



## Directions from Noordoewer To Desert Quiver Camp

(via Grünau, Keetmanshoop, Mariental, Maltahöhe & Hammerstein)

There are a number of alternative routes to follow from the South African - Namibian border to Desert Quiver Camp.

However, the route described below makes optimum use of good asphalt surfaced roads and allows one to travel at the maximum speed of 120 kilometres per hour for a greater distance. The average maximum recommended speed over gravel surfaces is 80 kilometres per hour.

Total Distance : **801 Kilometres**

Average Duration : ±8 Hours

Road Surfaces : Asphalt – 636 kms

Gravel – 273 kms

### Road Legend :

B = Major Route (Asphalt)

C = Minor Road (Gravel)

D = District Road (Gravel)

- Once you have passed through the South African (Violsdrif) and Namibian (Noordoewer) custom posts on either side of the Orange River, leave Noordoewer on the **B1** North.
- Travel for 139 kilometres to **Grünau** and then a further 163 kilometres on the **B1** to **Keetmanshoop**. This is a major town en-route and a stop here is recommended. Refuel, stretch the legs and obtain refreshments.
- *Please note that not all refuelling points indicated on the local maps at small towns are always still there or have fuel available. Always stay on the safe side and refuel at major towns along the way.*
- Continue on the **B1** for another 217 kilometres past **Tses, Asab** and **Gibeon** turn-off to just before the town of Mariental. Turn **left** onto the **C19** at the **Maltahöhe intersection** (T-junction). If you are not sure of your fuel status, rather continue on to Mariental at this point and refuel there. There is a large well-kept service station with restaurant and shop.
- Travel for 109 kilometres on the **C19** to **Maltahöhe** - this is an asphalt surface all the way. It is recommended that you refuel or just top-up here - there are no more petrol stations along the route until Sossus Oasis!
- Leave Maltahöhe on the **C19** and turn left at the T-junction onto the **C14** South (Sossusvlei/Helmeringhausen) - the gravel surface commences here.
- Travel for 20 kilometres to the **C19** Solitaire via Zaris turn off (T-junction) and turn **right**. There is a white board with "Sossusvlei" written in green on it on the corner of the C19 here.
- Travel for 145 kilometres over the Zarishoogte (Zaris Heights) Pass and past Hammerstein to the **D826** Sossusvlei /Sesriem intersection (T-junction). It is highly recommended that you reduce speed on the gravel surface over the Zarishoogte Pass itself as the road is steep and narrow in places.
- Turn **left** onto the **D826** (newly tarred) and travel for 8.5 kilometres.
- The entrance to Desert Quiver Camp is on the left-hand side of the road.

[www.desertquivercamp.com](http://www.desertquivercamp.com)

**GPS:** S24°29' 14.2" E 15°50' 25.9" | For **emergencies**, please contact us on: +264 63 293 636

## Self-Drives To Desert Quiver Camp

The roads within Namibia are first class by African standards with nearly **4500 kilometres** of good tarred roads and an extensive network of district gravel roads. Driving is done on the left-hand side of the road with the speed limit being 120km per hour on major and minor routes outside of city limits and 60km per hour within city limits. It is highly recommended that a maximum speed of 80km per hour NOT be exceeded when travelling on ANY gravel or sand roads. The **wearing of seat belts is compulsory** for all vehicle occupants.

Wildlife wandering on roads is a special driving hazard in Namibia, especially at night. An encounter at high speeds with antelope or cattle can be fatal. The salt-surfaced roads at the coast can also be deceptively dangerous, especially when they have been made slick by morning or evening mist. Most major roads are undivided with one lane in each direction. Drivers should remain alert for passing vehicles and exercise caution when passing slow moving vehicles.

Driving under the influence of alcohol is illegal in Namibia. A charge of culpable homicide may be made against a driver involved in an accident resulting in death.

Flashing of high beams and similar signals could mean anything from a friendly greeting to a warning. When encountering a motorcade, motorists are encouraged to make way immediately and follow promptly any instructions given by the officials present.

Roadside assistance and emergency medical services outside of Windhoek may be unreliable or non-existent. Assistance on main roads that link Namibia's larger towns, however, is generally good due to quality cellphone networks. Emergency services contact numbers vary from town to town. The Namibian telephone directory has a list of emergency contact numbers at the beginning of each town listing.

### Very Important Information For Self-Drivers - Please Read!

## Driving On Gravel Or Sand Roads

Although the main routes in Namibia are tarred, more often than not one's travel plans will lead one to travel on a gravel or sand road. This is especially true for guests driving to Desert Quiver Camp as all roads leading to Sesriem are gravel surfaced.

These types of roads are usually well maintained, but sometimes one encounters heavily corrugated stretches. The unpleasant, 5 to 10cm deep grooves develop through too fast driving. The vehicles and their passengers are thoroughly shaken up on corrugated roads. It becomes supportable, if one virtually "flies" over these stretches by driving relatively speedily so that the wheels don't have to dip into each groove deepening. The optimal speed is usually about 80km per hour.

Each year car rental companies in Namibia register numerous accidents, usually with vehicles being rolled over. Inexperienced drivers get too far to the margin of the gravel roads that are usually slightly vaulted in the middle. When the driver then pulls the steering wheel around abruptly, the accident occurs. In particular, light four-wheel-drives react to such driving mistakes by rolling around the longitudinal axis and the vehicle turns over.

Drivers should reduce speed significantly for curves or turns and should heed all warning signs. Hitting a sand patch or driving around a curve too fast can easily result in a rollover or spinout. Many accidents on gravel roads occur when tourists exceed safe speeds on corners or in areas recently damaged by rains. There is only one way to avoid this: **PLEASE DRIVE SLOWLY!**

**There is a great deal of beautiful scenery and breath-taking views along the way;  
driving slowly allows one to take it all in...**

*There Have Been Numerous Tragic Fatalities On This Section As People Tend To Ease  
Concentration And Speed Up With The End In Sight.*

Please Drive Slowly (80kph Max) & Stay Away From The Shoulder Of The Road On The D826.

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