BusMap.me
The Bus Map Project
a Riders' Rights initiative

This map weaves together many stories. Stories of a dozen grassroots mappers who believe that public transport in Lebanon cannot be improved if it is misunderstood or dismissed. For some, mapping these routes meant riding the bus for the first time; for all, riding the bus meant connecting more deeply with wider communities.

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First, take a deep breath & stop worrying—it's **not** that complicated. Pretend you're learning a new language, and when in doubt, ask a native speaker. Second, leave your assumptions at home. Most of your frustrations with riding the bus can be avoided if you know what to expect.

In Arabic, people maintain a distinction between *privately-operated* "shared transport" (naqel mushtarak) and *state-owned formal transport* (naqel a'am). Pro-tip: the overwhelming majority of buses you will see are not operated by the state. Would you judge 90% of any phenomenon by an expectation based on something that exists only 10% of the time? On this map, **we've only included one state bus**: try to guess which one!

So, for the most part, buses **don't** *pick up passengers at fixed bus stops*; people can *hop on or off at any point on the bus route*. As for scheduling, there are no fixed or written timetables for the great majority of buses or vans; in other words, unlike in predominantly formal systems, there are *no predetermined departure or arrival times per journey*. This makes the system seem overly-chaotic at first glance, though it is a functional system once you learn how it works.

What's **your** story? Where will this map take you? Who will you meet along the way? And more importantly, who will you become?

Check out and contribute to the digital version of this map at **www.busmap.me** and connect with us at

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Types of Shared Transport:
There are **four kinds** of buses and vans in Lebanon:

The most common is a *24-seater minibus*, usually a Mitsubishi Rosa. These are the sort of buses that the state-owned OCFTC also operates. People usually call these **"el-bass."**

On some routes, the most common is the *10/12-seater minivan*, usually just called **"el-van."**

There are also a few *old-school buses*, called **"al-bosta,"** which are refurbished Fargo buses that can carry up to 50 passengers. These used to be a lot more common, but still operate on some routes, such as the Sakr Line to Mansourieh.

Finally, there are a few routes that feature *larger coaches* (**"pullman"**), such as Connexion and LTC.

Side note: Another cheap and common way of commuting in Beirut is to use a **'service'** (2000LL), which is a *shared taxi*, red licence plate, that *can pick up other persons on the way*. Sometimes for long trip you will have to pay double service "service'eyn" (4000LL). Better to negotiate and agree on service/service'eyn/taxi **before** starting the ride."

Take the time to familiarize yourself with the buses and vans you want to use; most have their route number on the front window. Some will have clear branding on the side of the bus, but most will not; this is because *many drivers operate on different routes* (some also work as school bus drivers, for example).

If you're confused, it's okay to ask a bus driver when boarding; they will almost always take the time to explain to you their route or give you advice about where to find the bus you're looking for.

How to Ride the Bus or Van in Lebanon:
Since there are no fixed bus stops, you need to *gesture to oncoming buses* that you want to board them. The same goes for when you want to disembark: verbally indicate to the bus driver that you wish to get out of the bus (you can say things like: **"law samaht," "'mol ma'arouf, or "bade enzal hon"**).

Embarking

Disembarking

How to Pay:
Payment is in cash, and most of the time, drivers will try their best to provide change, but it's still a good idea to *carry small bills* when taking the bus. For most routes, there is *no pre-boarding payment*. Exceptions to this rule include Connexion (Beirut to Tripoli) and LTC (Beirut to Saida).

Most buses do not provide paper tickets, but some routes have recently implemented this system; buses that provide you with a ticket require payment upon boarding. These include the Number 5, the Number 2 and all state-owned (OCFTC) buses.

For other buses and vans, *pay the driver as you disembark*.

All buses in Greater Beirut cost 1,000 LL.
Note that bus times may differ from what is listed, especially on weekends and holidays. It's always safer to **ask on the driver when the last bus is**. Prices also may vary on some lines, depending on the distance of your journey.

Greater Beirut Bus & Van Network

Legend

Line	Number/Name
	LTC/Zantout (Cola – Saida)
	Nº 2 (Hamra – Antelias)
	Nº 24 (Hamra – Badaro)
	Nº 3 (Cola – Chwit)
	Nº 4 (Hamra – Haddath)
	Nº 15 (Dawra – Ain Mreisseh – Nahr el Mott)
	Nº 22 (Dawra – Baabda)
	Nº 6 (Naher El Mout – Kuwait Embassy)
	SKR – Sakr (Dawra – Broumana – Bikfaya)
	M – Matar/Airport Van (Dawra – Airport)
	Nº 6 (Cola – Jbeil)
	Nº 5 (Hamra – Ain Saadeh)
	Nº 12 (Hamra – Burj Brajneh)
	Nº 15 (Cola – Allay – Kmetiyeh)
	V – Van (Mar Mikhael – Chwaifet)

Transfer to Regional Buses   ○ Stop/Landmark   [3] Beginning/End of Line

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Map labels

Byblos (Jbeil), Nahr Ibrahim, Tabarja, Maamiltain, Jounieh, Kaslik, Nahr el Kalb, Dbayeh, Antelias (Highway bridge), Bikfaya, Antelias, Zalka, Jal el Dib, Bharsaf, City Mall (Nahr el Mott), Chmis, Baabdat, Fanar, Istirahit Al Sayyad, Lebanese University, Al Kafa'at University, Broumana, Beit Meri, Bakreef, Ain Saadeh, Kafra, Chacutier Aoun (Mansouriyeh), Mansouriyeh

BEIRUT–TRIPOLI HIGHWAY, NAHR EL MOTT [RIVER], 14km

Manara, AUB, Zeituna Bay, Biel, Beirut Water Front, Qaurantina, Sukleen, Forum du Beirut, Tannous Tower, Ras Beirut, Ain Mreisse, Sporting Stadium, Wardiyeh, Beirut Souks, Charles Helou, Armenia Str., EDL Mar Mikhael, Dawra, Ittihad, Khabbaz, Jdeideh Square, Rebound Club, Masaken Al Arman, Fanar, Kantari, Downtown, Hamra, FransaBank, Martyr's Square, Burj el Murr, Gemmayzeh, Remeil, Beirut River, Burj Ham. Municipality, SKR, Barbar, Zarif, Basta Tahta Mosque, Achrafieh, Sofil, Spinney's, Burj Hammoud, Burj Hammoud Stadium, Karakon Druz, Qureitem, Sodeco, Karm el Zaytoun, Peugeot, ALBA, Freeway, St. Takla Church, Rawsheh, Dalieh, Bechara El Khoury, Rizk Hospital, Sassine, Jisr el Fiat, Jisr el Wati, Bouchriyeh, Movenpick, Verdun, Mar Elias, Aamiliye, Mathaf, Adlieh, Sioufi, Hayek Roundabout, Dekwaneh, Ramlet el Baydah, Sakanit el Helou, Basta, Dunes, Corniche el Mazraa, Cola, Barbir, McDonald's, Sin el Fil, St. Rita Church, Habtoor, Dekwaneh Municipality, Mkalles Roundabout, Mikhalles, Jnah, Arab Uni., Tareek el Jdeedeh, Qasqas, Badaro, Tayouni, Fahed Supermarket, Abraj, Chevrolet (Alfa), Mount Lebanon Hospital, City Center (Mall), Jisr el Basha, Mkaless 2000 Center, Madina Riyadiya, Horch, Furn el Chubek, Shiyah, Beirut Mall, Hybermarket Abou Khalil, Milad al Saydeh Church (Manouriyeh), Chatila Roundabout, Ghobeiry, Mucharafieh, Mar Mkihael Church, Sfier, Gallery Semaan, Karout Mall, BEIRUT RIVER, Hazmiyeh, Melkaret School, Araya Police Station, Kuwait Embassy, Airport Bridge, Haret Hreik, Sacred Heart Hos., BEIRUT–DAMASCUS HIGHWAY, Liban Post Araya, Ouzai, Ghobeiry, Golf Course, SAIDA–BEIRUT HIGHWAY, Haret Hreik, Haddath Traffic Light, Saydeh Church, Baabdah, Chwit, Burj Barajneh, Kafaat, Haddath Clocktower, Baabda Hospital, Serail, Allay, Airport Highway, Laylakeh, Spanish Embassy, Haddath Police Station, Jordanian Embassy, Kmetiyeh, Beirut International Airport, Airport, Haddath, Lebanese University (Old Saida Road), Ghandour Factory, Chwaifet, Khaldeh Bridge, Saida

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