

Getting Started

Obtaining a Libyan visa – an invitation from a Libyan tour company is required and travel inside Libya is only possible in the company of a Libyan guide – is what most occupies the minds of travellers before they get on the plane. The visa process is not, however, as complicated as it first appears (for a full explanation on the process, see p227) and the requirements of escorted travel in Libya do have some advantages. For a start, Libya is a vast country and having a local fixer to arrange hotels, transport and other logistics enables you to see far more of the country than would otherwise be possible. Many tour operators are quite flexible in allowing you to custom-make your own itinerary. Having a local on hand to answer questions or facilitate in meeting locals also promises a depth of insight to your travels that you simply couldn't manage on your own. Who knows, you might even make a lifelong friend, especially if you're travelling alone or in a small group.

In many ways it's a shame that the question of visas often becomes an all-consuming predeparture concern for travellers because there are so many more, infinitely more interesting preparations that you can undertake.

WHEN TO GO

Libya is at its best in October and November when the skies are clear, the temperatures are mild and, depending on end-of-summer rains, the desert may even have a greenish tinge in places. The next best alternative is from March through to early May, although there's a higher chance of sandstorms in April and, by May, temperatures are really starting to rise. December through to February is also a popular time, although temperatures can be surprisingly cool and night-time temperatures in the Sahara routinely drop below zero; we've 'slept' under the stars in -5°C and it's not something we'd recommend. In summer (mid-May to September), temperatures can be fiercely, unbearably, witheringly hot – don't even think of a desert expedition at this time.

See Climate Charts (p216) for more information.

DON'T LEAVE HOME WITHOUT...

- A Libyan visa or, if you plan to pick it up on arrival, a letter from your tour company confirming your visa number (p227)
- Travel insurance (p220) – accidents do happen
- Driving licence, car documents and appropriate car insurance (p238) if bringing your own car
- Extremely warm clothes for winter (above)
- A universal bathplug – you'll thank us when you emerge from the desert
- An MP3 player – the desert can be beautiful but there are days when epic distances and empty horizons can do your head in
- Mosquito repellent – that unmistakable high-pitched whine in the ear is death to sleep in many Saharan oases
- Emptying your suitcase or car of alcohol (p216)
- Enough space in your suitcase for a copy of *The Green Book* (p40)
- A small size-three football (soccer ball) – a great way to meet locals

VISITING LIBYA IN RAMADAN – TRAVELLERS' DEBATE

If you go in Ramadan, as I did, resign yourself to not finding many restaurants open. Then between 6pm and 8pm people break their fasts, but the point is they do it at home, never in public. If a restaurant does open it will be after 8pm, but many don't bother, as I discovered to my cost, since after 9pm and until around 1am or even later everyone goes off walking and talking and shopping with their friends. You're supposed to have eaten by then...It should be plain by now that Ramadan is not a good time to go to Libya.

Anonymous

[In Ramadan] there's a certain charm to seeing everyone come out when the evening meal has been wolfed down and, provided you plan ahead and take account of things, it's not really a hindrance. Tripoli restaurants, particularly in the Green Square and embassy area, are open for lunch and dinner and our various taxi drivers went out of their way to tell us that they would not be offended if we wanted to eat or drink in the cab (which we didn't but could have). One thing to watch out for is that things close an hour earlier (to allow people to get home for sundown).

Sara Partington, London, UK

Apart from a sprinkling of festivals (see p219), the other main consideration is Ramadan (for dates see p220), the holy month of fasting which sneaks into October in 2007 and then edges its way into summer in subsequent years. Ramadan is universally observed by Libyans, but many restaurants open during the day for tourists.

COSTS & MONEY

At one level, Libya is expensive primarily because you're obliged to travel as part of an organised tour. At the same time, once you've paid for your tour there are very few other ways to spend your money. The fee you'll pay to your tour company will include everything – accommodation (see p211), transport and petrol, entry fees and most meals. Prices for tours vary widely. As a starting point, a rough average is around €1500 per person for a 15-day tour. All that's left to worry about is money you decide to spend while in Libya, especially shopping. Most travellers find that up to 500LD is difficult to spend during two weeks.

For details on money matters, see p222, but a few things to note before you go: Libyan dinars can only be purchased on arrival in the country and you should travel primarily with cash, although those with a Visa card, and to a far lesser extent MasterCard, can obtain cash advances in larger towns.

TRAVEL LITERATURE

South from Barbary (by Justin Marozzi) is an acclaimed account of an epic modern journey by camel from Ghadames to Al-Kufra, and it contains a wealth of historical detail but reads like a boy's own adventure at times.

In the Country of Men (by Hisham Matar) is a complete change of pace – a compelling, if somewhat harrowing, novel that observes the uncertainties of Qaddafi's Libya through the eyes of a nine-year-old boy. This book was shortlisted for the 1986 Booker Prize.

Difficult & Dangerous Roads – Hugh Clapperton's Travels in Sahara & Fezzan 1822-25 (by Hugh Clapperton) returns you to the world of desert exploration and is a sometimes cranky, but highly readable account of

HOW MUCH?

Museum or archaeological site entry: 3LD (plus 5/10LD for camera/video)

Tripoli-Benghazi flight: 37.50-45.50LD

Colonel Qaddafi watch: 10-25LD

Internet connection: per hour 1LD

4WD rental per day: 80-120LD

TOP PICKS

LIBYA

CITIES OF ANTIQUITY

- Leptis Magna (p110)
- Cyrene (p141)
- Sabratha (p100)
- Tolmeita (p134)
- Apollonia (p147)

SAHARAN BEAUTY

- Waw al-Namus (p206)
- Umm al-Maa (p188)
- Ghadames (p167)
- Jebel Acacus (p198)
- Wadi Meggedet (p193)
- Idehan Murzuq (p203)
- Jebel al-Uweinat (p209)
- Wadi Methkandoush (p204)
- Wan Caza (p203)
- Great Sand Sea (p155)

MAGICAL MEDINAS

- Ghadames (p167)
- Tripoli (p82)
- Ghat (p195)
- Garama (Germa; p189)
- Nalut (p162)
- Awjila (p131)

Clapperton's journeys through the Libyan Sahara. See also *The Era of European Exploration*, p179.

A Cure for Serpents (by Alberto Denti di Piranjo) transports you into the Italian colonial period with an engaging and unusually sympathetic account of Libya and its people as told by a charismatic Italian doctor.

Desert Encounter (by Knud Holmboe) provides a profoundly contrasting account of a journey across Libya under the Italians. One of the few first-hand accounts of the Italian occupation of Libya in the early 1930s, it reveals the devastation wrought by Italian rule on ordinary Libyan society.

On the Shores of the Mediterranean (by Eric Newby) offers a small section only on Libya, but there's no more entertaining account of modern Libya before the tourists arrived.

For more information on Libyan literary traditions, see p56.

INTERNET RESOURCES

Libya Online (www.libyaonline.com) One of the most extensive and professional directory devoted to Libyan society with a contemporary twist – everything from recipes to Libyan fashion.

Libya Our Home (www.libya-watanona.com/libya1/) An expansive range of links on Libya, with sections on history, the arts, sport, human rights and travel.

Libyana (www.libyana.org) Another excellent site devoted to Libyan arts, especially music and poetry.

Sahara el-Kebira (www.sahara.it) Italian-language site devoted to the Sahara.

Sahara Overland (www.sahara-overland.com) Companion to the excellent desert guidebook of the same name; good site for desert enthusiasts, with up-to-date travel reports and news.

Society for Libyan Studies (www.britac.ac.uk/institutes/libya/) Useful for researchers and those interested in the archaeological work being undertaken in Libya.

Tripoli Post (www.tripolipost.com) The Libyan government's English-language newspaper.

Itineraries

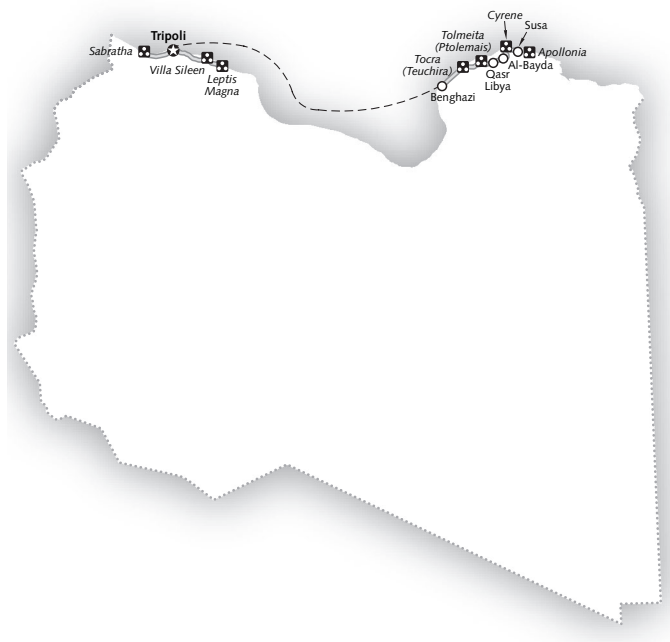
CLASSIC ROUTES

CITIES OF ANTIQUITY

One week / Tripoli to Tripoli

Tripoli (p71) is a terrific place to get your bearings. That's easy enough at the **Jamahiriya Museum** (p76), the best imaginable primer to Libya's ancient past, but you'll quickly lose your bearings again in the twisting lanes of the **medina** (p82); on no account miss the **Arch of Marcus Aurelius** (p84). From your comfortable Tripoli base, take sidetrips to **Sabratha** (p100) and to the incomparable **Leptis Magna** (p110) with a stopover in mosaic-strewn **Villa Sileen** (p107). After flying to **Benghazi** (p125), spend a day exploring its understated charms, including the ancient site of **Berenice** (p126). Pause briefly at ancient **Tocra** (Teuchira; p133), then detour to **Tolmeita** (Ptolemais; p134), one of Libya's more underrated sites. The wonderful mosaics of **Qasr Libya** (p136) and the **Temple of Aesculapius** (p138) in Al-Bayda are both must-sees. **Cyrene** (p141) could occupy the best part of a day, but allow time for a pre-sunset amble through its former port, **Apollonia** (p147). After sleeping alongside the ruins in **Susa** (p147), head for Benghazi for your flight back to Tripoli.

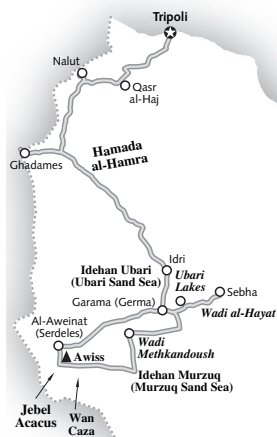
Covering this route in one week is only possible if you fly from Tripoli to Benghazi and back. If you do so, you'll travel around 800km by road. If you drive the whole way, you'll add 2000km and three days to your journey for no discernible reward.



DEEP DESERT IMMERSION

Two weeks / Tripoli to Tripoli

So many 19th-century expeditions by European explorers began at the **Old British Consulate** (p85) in Tripoli's medina and yours should be no exception. To maximise your time in the desert, speed through the Jebel Nafusa, pausing only in **Qasr al-Haj** (p160) and **Nalut** (p162) en route to **Ghadames** (p164). Now's the time to make the slower rhythm of desert life your own and linger in this most enchanted of Saharan caravan towns whose **traditional houses** (see p168) and covered laneways are the best preserved in the Sahara. Too soon, it's time to cross the void that is the **Hamada al-Hamra** (p177) bound for **Idri** (p184) from whose castle you can survey what lies ahead – the ocean of dunes that comprise the **Idehan Ubari** (Ubari Sand Sea; p186). Crossing the sands is like trespassing upon a land of solitude and rare beauty. Having briefly put the tyres on the tarmac in the Wadi al-Hayat, venture back into the dunes and the glorious **Ubari Lakes** (p187). After a night under the stars, pass through Germa to visit the ruined Garamantian capital of **Garama** (p189) and the fine **museum** (p190) before pushing on to the 12,000-year-old rock engravings of black-as-black **Wadi Methkandoush** (p204) before sleeping amid the dunes of the **Idehan Murzuq** (Murzuq Sand Sea; p203), a true landscape of the soul. As you head west, **Wan Caza** (p203) promises more exceptional dunescapes en route to the extraordinary massif of **Jebel Acacus** (p198), as beautiful as it is famed for its superb rock art. Work your way north, through **Awiss** (p199), and emerge onto the highway at **Al-Aweinat** (Serdeles; p193). A long drive back to **Sebha** (p181) should take you straight to the airport for your flight back to Tripoli.



Despite covering over 3000km in two weeks, you've enough time for four days in the Jebel Acacus and three more crossing from Ghadames to the lakes. A 4WD is necessary for all but the Tripoli-Ghadames and Al-Aweinat to Sebha sections.

ROADS LESS TRAVELLED

THE REMOTE SOUTHEAST

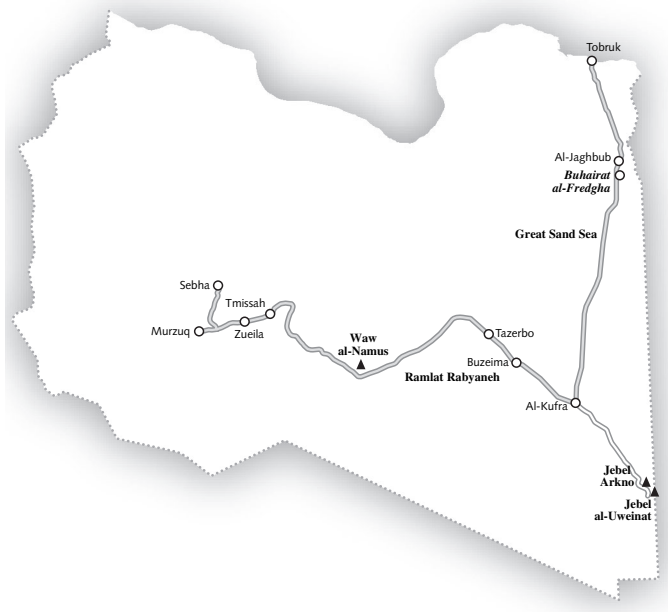
Two weeks / Tobruk to Sebha

Most roads from **Tobruk** (p151) lead east to Egypt or west towards well-trodden Libyan trails, but one often-neglected road leads south to **Al-Jaghbug** (p154). Apart from its Italian fort and rich history, Al-Jaghbug has petrified forests, rock carvings and fine lakes. One such lake, **Buhairat al-Fredgha** (p155) marks the entry point to the **Great Sand Sea** (p155), where travellers are as scarce as water. The three-day crossing leaves you in **Al-Kufra** (p207) and the promise of a bed and much-needed shower. Suitably refreshed, you should return to the desert trails and take the empty **tracks** (p208) lined with camel carcasses southeast to **Jebel Arkno** (p208), which is spectacularly remote and the improbable home of an old army tank, reclusive desert wildlife and prehistoric rock carvings. Not far away, where Libya meets Sudan and Egypt, **Jebel al-Uweinat** (p209) is even better, with exceptional rock paintings and scenery. After retracing your steps to Al-Kufra, cross the **Ramlat Rabyaneh** (p207) to the pretty spa lake and abandoned town of **Buzeima** (p207). Stop for supplies in **Tazerbo** (p207) and then it's on to the black-sand volcano of **Waw al-Namus** (p206), arguably the single most eye-catching spot in the Libyan Sahara. When you finally reach **Tmissah** (p206), the sudden silence of a paved road is like a balm to the soul (not to mention your bottom). To delay your return to the madding crowds, pause at the tombs of **Zueila** (p205) and the castle in the old caravan town of **Murzuq** (p205) before heading for **Sebha** (p181).

A 4WD is the only way to go on this 3000km+ route.

Make sure your expedition is well-equipped with at least two vehicles, plenty of food and water, a satellite phone and experienced desert guide.

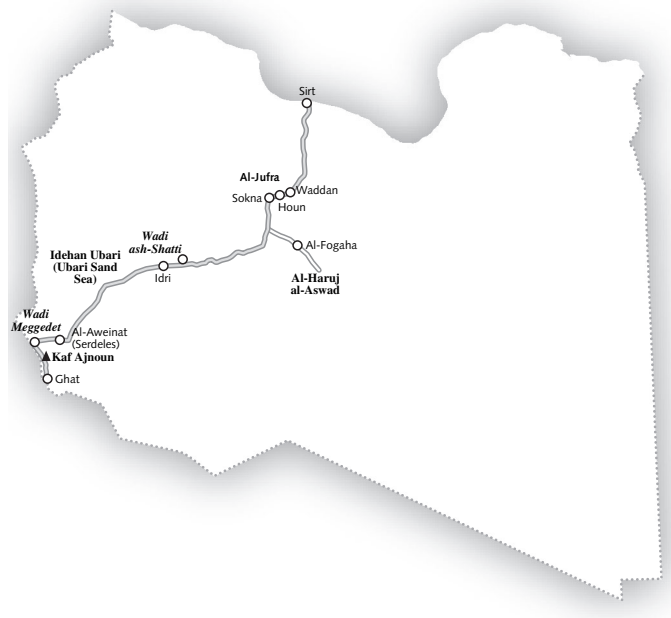
Two weeks allows you to not feel like you're always hurrying.



QUIET DESERT TRAILS

Ten days / Sirt to Ghat

Sirt (p121) is the soulless showpiece of Colonel Qaddafi's revolution but it does do a fine line in revolutionary murals. Otherwise use it as a starting point only. Almost as soon as you leave the town's southern outskirts, you've left the traffic behind and you're on your way to **Al-Jufra** (p184), with its quiet oasis towns of **Houn** (p184), **Sokna** (p185) and **Waddan** (p185). Here you'll enjoy exploring each of the old towns safe in the knowledge that you're almost certainly the only tourist in town. The brooding volcanic terrain of **Al-Haruj al-Aswad** (p185), which revels in the strangely compelling name of 'The Black Haruj', is similarly untrammelled by tourist feet. After detouring here and wandering through the old town of **Al-Fogaha** (p185), take the quiet road via Ashkada and into the **Wadi ash-Shatti** (p183). At the wadi's end in **Idri** (p184) – the really adventurous among you will savour the prospect of an east-west crossing of the **Idehan Ubari** (p186) and some of the most challenging dune pistes in Libya; *never* attempt this in a single vehicle and *always* take along an experienced guide who knows the route. Recharge the batteries in **Al-Aweinat** (p193) and then leave the road again to cross more sand dunes in search of **Wadi Meggedet** (p193), home to the most surprising, yet rarely visited landscapes of Libya's extreme southwest. Shadow the Algerian border as close as you dare and approach with caution the haunted desert citadel of **Kaf Ajnoun** (p193). **Ghat** (p194) is your prize at the end of this epic journey and its charming, abandoned mud-brick medina perfectly captures the Saharan isolation that Ghat wears so well.



From Sirt to Ghat by road is 1144km, but you could travel double that during the 10 days once you factor in desert detours. A 4WD is essential for Al-Haruj al-Aswad and from Idri to Ghat.

TAILORED TRIPS

ARCHITECTURAL ODYSSEY

Libya has some of the most striking indigenous architecture in North Africa. Most arose from the midst of Libya's Berber population, but there have been some fine, more recent additions to the genre.

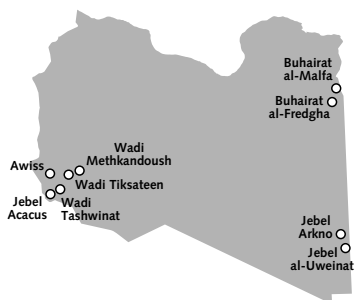
The old city of **Ghadames** (p167) is the most extensive and still-habitable medina in all the Sahara; if you don't believe us, just ask Unesco. **Nalut** (p162) is your southwestern gateway to the Jebel Nafusa, home to Berber (often called troglodyte) architecture without peer. Nalut itself has a rambling old town, some delightful old mosques and a **qasr** (fortified granary store; p163), where a backdrop to a *Star Wars* movie springs to mind. **Kabaw** (p162) is 700 years old and has the same could-be-sci-fi, could-be-primitive feel as in Nalut. **Qasr al-Haj** (p160) is more intimate and arguably the most impressive of the Jebel Nafusa *qasrs*. The underground pit-homes (*dammous*) of **Gharyan** (p158) are another world again. **Tripoli's medina** (p82) bears a pastiche of international styles but is very much a local product, while Zliten's **Mausoleum and Mosque of Sidi Abdusalam** (p118) is one of the most beautiful mosques in Libya. And if you can handle the long roads to get here, Awjila's **Al-Kabir Mosque** (p132) is the best and most curious of its kind anywhere in the Libyan Sahara.



ROCK ART

Prehistoric carvings, some dating back 12,000 years, and exquisite rock paintings litter the Sahara and Libya lays claim to some of the best such galleries in North Africa.

The **Jebel Acacus** (p198), together with the Tassili-n-Ajjer just across the border in Algeria, is the Louvre of the rock-art world, with **Wadi Tashwinat** (p200) and **Awiss** (p199) home to especially fine paintings that reach astonishing levels of sophistication and skill. **Wadi Methkandoush** (p204) is just as impressive, but this time for arguably the best carvings in the Sahara: the two mythical catlike figures fighting on their hind-legs high on the wadi wall is the enigmatic *Mona Lisa* of the desert. Nearby wadis are also impressive, none more than **Wadi Tikateen** (p204). Far away in the southeast, where Libya meets Sudan and Egypt, **Jebel Arkno** (p208) was once, impossible as it is to imagine, home to giraffe if the local artists of antiquity are anything to go by. **Jebel al-Uweinat** (p209) is even better, with possibly the richest single-wall gallery in Libya. It's not for nothing that the rock-art centrepieces of the movie *The English Patient* were based on this region. Close to remote Al-Jaghbug, many miles north across the Great Sand Sea, more engravings are found at **Buhairat al-Malfa** (p155) and **Buhairat al-Fredgha** (p155).



LIBYAN CIVILISATIONS

Libya in ancient times was not just about Romans and Greeks. A number of Libyan civilisations thrived here, especially the Garamantes (p30) who ruled the Libyan Sahara for almost 1500 years until AD 500 from their base near Germa.

The ancient city of **Garama** (p189), located close to the modern settlement of Germa, is the most extensive signpost to the might of the Garamantes empire, its mud-brick ruins suggesting that this was a city of size and of great significance. The Germa **museum** (p190) contains some signifiers of the Garamantian might, while nearby **Zinchebra** (p191) and the royal pyramid tombs of **Ahramat al-Hattia** (p191) are all that remain of this 100-king dynasty.

In the far northeast of the country, in the Jebel al-Akhdar, the small site of **Slonta** (p140) is home to a temple with childlike yet sophisticated carved figures that pre-date the Greek arrival in Libya (making them well over 2700 years old).

Remote and clearly influenced by the Romans, **Ghirza** (p121) has stone temples, tombs and fortified farms that date back 1700 years. Gallery 5 of Tripoli's **Jamahiriya Museum** (p78) is dedicated to ancient Libyan civilisations and contains exhibits from Garama, Zinchebra, Slonta and Ghirza. Room 18 of the **Leptis Museum** (p117) also provides a further historical context to Ghirza.



WWII

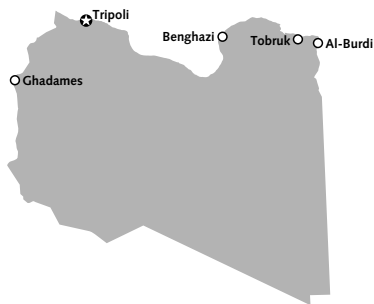
Libya was the scene of some of WWII's most bitter North African battles as Rommel's Axis forces clashed with British, Australian and other Allied soldiers. Many of these battles took place around **Tobruk** (p151). Tobruk honours its dead well, with poignant **cemeteries** (p152), the famous **Australian (Fig Tree) Hospital** (p152), **Rommel's Operations Room** (p153) and you can even see the now-somewhat-bleak hotel, **Funduq al-Jebel al-Akhdar** (p153), where Rommel slept the night.

Another important piece of WWII memorabilia is the **'Lady Be Good'** (see p156), the US plane whose story is one of the saddest of a most tragic war.

In **Al-Burdi** (p154) is John Brill's Room where the paintings of this talented but soon-to-be dead young man take pride of place.

Benghazi has another **Commonwealth War Graves Cemetery** (p127), while Benghazi's lack of an old town is largely due to its near-demolition by bombing during WWII.

One major reason why Tripoli's **medina** (p82) is in danger of falling down in parts is because of heavy WWII bombardments, while the town of **Ghadames** (p172) offers a reminder that far more Libyans died as a result of the war than did Western soldiers in Libya. On 11 November 1943, the French flattened parts of the Italian-occupied old city, destroyed the Atik and Yunis Mosques (p166), Ghadames' oldest, and killed 40 of its local inhabitants.



Snapshot

Libya is a country on the upswing and most Libyans still can't quite believe that the long years of isolation are finally over. Libya awoke from its nightmare when Colonel Muammar Qaddafi announced in December 2003 that Libya would relinquish its nuclear, chemical and biological weapons programme, and when Seif al-Islam al-Qaddafi – Colonel Qaddafi's urbane, Western-educated and media-savvy son – told the Davos 2005 World Economic Forum that 'the old times are finished', you could almost hear the collective sigh of relief from Libyans (for more information see p42).

Although the almost euphoric wave of optimism that swept the country in the aftermath of Libya's return to the international fold has given way to the harsher economic realities of rebuilding Libya's moribund economy, Libyans have been waiting for this moment for most of their lives. If Libyans seem genuinely happy to see you, that's partly because Libya was almost hermetically sealed off from the outside world for decades and your presence is confirmation that the country is back in business.

It's always dangerous to generalise but most Libyans are clamouring not for Western-style democracy but for the prosperity that they feel they deserve. 'Libya could have been Dubai' is an oft-heard refrain and, looking closely at this oil-rich country with its small population, it's hard to disagree with them. That's why Libyans are impatiently waiting for the day when they no longer need to work two jobs in order to live a comfortable life, the day when salaries rise above subsistence levels. The dire state of the Libyan economy (see p46) is the primary preoccupation of ordinary Libyans.

The majority of Libyans have known no other Libya than Colonel Qaddafi's permanent revolution (see p39) and they have become weary of being seen as pariahs in the international community through no fault of their own (see p41). And yet, there is a widespread if grudging respect for the man who has kept their lives in a permanent state of flux. Yes, they grumble about the colonel, but many of his causes – egalitarianism, fighting US imperialism, fighting Islamic fundamentalism, support for the Palestinians – are dear to the heart of the ordinary Libyan. As one such Libyan told us in a sentence that could be the catch-cry of a nation, 'if Colonel Qaddafi leaves me to live my life, I don't care if he stays for 100 years'.

Libyans are too busy making up for lost time (and working very hard to make ends meet) to spend too much time worrying about the future, and Colonel Qaddafi shows no sign of disappearing from the scene despite having mellowed considerably in recent years. But the great unspoken question in Libya is what will happen after the colonel dies. No-one knows the answer, perhaps not even the all-knowing colonel who once said that all Libyans will be president after he dies. For his part, Seif al-Islam al-Qaddafi has denied that he will one day succeed his father (see p43). If the Qaddafis don't know, then the chances are that no-one else does. A battle for control of the country between the revolutionary old guard and reform-minded democrats? The spectre of an Islamic fundamentalism so alien to the mind-set of ordinary Libyans? No-one knows the answer, and Libyans are hoping that they can enjoy their moment in the sun a little before they have to find out.

FAST FACTS

GDP per capita:
US\$11,800

Unemployment: 30%

Inflation: 3.4%

Life expectancy at birth:
76.69 years (men 74.46;
women 79.02)

Oil production: 1.643
million barrels per day

Male/female/youth
literacy rate: 91.8/
70.7/97%

Population under 15/over
65: 30.8/2.9%

Doctors per 100,000
people: 129 (UK = 164)

Under-five mortality rate
per 1000 live births: 16
(1970 = 160)

Libya ranked 58th out
of 177 countries on the
UN's Human Develop-
ment Index – the highest
ranking of any African
country

On the Road



ANTHONY HAM

As this photo was taken, I was all-too-aware that I was rather too close to the edge of a 10m drop. Behind me is one of the *dammous*, the underground Berber homes that are so distinctive of **Gharyan** (p158). I love the Berber architecture of the Jebel Nafusa, which seems so perfectly attuned to the rugged environment. No, I didn't fall.

MY FAVOURITE TRIP

Tripoli (p71) is one of my favourite cities, but after a detour to **Leptis Magna** (p110) I'd dive into the Jebel Nafusa, visiting **Qasr al-Haj** (p160) and **Nalut** (p162) with an overnight in **Yefren** (p159) en route. If I had to pick one place I'd never miss, it would be **Ghadames** (p164). After crossing the **Hamada al-Hamra** (p177) and the **Idehan Ubari**

(p186), I'd make for **Wadi Meggedet** (p193), **Ghat** (p194) and the **Jebel Acacus** (p198), before escaping the world amid the sand dunes of the **Idehan Murzuq** (p203). **Waw al-Namus** (p206) is always on my list, as is the remote solitude of **Jebel al-Uweinat** (p209) in the far southeast. If time permits, I'd seek out **Awjila** (p131) on my way to incomparable **Cyrene** (p141).



ABOUT THE AUTHOR

In another life Anthony was a refugee lawyer who represented clients from the Middle East and obtained a Masters degree in Middle Eastern politics. Now a full-time writer and photographer based in Madrid, Anthony fell in love with Libya's hospitable people and the gravitas of its Saharan landscapes on his first visit to Libya in 2001 and the love affair deepens every time he returns. In addition to the first two editions of Lonely Planet's *Libya*, Anthony has contributed to more than 30 Lonely Planet guides and has visited every country that borders Libya. He also wrote the Libya chapter for Lonely Planet's *Middle East* guide.

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