we come back to Spain the RACE will give us the money of the deposit back. Countries that require a carnet include central, east, southern Africa, plus Egypt; the Middle East, West Asia and the subcontinent, and it will also help in Australia. For precaution, we will arrange for a carnet de passage before departure.

The names of all motoring organizations, which will be able to extend our carnet, are shown inside the front cover of all carnets. If at some point we do have to renew, reportedly (Lansky, 2010) it would be better to do so in a western country, to avoid too much hassle.

There are also permits for crossing international borders and requirements change with every country. In addition to the personal entry and exit visas we have documents related to our car and special permits issued by the local government to get access into typical restricted areas, such as China or, Egypt's Western Desert where police roadblocks are frequent and it might be very uncomfortable to continuously show all the documentation and permits. We have been informed that access and mobility with a private car in Egypt is really difficult so we will have to reconsider this in our itinerary.

And finally, it is worthy repeating the importance of the car insurance, which has to be a third-party insurance, because it covers the cost if you damage a third-party, either a person, a another car, an animal or a building. We will also need a road assistance, which we already have because we are members of the RACC (Real Automovil Club de Catalunya) (however we are very skeptical to how this may work in remote areas for instance in South America).

6.2 Health Issues

Before leaving we have to make sure we have a check up at the doctor 2 months before leaving, not later than that because if something is found it could be too late to react. It's

also important doing the check up before starting with the vaccinations because some vaccinations should not be given if we have so much as a cold, or if we're taking other medications. We should also ask for a clean bill of health to take along with us in case it is required at some point of the trip.

Once we have done a general check up, we must explain our doctor what we are planning to do and explain in detail what countries we are going to visit, so he can tell us what vaccinations we may need⁴. We have to do this enough time in advance, because there are several shots that require over six months to take effect and Africa is one of the first places we are visiting. If we are on the road and we decide going somewhere that wasn't in the itinerary we can always visit a doctor on the way and get vaccinated, but we always should make sure the clinic looks clean and professionally run and uses sterile needles. We must also have to get a vaccination record card and keep it with our passport while traveling, because in some countries they may not let us in if we don't have a proof that we've received certain immunizations (Lansky 2010).

The most common vaccinations and the ones I have read we have got to have(Lansky 2010) due to the countries we will be visiting are Cholera (we'll need proof of this one in Africa), Hepatitis A (requires two shots), Hepatitis B (requires three shots), Japanese encephalitis (which is carried by mosquitoes in rural areas), Polio, Rabies (if we don't get this one, we can get immunized within two days after the bite), Tetanus, Tuberculosis, Typhoid (this we must do in advance of Hepatitis A and B) and Yellow fever (we will need proof of this vaccination in many countries of Africa and South America).

We should also ask the doctor for a strong antibiotic to take with us and for a letter authorizing us to carry a syringe in case we need a blood test somewhere and the local needles look shady.

There is no malaria vaccine, but there are pills to prevent it that have side effects, but if we do get infected, we can take a heavier dose of the same drug. We also have to take measures to avoid mosquito bites.

⁴ Some special vaccinations are not included in the Social Security in Spain

Naturally, we will have to bring a very complete first-aid kit including adrenalin to treat any allergy, alcohol in case of burnt, antacid, medicine for diarrhea and constipation, sewing threat, needles, bandages, scissors, tweezers, thermometer, cleansing agent...etc.

As I have mentioned before, my father is an insulin dependant diabetic. We will have to work out a way that he can have access to insulin along the way. We will be sending insulin in packages to certain points (addresses) of the itinerary, where we have friends or family and where they can keep it and on our way we'll pick it up. The insulin has to be kept cool all the time. As long as we use the car there is no problem with keeping it cold, but the part we do by public transportation, we will have to bring some dry ice bags that on a simple thermo can last for approximately 24 hours once you start using them.

6.3 Security

In order to enjoy the trip to the maximum, we will prioritize our safety and take precautions. As the Carreras family (see Appendix A for an interview with them) recommended, we have to be careful but without being paranoid and keeping in mind that everyone are human beings, like us and that the majority has good intentions. This was also repeated by the general manager of Lleida Tracció, José María Vilalta. Like the Carreras said, the 99% of people they met where really nice (though they were held up gun point in El Salvador).

Before entering each country, we have to investigate the country before deciding to go there. For most countries there are governmental websites you can get information on the major security issues of each of them. Some examples are the Canada's consular Affairs department (www.voyage.gc.ca) or the US State Department (www.travel.state.gov). We will check these websites on the way and if we see there is a conflict going on in some country we will change the route. As stated before, we will as a principle, not visit a country which does not welcome us.

As a consequence the three alternative itineraries will avoid the Middle East, and that is simply because of security, there are conflicts going on consistently there and it is not a safe destination. We also avoid central Africa, mostly because of the political and religious unrest. Based in my conversation with Jose María Vilalta we have decided not to go to

Zambia or Zimbabwe because of the security-situation and that is why we will delete out these countries from the final itinerary.

In general, we have to take precaution so we do not stick out from the local people. Consequently we will attempt to see how the locals act and do like them. We have to dress discretely, specially the girls, not wear skirts or shorts. Scott (2005) dedicates several paragraphs to women's safety and the importance of dressing and acting discretely. According to Scott particularly in Muslim countries, women should avoid clothes showing the shape of the body and expanses of flesh are seen as shameful or provocative. That is why he recommends wearing a long, baggy shirt that helps covering any curves. He emphasizes that those actions that may seem natural at home, like shaking hands or walking alone with a strange man, can often be seen as a huge come-on. Instead of shaking hands, salaaming with the right hand on the heart and a slight nod of the head is acceptable. Scott states that the most important thing in any potentially risky situation is to act calmly and confidently, without being paranoid. As a consequence we seek to dress with cheap clothes, without jewellery, (we will even try to wear local "brands" to the maximum) and try to avoid exposing any expensive equipment (cameras, mobile, phone, GPS, etc) in our bags, in definitive we do not have to look attractive for possible robbers. We also have to pack cleverly, that means, bringing our documentation, like passports or money, in a secure travel pouch, instead of in the handbag or daypack. Lansky(2010), also recommends wearing our backpack on our front in crowded places and keeping our valuables at the bottom, away from the zippers. Our car will be prepared with some hiding places where we can hide important documents, money or my father's insulin. We should also avoid dangerous areas in the cities we visit, by getting informed in advance and by talking to locals. Lansky (2010) recommends trusting our instincts and if we have a bad feeling about somewhere or someone we must just jump in a taxi or walk into a store. We will attempt not to look like tourists with cameras flashing and avoid pulling a map out of our bag where it is very crowded. This is better to do in a store or somewhere we do not stick out as much.

7. Final itinerary decision

This is the final itinerary (see map illustration4). There are some notable changes from itinerary 3. First of all, we have decided not going to Scandinavia since we already know that part of Europe thanks to my father. That is why we first will go to the zone of Europe we do not yet know that well. That would be the eastern part of Europe, which we are really interested in, as it is still Europe, but it seems to have such a different culture and up to recently even political and economical system. Consequently, we have decided focusing on and spending more time in Eastern Europe.



After Eastern Europe, in September, when the weather permits us to enter Northern Africa due to extreme heat during the summer, we will take a ferry from Marseille (France) to Tunisia and visit Libya, returning the same way to Europe. Another change I have made on the African-leg is that we do not go to Egypt, because of the great difficulty to get in and move around by car, and where we may risk spending maybe a week only to pass the border. We think that is a waste of time, and, as previously emphasized, we prefer visiting those countries where we are welcome.

When we are back in Marseille, we will ship the car to Sao Paulo (Brazil), and in the meantime, while the car is in transit, we will take a plane to Southern Africa. Here, we see another difference from itinerary 3, because instead of landing in Kenya, we land in Mozambique. Based on information provided by José María Vilalta, it is better spending more time in Mozambique and getting to know it well than going to Kenya and Tanzania, which are reportedly more touristic, more expensive and consequently less authentic. After spending some time in Mozambique, we will go to South Africa all the way to South Cape, where we will take a plane to Sao Paulo.

In Brazil, we will pick up the car and drive across South America following itinerary 3. The itinerary of South America I have not changed. But I have changed the route in North America and instead of going up the West Coast we will go up the East Coast. This idea comes from my father's desire of crossing part of the U.S by car, because while he lived there for 10 years, he never got a chance to do this.

When we get to New York we will decide whether to sell the car or to ship it back to Spain. The rest of the itinerary will be done by public transportation. From New York, instead of flying directly to Japan, we will take a plane to Melbourne, Australia, allowing us to also see this continent. As the Carreras family said (see interview in Appendix A), Japan is a very expensive country, and given the conditions and the limited budget we think we will have at that point of the trip, we do not think is a good idea spending some days there, even though we do have the desire to dedicate some time of our life visiting Japan. Instead, we spend more time visiting those countries we are really interested in, like my mother has always wanted to go to Myanmar and we will also go to India, which is a country all the member of the family are wishing to visit. I do change the route in India, a part from crossing the North, we will also go to the South, which the Carreras family said (Appendix A) is much more interesting than the North and we will get more chances to live the local life, given that there are less tourists.

After visiting India, we will head to the North of China by train, passing by Nepal on our way to Tibet, on our way north as my mother and sister are very interested in all the Buddhist traditions. We will arrive in Beijing (China), where we will take the

Trans Siberian railway, a dream we all have, all the way to Moscow (Russia), where we eventually will take a plane back to Barcelona.

8. Assessment of Intercultural Challenges

Of all the challenges we will have to face on our way, I believe the greatest will be how to adapt to intercultural differences. Every culture has its traditions, its customs and norms for dressing and for how to behave in social contexts. Appreciating, perceiving and eventually attempting to understand these differences will be difficult. In order to absorb and learn the maximum from each culture, we have to know a little bit about every zone of the world in advance to attempt to understand why people behave as they do. If we are prepared and familiar with the basic characteristics of their culture, their history, their language, understanding and learning from them will be easier.

Based on the thinking that the cultural characteristics, language, history, religion and even economic system may be somewhat related, I have attempted to establish criteria for how to confront and understand the expected cultural differences. The criteria I established are illustrated in Table 1.

CRITERIA FOR ASSESSMENT OF CULTURAL DIFFERENCES

	EUROPE		AMERICA		AFRICA	ASIA ³			
	West	East	South	North	South Africa ²	China	Japan	Australia	India
Main language									
History									
Main religion									
Economic system									
Political system									
GDP¹/capita									

Notes:

1 GDP/capita = gross domestic product per inhabitant

2 In Africa I picked South Africa as a representative country

3 For Asia I have picked large countries with anticipated significant cultural influence on neighboring countries

Table 1

I have maybe too simplistically, grouped areas of the world into 4 main zones. These zones contain countries that we consider historically, culturally, religiously, and sometimes even politically and even linguistically related. Thus, with reference to the countries of Europe, I have geographically made a distinction between West- and Europe and will before visiting each country in the zone consider their position on each of the criteria shown in Table 1 and use this information to form a basis for attempting to better understand the cultural difference that I anticipate. I would also like to emphasize that several of the criteria on the left-hand vertical scale probably are closely related (for instance for many countries I expect that the religion is historically explained while there also might be a relatively close relationship between geographic location (for instance access to valuable raw materials as for instance petroleum) and GDP per capita. There might even be a relationship between political system and level of GDP/capita – for instance the US has a political-economic system dominated by free markets and have, may be as a consequence a relatively high level of GDP per capita.

It is my thinking, that a combined consideration of the mix of the criteria (Table 1 – column 1) will give a considerable guidance to form an anticipation of what the cultural difference might be in the country which we will visit next due to the fact that the culture will be formed by geographic location (including climate), language, history and main religion which ultimately also in turn will have influenced the political and economic system.

9. Economics

The budget of the trip includes the costs before the departure: the cost of the car's equipment and installations, the cost of Diesel fuel, a car rental in South Africa for 30 days, the carnet de passage, the car insurance, the International drivers license, the travel insurance for 6 adults, the necessary visas, the vaccinations and the maps and guide books we will need. The costs of traveling include the maintenance cost of the car every 5000 km, the trans-ocean transportation of the car (which are two), the food (8 Euros per person a day for a year the 6 of us), the lodging (12 euros per person for 180 days) , the airfares (which will be 4 big ones) and the bus and train tickets for 6 adults. It all reduces to a total cost of 92,203 € and 15,367 per person. The budget is included in Appendix E.

We anticipate managing to pay these expenses renting our house in Barcelona and since my father also is working as a social scientist, researcher and part-time professor with special knowledge of entrepreneurship, he is looking into the possibility of doing some teaching at universities during our trip. He is working with an international academic association (the International Council for Small Business) to arrange some lectures in the area of entrepreneurship and small firm internationalization at universities which might find these topics of interest and plan on making presentations to other organizations (Rotary International, Lions Club, Chamber of Commerce's, Consulates, etc.) which may be curious about our world trip. Since he is collaborating with other EU-researchers, he believes there is a chance he might get the European Commission for enterprise and industry to support this idea in form of "moral support" but not funding.

10. Communications

10.1 Team communication platform

In order to keep in touch with family, friends and people interested on our adventure we are making a Web page with a blog where we will post weekly our progress on the trip and we will upload pictures. This way we won't have to depend on calling the people at home.

We have already started a blog that anyone can follow while we are away and where we are also asking people to give us ideas about places to visit. The link to access the blog is:

www.elworldtrip.yolasite.com

10.2 Sponsors

With reference to the discussion of economics and the budget for the trip (Appendix E), we will present our project to a group of companies for potential sponsorship-agreements. Based on consultation with others who have successfully convinced sponsors to support similar ventures, we will contact eight Spanish companies or Spanish subsidiaries of foreign companies in Spain.

Also, due to my father's diabetes, among the potential sponsors are companies who specialize in diabetic care around the world. The idea is that these companies might be interested in marketing their products on our webpage or blog (with their commercial brand posted) and/or by supplying my father with the medication and equipment that he needs during the trip. Of course, he would also like to promote the idea that diabetes is no hinder to do what you want in life as long as you take care and manage your diabetes well. Maybe the companies focused on diabetes care also would like to get this message across to those of the world's estimated 100 million diabetics around the world, some of whom, we certainly may run across on our trip.

The companies we have selected to approach for potential sponsorships are:

- Medtronic (producer of insulin pumps)
- Eli Lilly and Novo Nordisk (producers of insulin)
- Abbot (producer of blood-sugar measurement meters)
- Hero (producer of energy bars, etc.)

- Coronel Tapiocca (manufacturer of clothes)

We will not ask the sponsors for funding, but will request that they provide us with material (medicines and health products for my father, food products and clothing). In return, we will offer the companies the opportunity to market their products on our car and on our webpage and on our blog.

10.3 Family and friends

As we will bring one laptop computer with possibility for mobile internet-connection, we will be able to stay in contact with family at home at regular intervals. Since we have several old people in our closest family, it appears important to be contactable in case of emergency.

Otherwise, friends and family may follow our trip by connecting to our webpage, get updates of our progress and communicate with us via the blog. Who knows maybe someone even might consider join us somewhere along the route?

11. Conclusions

Having finished my research project, I have one clear idea in my mind: doing a trip around the World as a family is possible if you have a number of requisites: a strong conviction, sufficient budget, enough time, good health, dedication for planning and a sufficient commitment to literally pull your project beyond the horizon.

Secondly, I have learned the importance of collaboration from each member of the team to implement the project. Equally, I soon became aware of the time and diligent work it really takes to make such a project become a reality.

The major problem I have had to overcome may have been planning the itineraries, given the fact that we live in a huge world, with a mass of information easily available, with lots of things to see and with time as a limitation. I have also realized that the itinerary will only serve as a guide before leaving because it is likely to change as our voyage proceeds. Consequently, as has been shown, I started with three possible itineraries, while I realize that my chosen final one still will be subject to change on our way.

I have also noted that doing a trip around the world is not as crazy as I initially thought it was and that every day there are “ordinary people” more or less like ourselves making adventures like ours.

While I did not expect the project to require so much work as it has, I appreciated what I have learned so far, particularly since I personally will soon be able to experience the results of my work. And thus my work will quickly become very practical and this is at the same time both very satisfying and a little scary.

I think one very important thing you have to have during a round the world trip is health, like many travelers have told me, health determines if you are going to enjoy the trip or not, that is why we must take precautions to stay healthy all the time.

This project has also permitted me to experience collecting information directly from real life: interviewing a family, calling the insurance companies or talking to the expert who is going to prepare our car.

I am very happy to have contributed by making steps to convert this dream into reality. I have learned that dreams do not come true by themselves; you always have to do your job and believe in them.

I consider my siblings and I extremely privileged for having this opportunity and wish it would become more frequent for families to do this kind of a journey, as I think it is very pedagogic.

With the enormous amount of things I have learned from this research I can only imagine how much I will learn on the actual trip. I am sure the trip will help me understand many foreign traditions and cultures and I will learn never to judge before knowing more and trying first to understand. I also think that seeing the immensity of the world, the huge number of people that inhabit it and the problems they have, will make me realize that my little problems at home are not as big as I always think they are. I think the trip will help me to be more conscious with my own things and I'll realize how privileged I am and how much I have, compared to most of the world.

In definitive, the trip will not only be a great experience filled of fun and exciting adventures, but it will also be a tremendously educative experience that, I think, will turn me into a better person.

12. Appendices

Appendix A

Interview of the Carreras David family

The Carreras David is formed by Diana, English mother, Manel, catalan father and two girls: Ella and Blanche family are a half Spanish English family, that lives in Barcelona. They left for a trip around the world on 2008. In order to collect information, I requested permission to interview them because they are a family with children around the same ages as us. As you will see, they also decided to do their world trip for much the same reasons as us. I asked them the following

Introduce your trip please.

We left on July 8th, 2008. We spent nine months traveling. We went from London to South America, where we visited Guatemala, El Salvador, Cuba, Peru, Bolivia, Brasil, Argentina, Chile, then we took a plane to Australia, after, to India, Hong Kong, and China and Japan.

Why did you decide leaving?

It was the perfect moment, we had the money, Ella, was finishing her last year of high school, and Blanche, was finishing her last year of secondary school, so they could both do it with us. It was something we always wanted to and it was a good time to do it and to do it as a family was much more interesting than doing it on our own.. Until that point we had lived in England and Barcelona, we all had our jobs, the girls were studying and going out a lot, and we felt it was a great opportunity to spend more time together, in an extreme way off course.

Everything said: "you have to do it now".

What kind of transport did you use?

We used every kind of transport: planes, buses, trains, taxis, boats, we rented a camper van. We had a Round the World ticket with a lot of extensions and every flight was planned.

Did you try getting any sponsors? If so, how did they react?

No, we didn't.

How was the relationship in the family?

Mostly, it worked fine. We had a theory that if you are out of context, if you're not around your normal environment where you may have discussions about who's emptying the dish washer, who's making the beds or who's doing one or another chore, you'd find less confrontation; but at the same time, if you are constantly in new situations, that can generate stress and is you are spending a lot of time together, which is very unusual, because we normally don't spend 24 hours per day together it

can also get very uncomfortable at some point. But overall we had very few conflicts, certainly not more than in everyday life, I would say far less. And as a family, it was fantastic, we were hours together, life if we were on a 30 hour train ride, it would be really intensive, but we'd have long conversations or no conversations at all, and it would still be great. In Peru we spent almost 24 hours per day together in the same room, so it was hard. But we also spent time a part going out, doing things separately, like, the girls had a lot of fun going out in Guatemala.

What were your favorite places?

It's a difficult question, because there were so many amazing places and for different reasons. We collaborated in three charity organizations, one in India, the other in Peru, and one in Madagascar. Those three places were particularly special. In terms of beautiful landscape, the South of Argentina and Chile was really nice, Australia was very attractive, Bolivia has a spectacular diversity of landscapes and India and Madagascar were both very interesting countries, these would certainly be places we'd go back to.

What's a place that tour books or friends never recommended and you found it fascinating?

Tour guides said not to go to El Salvador and we went there, very briefly, it was very interesting and we knew what we were going to find. We knew a Spanish friend that had lived there for 30 years working with charity, even though, it was a difficult place and we were robbed there at some point, it was pretty scary, but a part from that extremely interesting.

Thinking back, what is something you recommend to avoid?

We'd avoid going to places recommended by touristic guides, or even backpackers books, because they tend to, instead of showing you how a real place is, they adapt to the expectations of the foreigners, and so you get Coca Cola version of somewhere that is not real. For example, in the North of India everything was westernized and very touristy, so you end up just meeting foreigner and not locals; but in the South the food was incredible and we were in local places that anyone had heard of.

What would you have liked to do that you didn't?

We think we did a lot that we wanted to, the time and money are off course limits. In Japan, for example, we were there for about a week, it was amazing, but extremely expensive, we couldn't afford to be there for longer. But if we had to travel again, we'd definitely go there again. The way we did it wasn't rushing through places, we spent an amount of time in each place and we think that was the right way to do it, but if we had to do it again, we'd take one part of the world and spend more time and learn more about the culture. When we started with this idea, we thought on making it attractive to the girls, we thought it'd be more interesting than spending one month in

South America and we also had family and friends to visit around the world and little by little it became to be a world tour.

What did you miss the most from home?

Comfort. In South America, for example, especially in the poor area of the North, people didn't have sofas, and we'd had to take cold showers, these are things you miss from home after 3 months not sitting properly. Another thing we missed is the access to books, we had plenty of books, but we just had to read what we found and them food, we had amazing food but sometimes it would have been nice to just have a piece of toast; we started to fantasize what we could be eating at home. But of course this is all part of the experience.

And what do you miss from the trip?

Various things, one is the fact that every day was like a weekend, every day we were going to new places where we hadn't been before and the experiences were always new. It was like being on holiday forever, but very interesting and active holidays. The amount of people you meet and the things you learn, the knowledge you gain and discovering things every day, taking things into perspective and looking at things differently are some of the things we really miss.

What is something you specially recommend to bring?

A plug! No, good shoes and very little stuff, the minimum. You can find anything on the way and it doesn't matter what you wear so there's no need to worry, so basically, limiting what you bring is important and, it's not so much about what you bring, but staying healthy because if you are healthy you can enjoy the experience; so remember to be careful with the water you drink, wash your hands, use those antibacterial liquids, and sterilizing tablets. So what's really important to bring are good shoes, a good medical kit, a good backpack and remember to keep in mind to bring the minimum.

What about vaccinations?

Make sure you get vaccinated before leaving, you have to get the information from your doctor and it will depend on the time of the year, where you are going and so on. We'd really recommend vaccinating yourself against the Malaria, some people think it's not important, but you'd be fool not to.

Would you do it again?

Oh yes, any day.

What impact did it have in your life?

Once back, it was really strange to be at home, all though everything was very familiar, but what was strange was the feeling of coming back and realizing nothing at home had changed, but we had done so much. People had been going to work every day, studying every day and it's not that you

feel apologetic but you want to talk about it and you don't want to feel bursting. It definitely takes some time to readjust, because your perspective of the world has changed and you've experienced and seen so many new things from a different point of view, because we were mainly on 3rd world countries, and you want to tell everyone about it, but you expect people to have a different perception and it can be frustrating how people have their perception and it takes time to accept that everyone is entitled to his/her perception. But you may have been very lucky to have gained that different one and you can't impose it.

Have you seen any changes in your daughters since you came back?

Two things they realized is one, the importance of education and the fact that it's a right but certainly not given to everyone, so they were determined not to waste there opportunity to learn and another thing they saw was the strength of women around the world, women are ruling the world, they may not be the politicians but God they work, it's awful how much they do, and the girls saw that.

The girls are much more engaged with what they are doing now, and they appreciate the great opportunities they have. Also, they're aware that they can adapt to new situations easily and sometimes it's nice to pretend you need something or someone, or some help, but they really know that they can adapt by their selves and that they'll survive. They're also much more open and can talk to anyone, as we were meeting new people all the time, different languages, cultures, they had to be open to start conversations with people.

What about security? Where some places really insecure?

In general, places are safe and it's not different than big cities where you have tourists, pick pockets and all that. Perhaps, one of the differences is that the value of life in these countries is much lower and people die much more often and people have weapons. It's something we didn't think about before and in some places was a bit scary. Because we were robbed ten days into the trip with guns, we became more aware and for awhile we were more cautious but very soon we relaxed again and we took some precautions like staying together in some places, if we had to carry a lot of money we would distribute it amongst us, carry it in money belts. It's all common sense and then, in some places, you can't wear sunglasses because you'll be robbed, so don't wear jewellery, don't wear sunglasses don't wear clothes with fancy labels, you have to be reasonable. We are a thousand times richer and if you show it sometimes it can be offensive, you don't have to provoke. But you can't always focus on insecurity and that you're afraid, because then you'll stop enjoying. And 99 per cent of the people we met were very honored and really nice, so you can't be paranoid.

How did you work out all the visas?

Some, we organized before, some are really easy to get, when you start to look for visas, you realize what countries have different regulations, some visas are only given for some weeks, some have to be applied for a certain amount of time before and while you are traveling around the world you end up having to find where you are going to apply for a certain visa or if you have to go to a special city where there's an embassy of the visa the country you are applying for. The logistics are kind of strange sometimes. In Australia we traveled for 4 weeks without a passport because we left them in Sidney to get the visas for India and then a friend in Sidney mailed them to us when we were in Darwin. We could organize all this because Australia is a developed country and they didn't ask for an ID when taking a plane and there was less risk of our passports going missing, that's why we chose Australia. We spent six months planning this in a lot of detail, like organizing all the visas. We had two meeting per week for six months so we really took the trip very seriously.

How did you communicate with home?

We made the decision of not bringing a computer with us, because it was difficult to carry, but also because we wanted to cut a bit our contact with home. But there are Internet cafés every where, so keeping in contact wasn't difficult. And we carried a cell phone, but we didn't use, we had it just for emergencies. In Christmas we gave the girls an international card so they could call their friends in Spain.

What would you have liked to know before leaving?

That, for example, we gave our winter clothes away when leaving South America and when we got to Australia it was cold, so we maybe would have liked to do more research on the weather, even though we had done a lot. We were traveling west in a way that we always coincided with spring season and we knew that, but weather is unpredictable. In some places we could have done with more rain gear or an extra layer, like in The Andes, where it was very cold.

Would you recommend anyone to take an adventure like yours?

Yes, absolutely.

Appendix B

Description of the car

Toyota Land Cruiser HDJ80 - Technical Description

Type : G

Doors : 5

Places : 8

Disposition of cylinders : R6

Disposition of engine : F1

Volume : 4164

Diameter of cylinder : 94,0 x 100,0

Degree of compression : 18,6

Valves : 4

Disposition of shaft : ohc

Power supply system : DD

Pressurization : TA

Power PS (kW) : 170(125)/3600

Torque : 380/2200

Type of drive : Ap

Transmission manual : 5

Front suspension : SA.SF.QS

Rear suspension : SA,SF,QS

Hydro : +

Break : Si/S

ABS : +

Tyre pressures : 275/70 R 16 T

Wheelbase, mm : 2850

Track : 1595/1600

Size Length x Width x Height: 4820 x 1930 x 1890

Mass equipped : 2220

Mass full : 3060

Volume of trunk : 832/1368

Volume of tank : 95

Dispersial 0-100 km/h : 12,7

Max speed : 170

Cost of fuel 100 km : 11,2

Fuel : D

Appendix C

Vehicle shipping quote from Autoshippers UK

Auto Shippers Car Shipping.
(A division of 1st Move International Limited)

Freephone 0800 3890784 Tel +44(0) 117 982 8123 Online at www.autoshippers.co.uk

Your quote has been prepared by Jeremy, please call me if you have any questions in relation to your quote, our services or if I can be of any further assistance.

Thank you for your enquiry and for giving us the opportunity to provide a quotation for your car shipment. Please find enclosed details of our services and your quotation. Our 22 experienced staff are committed to providing you with exceptional shipping services.

Remember, our services provide you with...

A No Deposit Booking System: Pay nothing when you book your shipment.

Secure Shipping: Your vehicle will be shipped on a safe and secure Roll on Roll off service secured safely inside the vessel in a clean and dry car deck, we only use the world's most reputable shipping lines.

Approved Insurance underwritten by Royal & Sun Alliance

Peace of Mind: As fully accredited members of the British International Freight Association (BIFA) you know that you are dealing with a recognized, reliable shipping company.

Your Vehicle Shipping Quotation

Shipping from UK Port of:	Tilbury
To the Overseas port of:	Santos / Rio
Port to Port Price	£ 833.00
UK Export Documentation fee	£ 34.00
Total :	£ 867.00
Frequency of sailings	Every 7 Days
On Water Transit Time (approx)	26 Days

Appendix D

Travel insurances

Su Mediador de Seguros
907938 - 0834 ASEGUARANCES MACIA
Teléfono: 934525858
E-mail: sergi.macia@agencia.axa-seguros.es



Proyecto de Seguro nº 69-116932341

Fecha emisión 26.10.2010



Asistencia en Viaje

Campaña Comercial Clientes AXA

Datos Personales

Tomador	MARTHA EUGENIA RUIZ	NIF	46770786X
---------	---------------------	-----	-----------

Viajes que se desean asegurar

Destino	Mundial	Nº de personas	6
Periodo de cobertura	365 días		
Planea esquiar	No		
Unidad Familiar	Si	Nº de hijos menores de 16 años	1

Coberturas a asegurar - AXA Viaje

Transporte de heridos o enfermos	Incluida
Transporte de fallecidos	Incluida
Gastos de curación	12.000,00 euros
Perdida de estancia en hotel (límite diario)	12.000,00 euros
Gastos de acompañantes	Incluida
Desplazamientos/estancia acompañante (límite diario)	90,00 euros
Regreso anticipado	Incluida
Servicios complementarios	Incluida
Demora de equipajes	150,00 euros
Robo o extravío de equipajes	600,00 euros
Deterioro de equipajes	600,00 euros
Indemnización por muerte	30.000,00 euros
Indemnización por invalidez	30.000,00 euros
Responsabilidad civil	30.000,00 euros

Importe del seguro

Precio Total	2.186,84 euros
--------------	----------------

Descuentos aplicados (*)

Descuento	% descuento
Por número de asegurados	15

(*) Este descuento ya está aplicado en el importe total de la prima

Observaciones

- El presente documento tiene carácter meramente informativo, no teniendo validez de seguro frente al Tomador indicado ni frente a Terceros.
- Las condiciones indicadas tienen una vigencia de quince días, quedando supeditada la futura contratación del seguro a la verificación, por parte de AXA Seguros, de los datos facilitados por el interesado.

De conformidad con la Ley Orgánica 15/1999, de 13 de diciembre, de Protección de Datos de Carácter Personal, el interesado queda informado y autoriza la incorporación de sus datos a los ficheros de AXA SEGUROS GENERALES, S.A. DE SEGUROS Y REASEGUROS, y el tratamiento de los mismos para gestionar el proyecto solicitado. La cumplimentación de todos los datos personales facilitados es totalmente voluntaria, pero necesaria para la gestión del proyecto. Si el interesado no consintiera la inclusión de sus datos en estos ficheros o su tratamiento, la gestión de su proyecto no podrá llevarse a cabo.

El interesado podrá dirigirse a AXA SEGUROS E INVERSIONES, (Departamento de Marketing- CRM), Fuente de la Mora, 1 Madrid Edificio AXA 28050 Madrid, o bien a través de cualquiera de los siguientes teléfonos 901 900 009 ó 93 366 93 51, para ejercitar los derechos de acceso, rectificación, cancelación y oposición, en los términos establecidos en la legislación vigente.

AXA España pertenece a uno de los mayores grupos aseguradores mundiales con más de 80 millones de clientes en 56 países. Sólo en España, damos servicio a casi 4 millones de clientes atendiendo más de 2,6 millones de siniestros al año. Además, estamos comprometidos con la sociedad y la cultura a través de la Fundación AXA y su asociación de voluntariado AXA de Todo Corazón.

Su Mediador de Seguros
907938 - 0834 ASEGURANCES MACIA
Teléfono: 934525858
E-mail: sergi.macia@agencia.axa-seguros.es



Proyecto de Seguro nº 69-116932341

Fecha emisión 26.10.2010

Asistencia en Viaje

Campaña Comercial Clientes AXA

Datos Personales

Tomador	MARTHA EUGENIA RUIZ	NIF	46770786X
---------	---------------------	-----	-----------

Viajes que se desean asegurar

Destino	Mundial	Nº de personas	6
Periodo de cobertura	365 días		
Planea esquiar	No		
Unidad Familiar	Si	Nº de hijos menores de 16 años	1

Coberturas a asegurar - Compact Viaje

Transporte de heridos o enfermos	Incluida
Transporte de fallecidos	Incluida
Gastos de funeral	6.000,00 euros
Prorrogación de estancia en hotel (límite diario)	600,00 euros
Gastos de acompañantes	Incluida
Desplazamientos/estancia acompañante (límite diario)	60,00 euros
Regreso anticipado	Incluida
Servicios complementarios	150,00 euros
Demora de equipajes	300,00 euros
Robo o extravío de equipajes	300,00 euros
Deterioro de equipajes	6.000,00 euros
Indemnización por muerte	6.000,00 euros
Indemnización por invalidez	6.000,00 euros
Responsabilidad civil	6.000,00 euros

Importe del seguro

Precio Total	1.618,58 euros
--------------	----------------

Descuentos aplicados (*)

Descuento	% descuento
Por número de asegurados	15

(*) Este descuento ya está aplicado en el importe total de la prima

Observaciones

- El presente documento tiene carácter meramente informativo, no teniendo validez de seguro frente al Tomador indicado ni frente a Terceros.
- Las condiciones indicadas tienen una vigencia de quince días, quedando supeditada la futura contratación del seguro a la verificación, por parte de AXA Seguros, de los datos facilitados por el interesado.

De conformidad con la Ley Orgánica 15/1999, de 13 de diciembre, de Protección de Datos de Carácter Personal, el interesado queda informado y autoriza la incorporación de sus datos a los ficheros de AXA SEGUROS GENERALES, S.A. DE SEGUROS Y REASEGUROS, y el tratamiento de los mismos para gestionar el proyecto solicitado. La cumplimentación de todos los datos personales facilitados es totalmente voluntaria, pero necesaria para la gestión del proyecto. Si el interesado no consintiera la inclusión de sus datos en estos ficheros o su tratamiento, la gestión de su proyecto no podrá llevarse a cabo.

El interesado podrá dirigirse a AXA SEGUROS E INVERSIONES, (Departamento de Marketing- CRM), Fuente de la Mora, 1 Madrid Edificio AXA 28050 Madrid, o bien a través de cualquiera de los siguientes teléfonos 901 900 009 ó 93 366 93 51, para ejercitar los derechos de acceso, rectificación, cancelación y oposición, en los términos establecidos en la legislación vigente.

AXA España pertenece a uno de los mayores grupos aseguradores mundiales con más de 80 millones de clientes en 56 países. Sólo en España, damos servicio a casi 4 millones de clientes atendiendo más de 2,6 millones de siniestros al año. Además, estamos comprometidos con la sociedad y la cultura a través de la Fundación AXA y su asociación de voluntariado AXA de Todo Corazón.

Appendix E

The Budget

Family World Trip - Economics	Appendix E
Diesel consumption Toyota HDJ80 (l/100 km)	11,2
Total distance travelled by our own and rented car (km)	60000
Average cost of Diesel (€/l)	0,8
Cost of car-equipment and installations (1)	€ 14 000
Cost of Diesel fuel (HDJ80)	€ 6 720
Car rental (fee/day x 30 days)	€ 2 400
Carnet de passage	€ 250
Car insurance	€ 500
International drivers licenses	€ 160
Travel insurance (6 adults)	€ 2 200
VISAs (for country-entries)	€ 3 000
Vaccinations	€ 1 200
Maps and guide-books	€ 300
<hr/>	<hr/>
Total costs before departure	€ 30 730
Maintenance cost car (every 5000 km)	€ 4 500
Trans-ocean transportation of car (2)	€ 993
Food (365 x 6 x €8,00/day)	€ 17 520
Lodging (3) - 180 days x €12,00/person	€ 12 960
Airfares (4)	€ 21 000
Bus- & train tickets (5)	€ 4 500
<hr/>	<hr/>
Total cost of traveling (6 adults)	€ 61 473
Total cost	€ 92 203
Cost per person (6)	€ 15 367

Notes:

(1) Amsterdam (Holland) -Santos (Brazil) and from New York (USA) - Cadiz (Spain) -€993,00 each leg

(2) For time period when we do not have our own car with tent

(3) London (UK) - Johannesburg (South Africa) + Cape Town (South Africa -Santos (Brazil) + San Francisco (USA) - Singapore

(4) Cost of Transberian train + busses and ferries in Asia

13. References

Carasatorre Miguel, 2005, *Mi casa en una mochila, un año sabático alrededor del mundo*, Rueda

Doyle Craig, 2009, *Where to Go When*, DK

Griffith Susan, 1983, *Work your Way Around the World*, Vacation Work

Lansky Doug, 2010, *First-time Around the World*, Rough Guides

Lonely Planet, 2010, *A Journey Through Every Country in the World*, Lonely Planet

Martín Nacho, 2004, *La vuelta al mundo sin avión*, Zaratrekking

Ommer Uwe, 2006, *Around the World in 1424 Days*, Tachen

Rogers Jim, 1994, *Investment Biker*, Beeland Interests

Scott Chris, 2005, *Adventure Motocycling Handbook*, Trailblazer

www.bootsnall.com 2010-07-25

www.theworldbyroad.com 2010-07-25

www.worldbyroad.co.uk 2010-08-01

www.transworldexpedition.com 2010-08-04

www.carshippers.com 2010-08-07

www.autocarshippers.com 2010-08-08

www.womentraveltips.com 2010-08-20

www.lleidatracciotechnology.com 2010-08-28

www.revistamundo4x4.com 2010-08-28

www.thetravellerslounge.co.uk 2010-09-04

www.canadiancarlsons.com 2010-09-07

www.lonelyplanet.com 2010-09-20

www.projectvisa.com 2010-09-23

www.visahq.com 2010-09-23

www.autohome.com 2010-09-30

www.sixintheworld.com 2010-10-03

www.rflemming.net 2010-10-05

www.jimrogers.com 2010-10-08

www.overlandafrica.com 2010-10-09



Institut Montserrat

L'alumne/alumna Alexandra Kyvik Reiz
de 2n de Batxillerat ha obtingut la qualificació de 10 pel seu
treball de recerca A Family Venture around the World.

Barcelona, de novembre de 2010

El tutor / la tutora del treball de recerca

