Riders' Rights

Chadi Faraj

Presentation co made with Carine Assaf
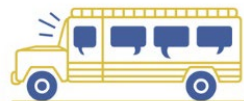
Key facts

- **Who are we?** "Rides' Right" (RR) NGO

- **Where are we based?** Beirut, Lebanon and Seattle, USA

- **When did RR emerged?** RR grew in 2019 from a grassroots initiative known the "Bus Map Project" (BMP). BMP emerged in the summer of 2015 as a collective mapping grassroots initiative.

- **Where did BMP-RR start?** In Beirut.

- **Who was involved?** Team of riders, drivers, designers, academics, experts, activists, NGOs representatives, students, etc.

Key facts

Figure 1: RR distributing hygiene kits for the drivers and riders (Source: Sayegh, 2021)

- RR NGO is built on a collaborative network with aim to make mobility accessible and inclusive to all, defend riders' and operators' rights, and promote shared transport system while working on incremental changes for the transport sector to achieve mobility justice.
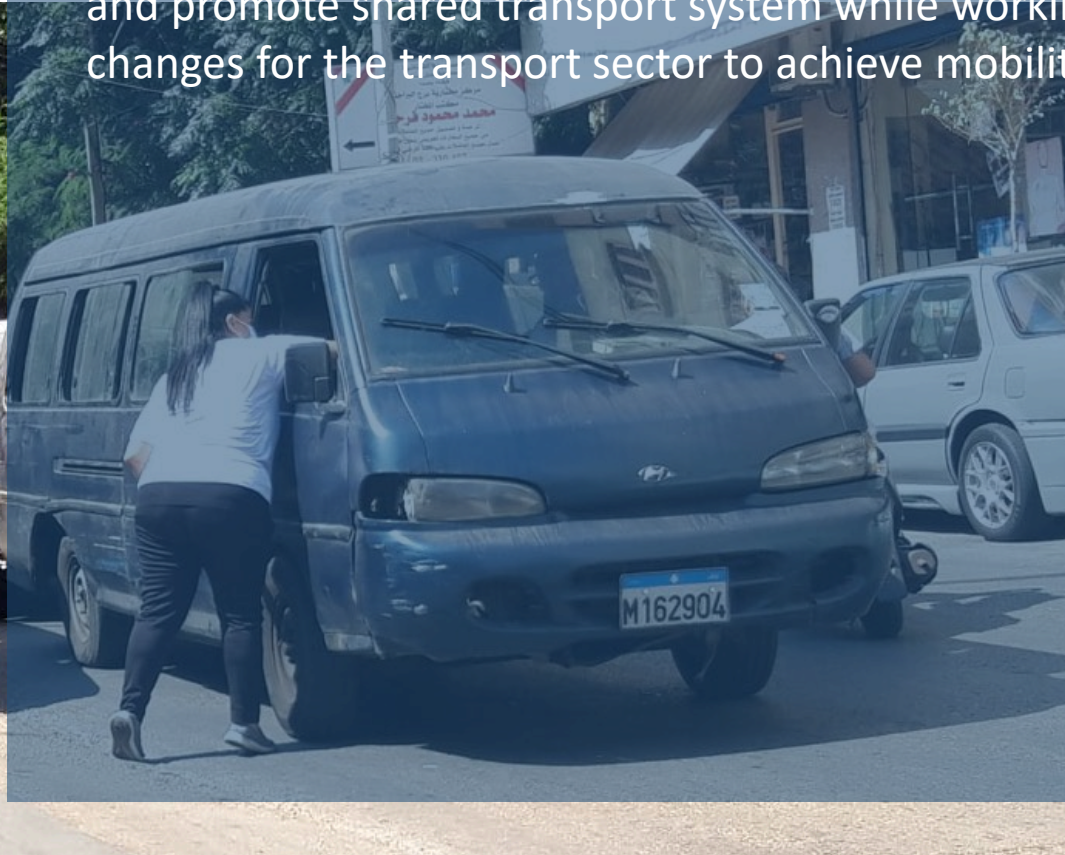
What is the problem?

Figure 2: Bus drivers reading BMP map for the first time (Source: BMP, 2018)

- The state failed to see a possibility to reinstate public transport after the civil war (1975-1990).

- The politics of mobility has trapped the informal transit system as quasi-inaccessible, unsafe, and irregular for non-habituated riders and non-transparent for riders and operators"

- The streets of Beirut are taken by almost 80% of cars, 18% taxi and service, 1.7 % informal transit, and less than 1% un-motorized transport.

- 17 October 2019 revolution and the current pandemic pandemic 19-COVID reminded everyone about their to rights to mobility

- The continuous increase in fuel costs and its shortages, the country's mobility vision needs a serious re-evaluation.

What does RR aim to change?

Figure 3: Slow-Hacking Beirut's Bus Map (Source: Faraj, 2018)

- Reshape the culture of mobility

- Change the perception of the informal transit system, break the stigma of the informal transit as being unsafe, irregular, etc.

- Encourage people to start using the existing informal transit system

- Create a mobility justice network

- Empower the riders and drivers

- Create advocacy, so the government could implement sustainable strategies for the transport sector.

- Create a integrated mobility landscape – bus, cycling, walking etc.

How to improve the mobility landscape?

- **BMP emerged as a collective mapping** grassroots initiative **to palliate the lack** of **data** (maps, timetables, stops, etc.).

- BMP became an opportunity to try and embody certain principles grounded in several annoyances concerning the ways in which activism or even politics are understood and practiced in Lebanon.
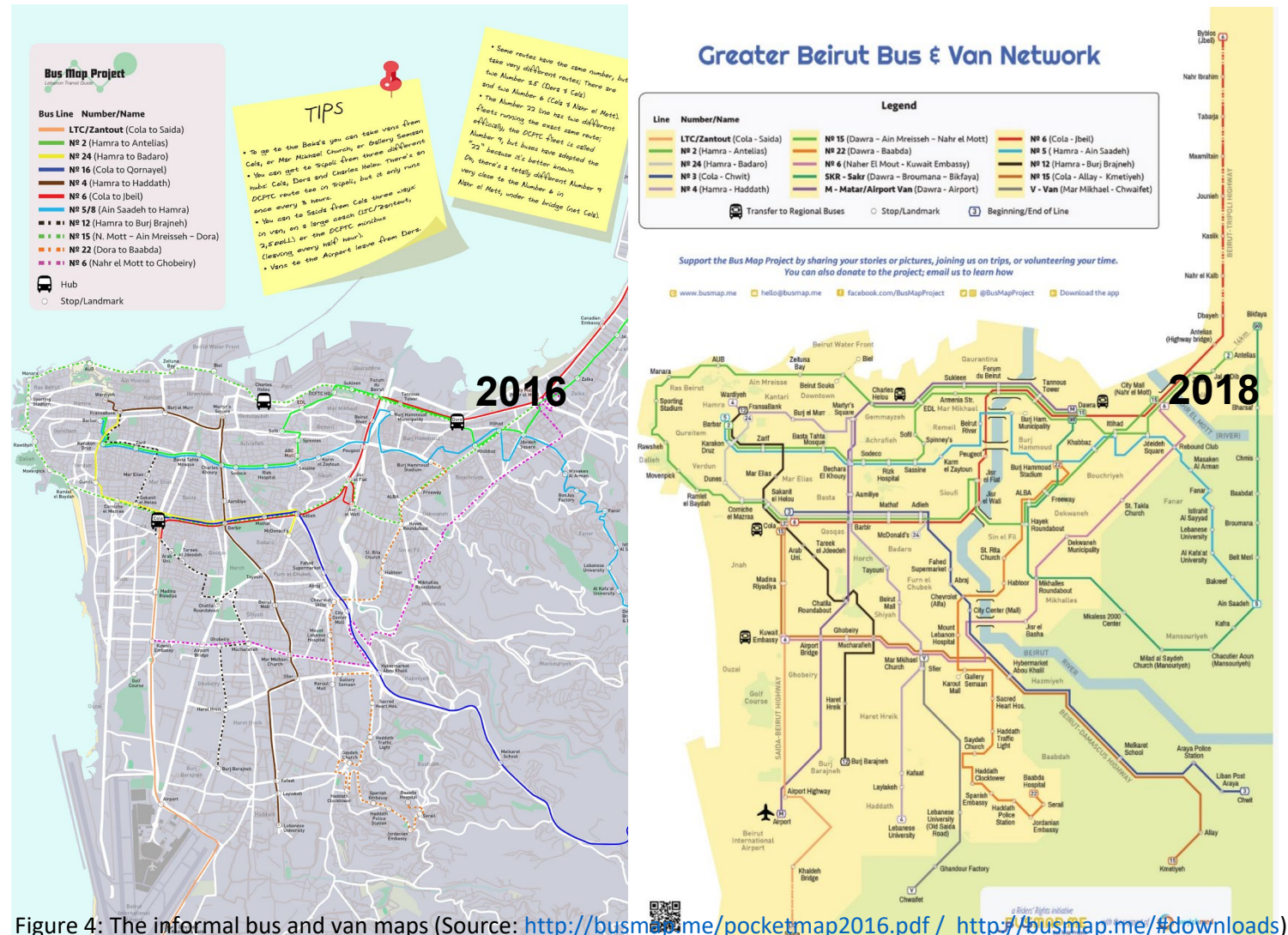

Figure 4: The informal bus and van maps (Source: http://busmap.me/pocketmap2016.pdf / http://busmap.me/#downloads)

How to improve the mobility landscape?

- To share all data collected on an app, **Smarter Buses**, initiated in 2008, emerged as a social entrepreneurship in **2018**.

- To support the informal transit service through implementing low-cost solutions such as the reuse of old smartphones to map and track the buses and vans.
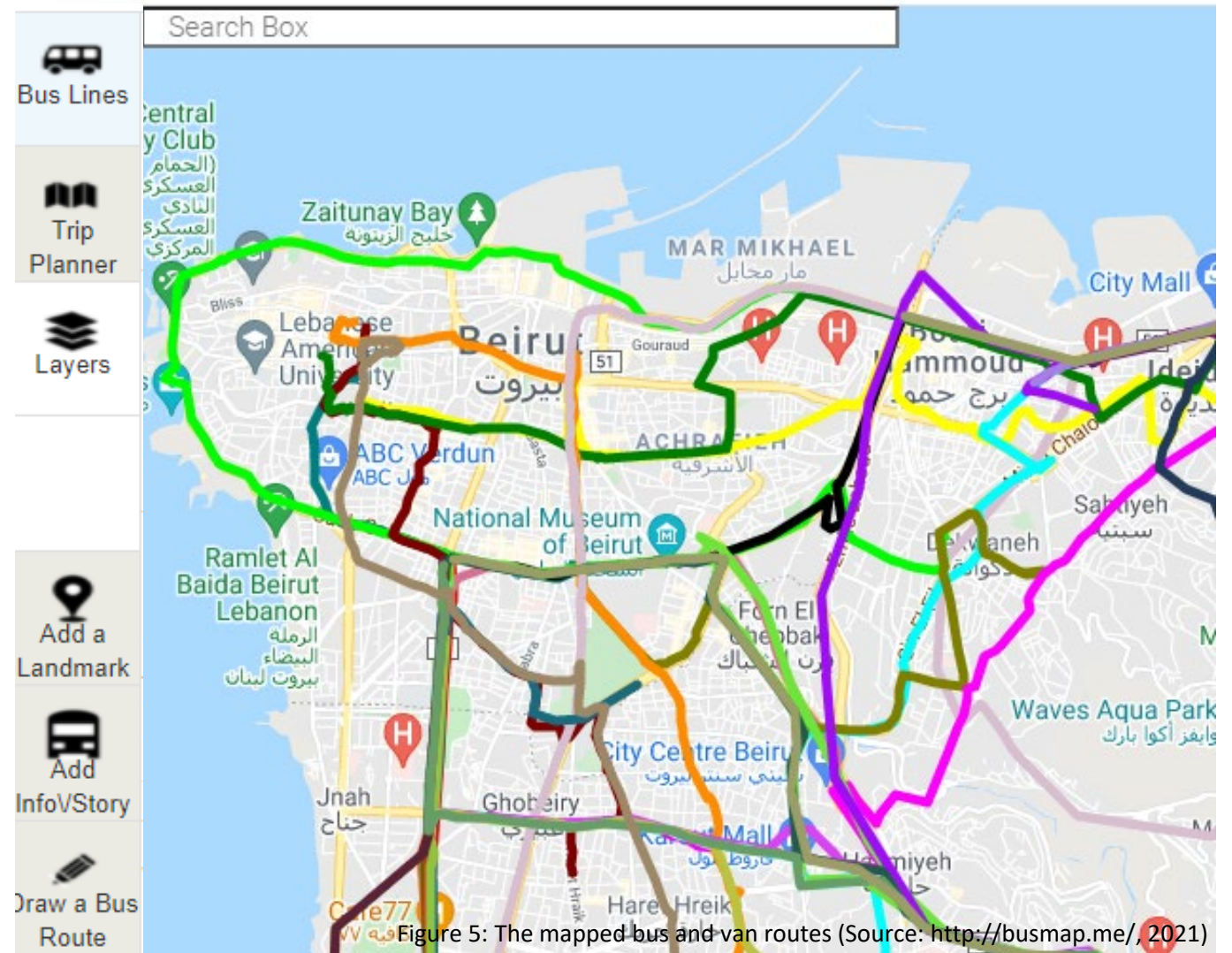
Figure 5: The mapped bus and van routes (Source: http://busmap.me/, 2021)

How to improve the mobility landscape?

- **BMP scaled-up to build-up a community engagement** and a network of different actors interested in the transport sector that could challenge such problems deeply rooted in the Lebanese history.

- In **2019**, the state recognized **Riders' Rights (RR) as an NGO**.

- RR aims to protect the rights and raise the voice of the providers and riders of the informal transit service by upgrading and supporting their current services, and support more inclusive processes of community participation.
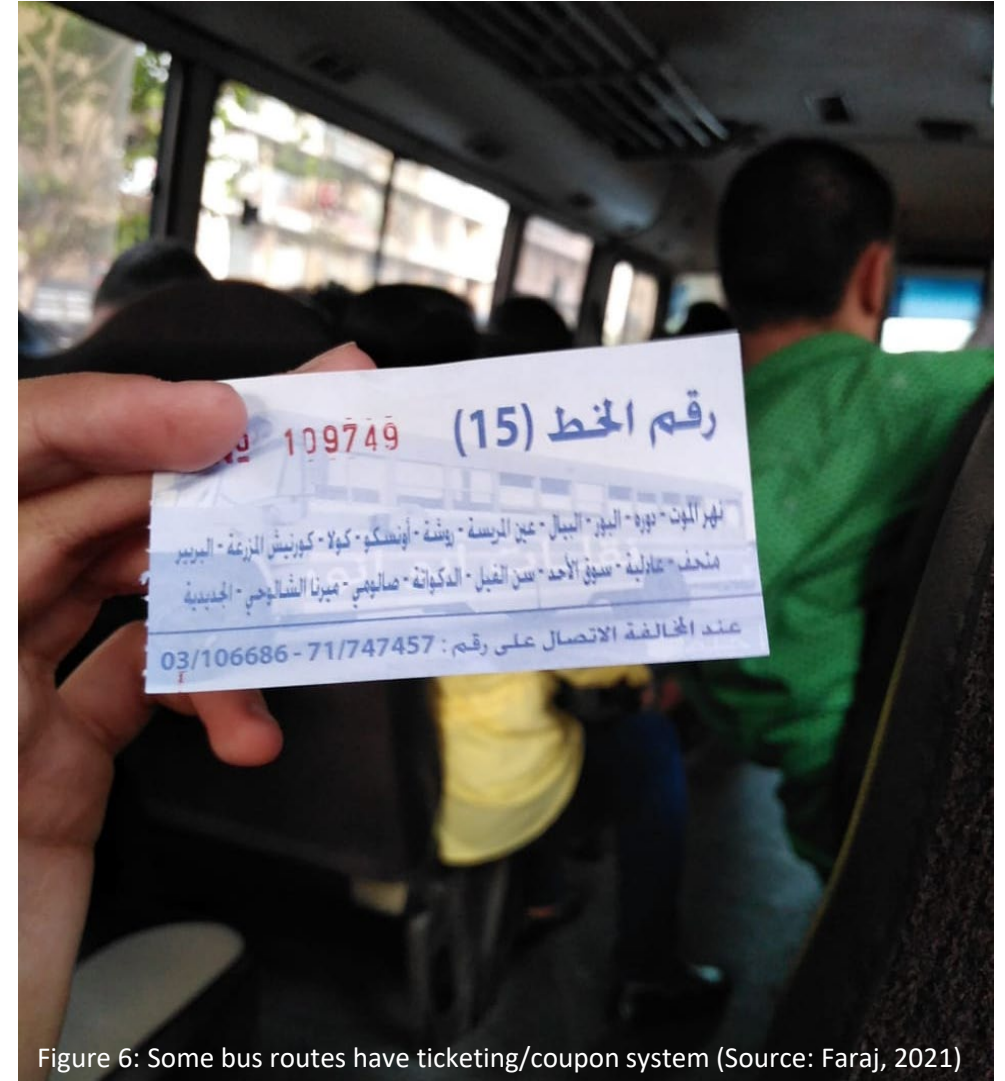
Figure 6: Some bus routes have ticketing/coupon system (Source: Faraj, 2021)

Save and Ride

Save and Ride

١- استعمل النقل المشترك
1- Use shared transportation

وفّر عالخط
SAVE & RIDE

ridersrightslb   81/238226   ridersrightslebanon   hello@ridersrights.me

٢- احتفظ بالبطاقة
2- Save your ticket

وفّر عالخط
SAVE & RIDE

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٣- احسمها من الفاتورة
3- Get a discount

وفّر عالخط
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Strategies: Sharing awareness – solidarity campaigns

2019
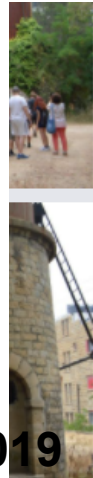
Pictures from "A Journey on the Rails | مشوار عالسكة"

Have a look at the tour about Public Transportation organized by Riders' Rights and Train/Train Lebanon to discover the ancient railway network and its stations. Starting in Beirut (Mar Mikhael), passing by Chouit-Araya, Aïn Sofar and ending in the impressive Rayak Station (Bekaa). A great trip by public transportation with an enthusiastic group of citizens willing to learn and think more about our past, present and future regarding mobility.

August 6, 2019 ·

2020

أبطال عالخط
Bus Line Heroes

2021

SAVE & RIDE
وفّر عالخط

hello@ridersrights.me
81/238226   ridersrightslebanon

(source: Riders' Rights, 2021)

Strategies: Sharing awareness – public talks

2019

2020

2021

(source: Riders' Rights, 2021)

Strategies: Sharing awareness – blog / social media

2015

October 2015

September 2015

August 2015

July 2015

CATEGORIES

Announcements

FYI
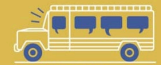
Press

RiderStory

Updates

Views

META

2020/21

#HerBus

Rosa Parks on a Montgomery bus in 1956, via Getty Images

The Montgomery Bus Boycott-Mobilizing Americans to Demand Change

In 1955, civil rights activist Rosa Parks was arrested in Montgomery

RIDERS' RIGHTS حقوق الركاب

WRITES

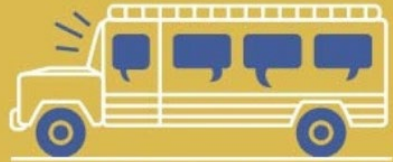The Road to Mobility Justice Is Not Paved by Technocrats

Jad Baaklini

RIDERS' RIGHTS حقوق الركاب

IN THE PRESS

L'Orient Today

(source: Riders' Rights, 2021)

Free transportation day

هل تعلم ؟ ان هناك مدن وبلدان فيها #النقل_المشترك مجاني مثل لوكسمبورغ

شكر خاص لإدارة باص 5 و 22 على التعاون بهيدا النهار

Special thanks to bus 5 and 22 for collaborating

Riders' Rights community

Strategies: Build a transit community

2015…   2020   2021

(source: Riders' Rights, 2021)

تعريف الأملاك العامة البحرية

Strategies: Build a transit community

- The purpose is to expose realities of the transport sector in Lebanon, to reach:

    Riders and non-riders,
    Operators, drivers, unions,
    politicians, municipalities,
    Academics, experts, etc.

- Bridge the imagined divided world between academia and community (by becoming activists in the traditional sense) to become an agent of change.

- Coproduce knowledge between the scholars and practitioners was challenging:

- Build accountability and reciprocity

Figure 8: preforming action research with Riders' Rights (Source: Assaf, 2021)

Recent visits

From academia to practice, and vice versa
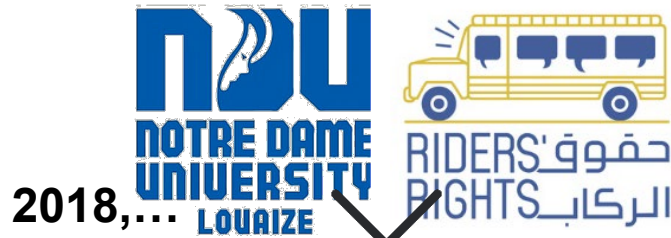
2018,...

Seeds for socio-spatial justice and equitable mobility for all: The "Bus Map Project" as "Riders' Rights" in Beirut

Abstract
The present article discusses the possibilities and limitations of transport-related innovative initiatives in Beirut, Lebanon, through a socio-spatial institutionalist perspective, within a socially divided neoliberal context splintered by sectarianism and political turmoil. The article examines the reach of the grassroots initiative "Bus Map Project", which in 2019 became the NGO "Riders Rights" (BMP–RR), in achieving socio-spatial justice and equitable mobility by recreating and reshaping the debate on Beirut's informal transit system. The latter has various ambivalent features, and an often negative connotation, since it operates in mixed traffic with other vehicles, with no fixed stops, and is not considered as formal transit. However, it is a private–public–civil hybrid system. The empirical data is built on participatory action research (PAR) with BMP–RR since 2018, socio-spatial and ethnographic analysis of the informal transit system, and in-depth interviews with various transport-related agencies. The conclusion emphasizes that the radical ambitions of socially innovative arrangements are possible even in so unstable and divided contexts as Beirut. However, they are limited by the structural problems of a consociational government, which are deeply rooted in the Lebanese history and cannot be easily overcome by such initiatives.

Keywords: Beirut informal transit, mobility injustice, participatory action research, social innovation

Research committee group

Database for the Lebanese transport sector

(Source: Assaf, 2021)

Final statement,

The optimistic commitment to the potential for socio-political transformations can offer the socially innovative initiatives new pathways for collaborations and solidarities, and channel the sectarian notions of belonging to one community into practices, policies, and feelings of being part of a larger society.

Figure 9: #HerBus: "Van 4, from dawn to dusk"—Virginie's Story (Source: http://blog.busmap.me/2017/05/10/herbus-van4-virginie/)

Mobility Ponzi

- Yearly average car import 19 millions $
- 19.7 billion cars imports 2020-2000
- 21 billion $ gasoline import 2020-2000
- 73 thousands car loans 2020-2000
- Fuel import 20% of imports
- 1000 + road casualties yearly
- 80% of trips are made in private cars
- 277 per 1000 for car ownerships
- 2 billion GDP lost each year 2019 -
- 20 % of fuel subsidies arrives to vulnerable people
- The National Road safety Council

معدلات تملّك السيارات نسبة لعدد السكان
في بعض دول الشرق الاوسط

307

49 88 108 139 143 149 150 153

مصر الجزائر المغرب الاردن تونس العراق تركيا إيران لبنان
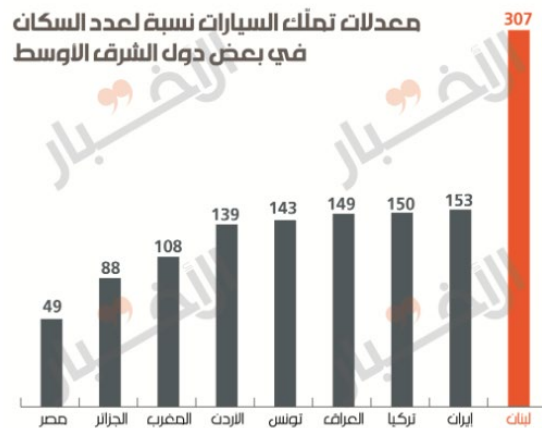
source :UITP,Ali zein al akhbar

source :Abbas tfaily,MOE,World bank,image: Tramway Beirut Nabil Tabash archive

Mobility Ponzi

Mobility Ponzi

Mobility Ponzi

6. Projects (1)

Issues	N°	Project	Current status	Targets	Impact	Characteristics							
						Cost				Uncertainty (High, Medium, Low)	Priority (1: Very High 2: High 3:Medium)	Estimated construction Period (Years)	Min. delay to start (Years)
						Preparation	Construction	Equipment	Expropriation (High, Moderate, Low)				
Physical Projects	P1	GBA Transit Network		- Provide a comprehensive system of public transport									
	1.1a	GBA Bus Network (250 Buses)	Feasibility study completed	- Improve multi-modality and mobility for all users	- Encourages shift to public transport - Decrease trip cost for passenger	5%	50 MUSD	20 MUSD	Low	Low	2	2	0
	1.1b	GBA Bus Network (525 Buses)		- "low- emission" by using environmentally friendly vehicles.			20 MUSD	110 MUSD	Low		2	3	1
	1.2	BRT Beirut-Tabarja	Feasibility Study (on-going)	- Improve accessibility and mobility and therefore reduce traffic congestion, pollution and time loss. - Accommodate future traffic growth by optimizing the use of the existing road	- Serve the GBA by an urban public network connecting all major areas. - Promote shift towards public transport	5%	80 MUSD	40 MUSD	Moderate	Low	2	4	1

Electrical cars

WRI Ross Center for Sustainable Cities
@WRIRossCities

While rapidly rising ⚡🚗 EV sales are a great sign of progress, this alone cannot #decarbonize our #transport system at the required speed and scale. Read more on five 🔑 shifts to transform #transportation 🔗👉 bit.ly/3yovaaW

Key milestones in the exponential growth of electric vehicle sales

Deployment milestone   Key change agent milestone   Policy milestone   Cost milestone

Electric vehicle share of global new passenger vehicle sales (%)

9% 8% 7% 6% 5% 4% 3% 2% 1% 0%

2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021
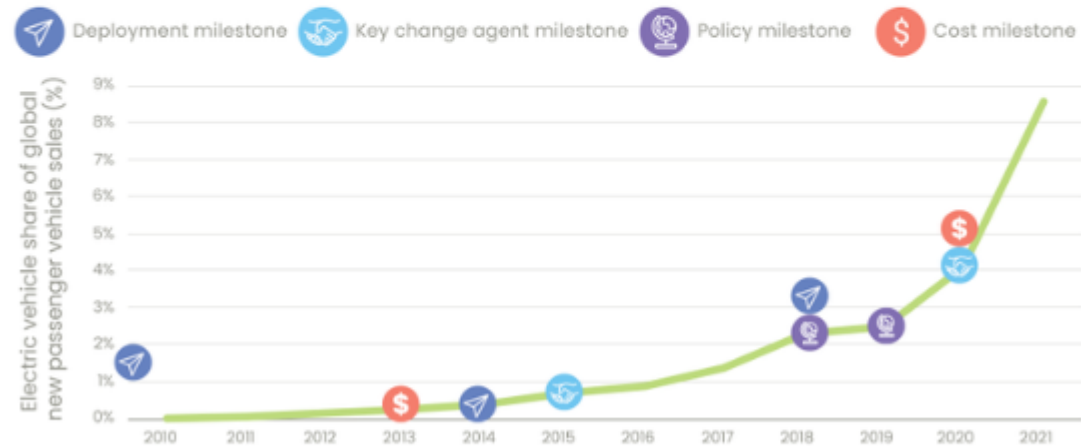
Sources: Adapted from Dennis 2021 and IEA 2022.

SYSTEMS CHANGE LAB

Figure

Electrical cars

How much does your commute cost (or save) society?

Every time you travel you put money into the system, but you also cost the system. Your contribution to and burden on the system differs depending on how you travel.

For example, when you ride the bus you pay a fare – money into the system. Your burden on the system includes the cost of operating the bus, and also less obvious impacts like emissions and noise pollution.

By looking at the ratio of what we put in versus what we cost the system, we see that different ways of travelling are more subsidized than others.

IF WALKING COSTS YOU $1 — SOCIETY PAYS $0.01

IF BIKING COSTS YOU $1 — SOCIETY PAYS $0.08

IF BUSSING COSTS YOU $1 — SOCIETY PAYS $1.50

IF DRIVING COSTS YOU $1 — SOCIETY PAYS $9.20

The practice of taking these less tangible costs and benefits into consideration and assigning them a dollar value is known as "full-cost accounting." While there are many ways of doing this, this infographic shows one example of how these costs and charges can be calculated.

Produced by Discourse Media, data by George Poulos. Calculate your commute at MovingForward.DiscourseMedia.org/CostofCommute

Electrical cars

FIGURE 3 STRUCTURAL WASTE IN THE MOBILITY SYSTEM

● Productive use

CAR UTILISATION[1]

1.6% looking for parking

1% sitting in congestion

5% driving

Typical European car parked 92% of time

Average European car has 5 seats but carries 1.5 people/trip

TANK-TO-WHEEL ENERGY FLOW – PETROL

Energy used to move people
Inertia of vehicle

12:1 dead-weight ratio[3]

Aerodynamics

Rolling resistance
Auxilliary power
Transmission losses

Engine losses

86% of fuel never reaches wheels

Idling

DEATHS AND INJURIES/ YEAR ON ROAD

30,000 deaths in accidents and 4X as many disabling injuries[2]

>95% of accidents from human error

95%
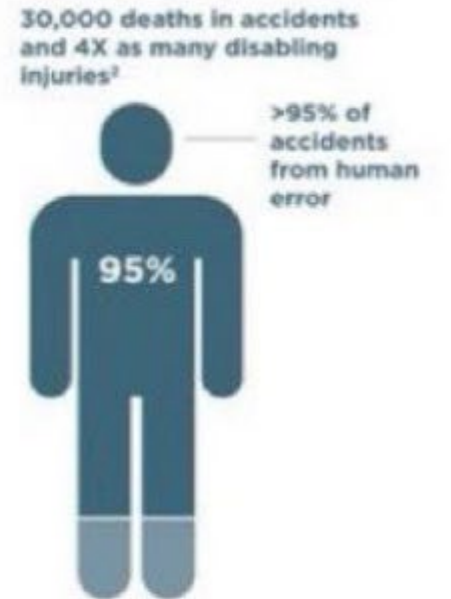
LAND UTILISATION: **5%** Road reaches peak throughput only 5% of time and only 10% covered with cars then **50%** 50% of most city land dedicated to streets and roads, parking, service stations, driveways, signals, and traffic signs

1 Based on car parked number for France and productive vs. unproductive driving time in US. 2 For every death on Europe's roads there are an estimated four permanently disabling injuries. 3 Based on average car weight of 1.4 tonnes and average occupation of 1.5 passengers of 75 kg.
Source: EU Commission mobility and transport, accident statistics; www.fueleconomy.gov; EEA car occupancy rates data; S. Heck and M. Rogers, *Resource revolution: How to capture the biggest business opportunity in a century*, 2014; Centre d'études sur les réseaux, les transports, l'urbanisme et les constructions publiques.

Pedestrian & Safer streets

Figure 4.8 | Relationship between Fatality Risk and Vehicle Speed for Pedestrians, Cyclists, and Motorists
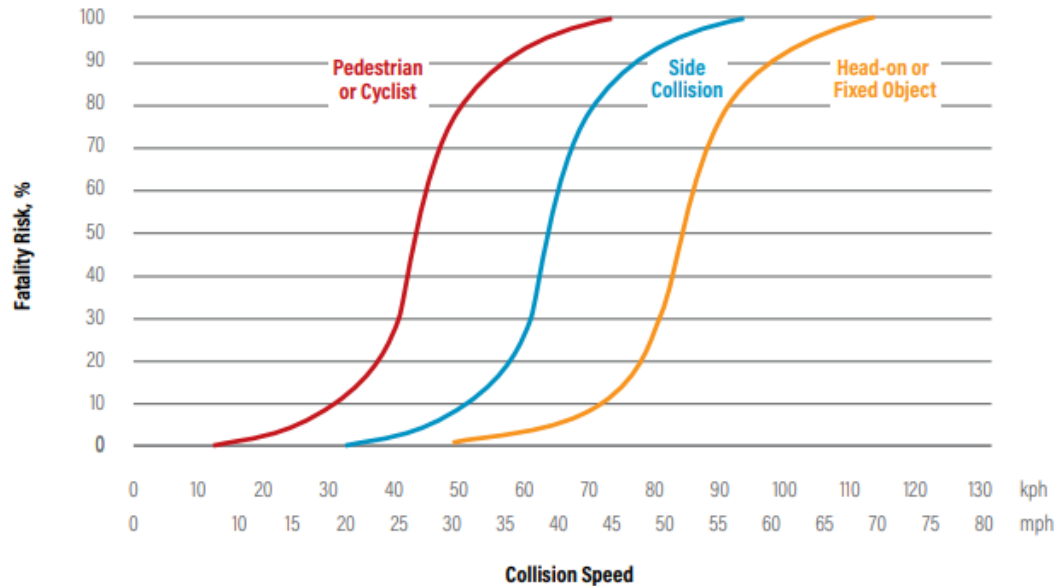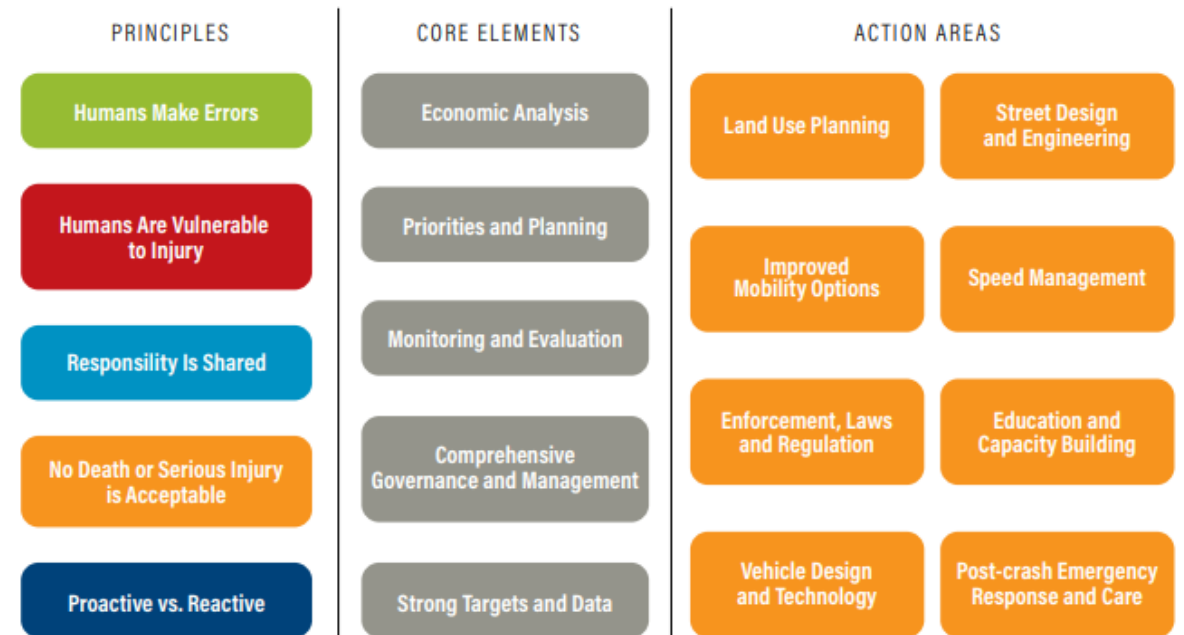

Figure ES1.1 | Principles, Core Elements, and Action Areas of the Safe Systems Approach

Note: Principles are multicolored, core elements are in grey, and action areas are in orange.

Figure: WRI SUSTAINABLE & SAFE(2023)

Gender mobility

- Inclusive system
- Women
- People with disabilities
- vulnerable people

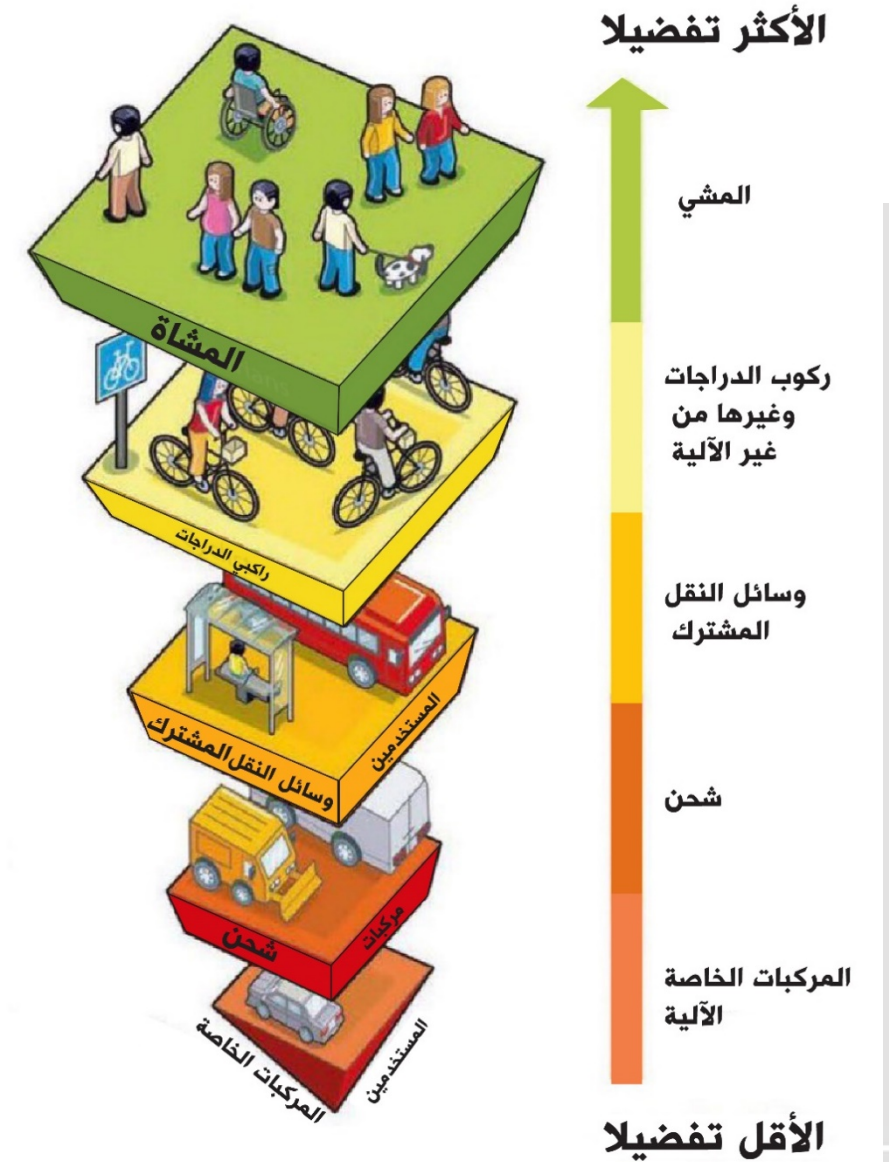Figure 3.1 | Annual Traffic Fatalities by Country Income Category, 2013
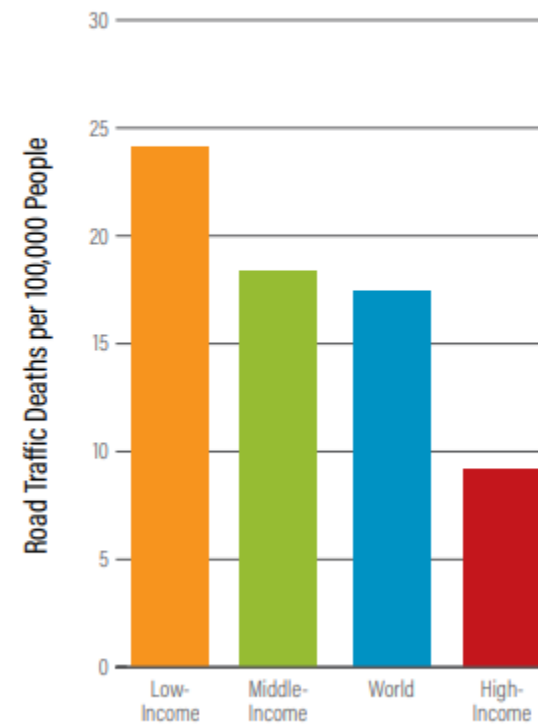
Source: WHO 2015.

Figure: WRI SUSTAINABLE & SAFE(2023)

Mobility Pyramid

- Covid prioritization of public transportation operators
- TOD strategy
- SUMP
- Mobility centralization authority (clear power structure)
- Yearly Independent fund in the budget
- Create structure to push Mobility behavior changes

@dublincycling

الأكثر تفضيلا

المشي

ركوب الدراجات وغيرها من غير الآلية

وسائل النقل المشترك

شحن

المركبات الخاصة الآلية

الأقل تفضيلا

المشاة

راكبي الدراجات

وسائل النقل المشترك

المستخدمين

شحن

مركبة

المركبات الخاصة

المستخدمين

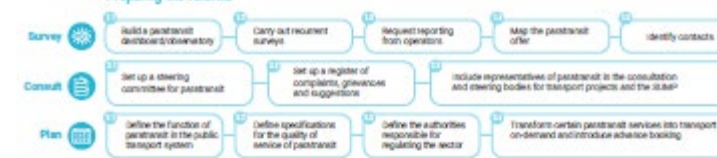التسلسل الهرمي لوسائل التنقل و النقل

Informal mobility

- Understanding the informal mobility
- Strategy to integrate the informal bus /taxi/service/tuktuk system
- Electrification as part of the strategy
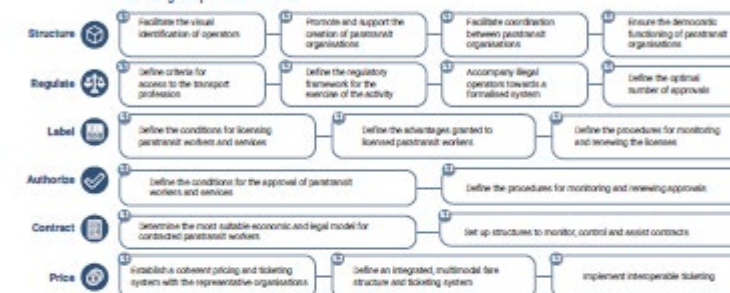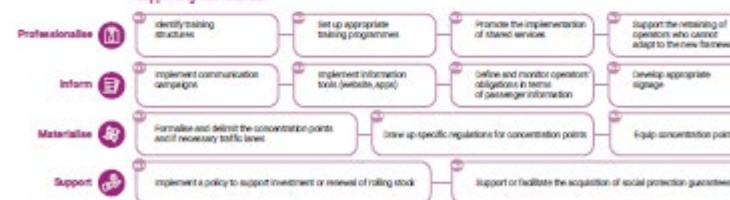- Low cost technology and platforms

source: Yasa page

source: Mobilize your city toolkit

Transport Poverty

This article is more than **4 months old**

'Entrenched car culture' leaves millions of Britons in transport poverty

Study finds drivers spending up to a fifth of pre-tax income on running a car as lack of infrastructure deters people from cycling

Peter Walker

@peterwalker99
Mon 9 Jan 2023 06.00 GMT

Traffic jams in Westminster, London. About three-quarters of drivers believe they will always own a car, the study by Bike Is Best found. Photograph: Dylan Garcia Travel Images/Alamy

Thank you!

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