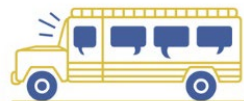


Riders' Rights

Chadi Faraj

Presentation co made with Carine Assaf



RIDERS' حقوق
RIGHTS الركاب



SMARTER
BUSES

MAP.ME

Key facts

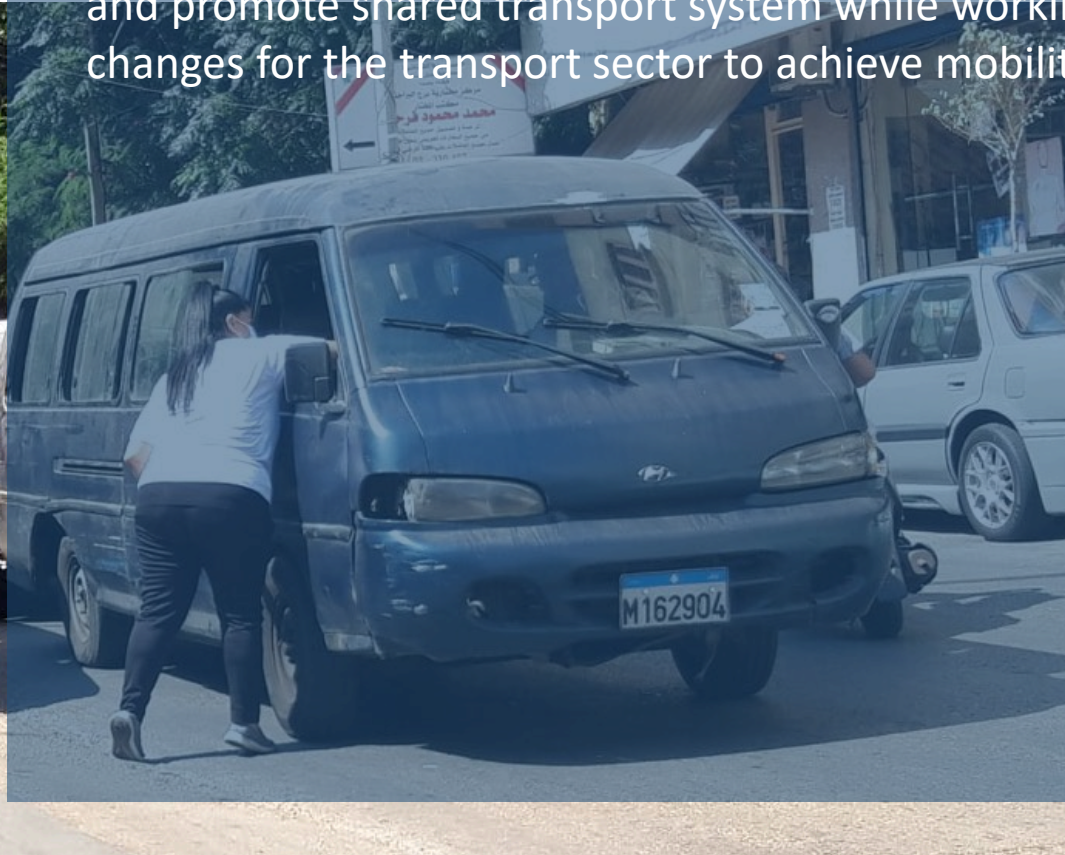
- **Who are we?** “Rides’ Right” (RR) NGO
- **Where are we based?** Beirut, Lebanon and Seattle, USA
- **When did RR emerged?** RR grew in 2019 from a grassroots initiative known the “Bus Map Project” (BMP). BMP emerged in the summer of 2015 as a collective mapping grassroots initiative.
- **Where did BMP-RR start?** In Beirut.
- **Who was involved?** Team of riders, drivers, designers, academics, experts, activists, NGOs representatives, students, etc.

Key facts

- 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.



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



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.

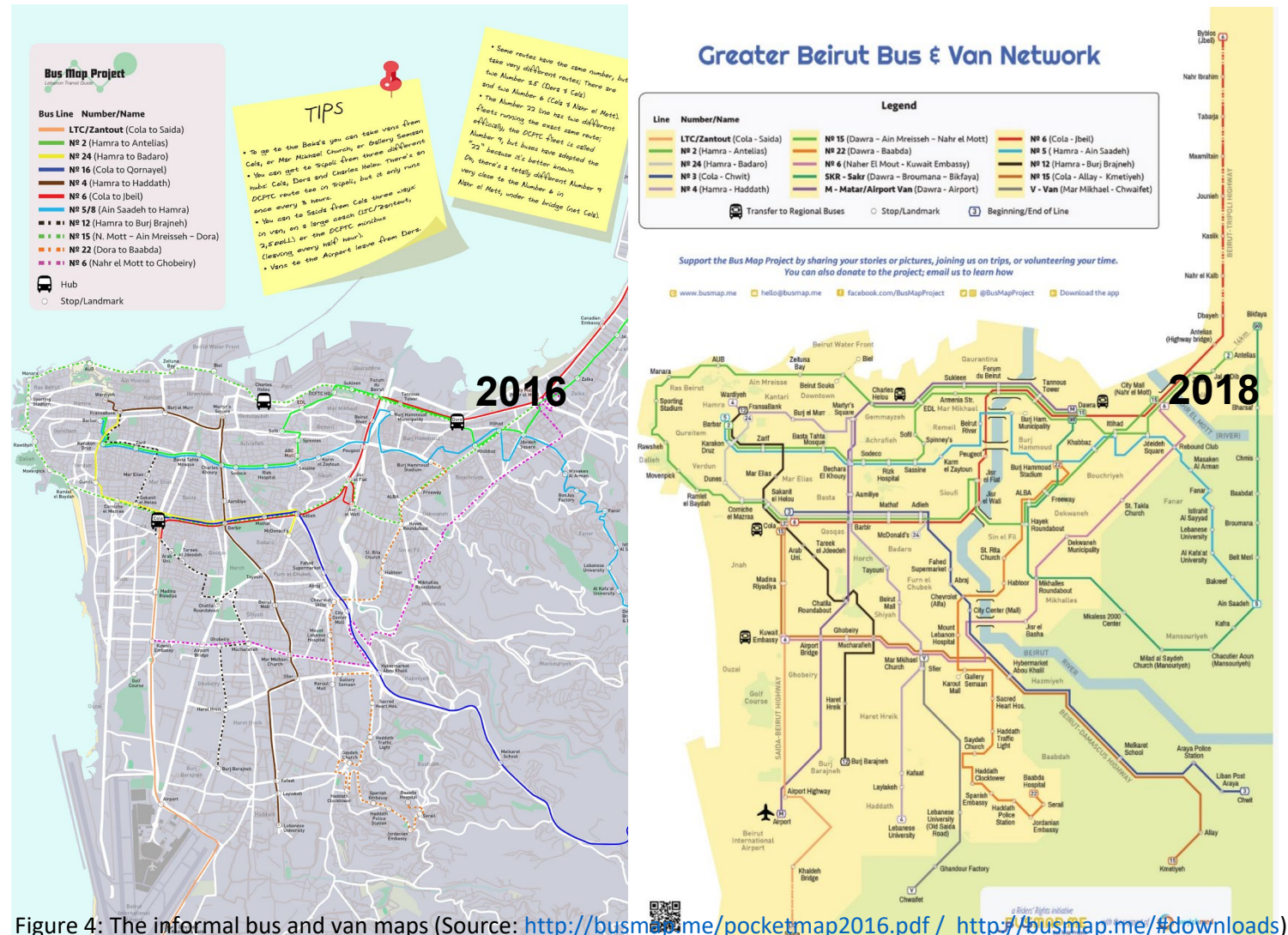


Figure 4: The informal bus and van maps (Source: <http://busmap.me/pocketmap2016.pdf> / <http://busmap.me/#downloads>)

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.

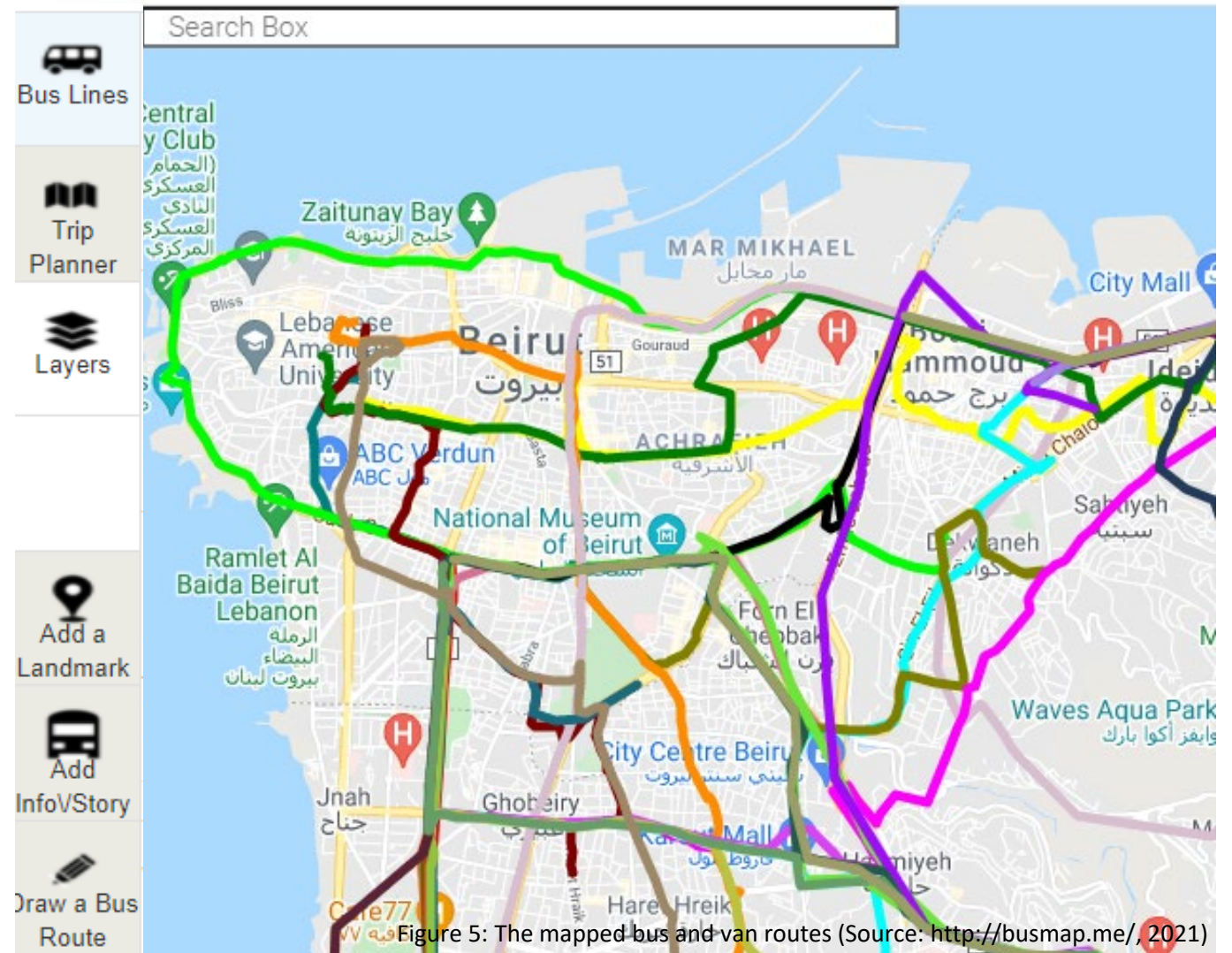


Figure 5: The mapped bus and van routes (Source: <http://busmap.me/>, 2021)

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.

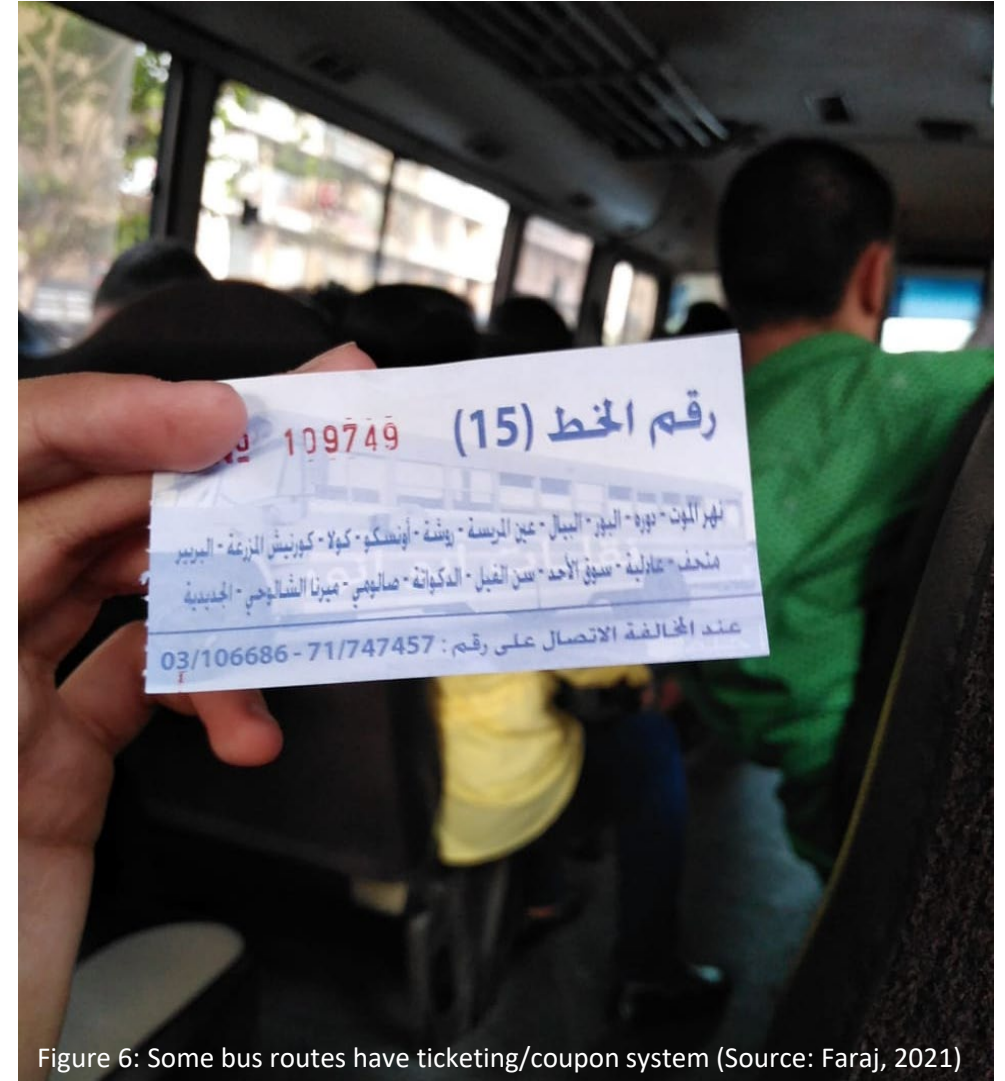


Figure 6: Some bus routes have ticketing/coupon system (Source: Faraj, 2021)

Save and Ride



قريباً coming soon

Save and Ride



١- استعمل النقل المشترك
1- Use shared transportation



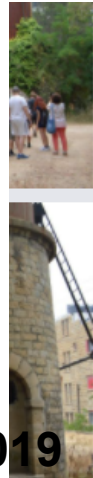
٢- احتفظ بالبطاقة
2- Save your ticket



٣- احسمها من الفاتورة
3- Get a discount



Strategies: Sharing awareness – solidarity campaigns

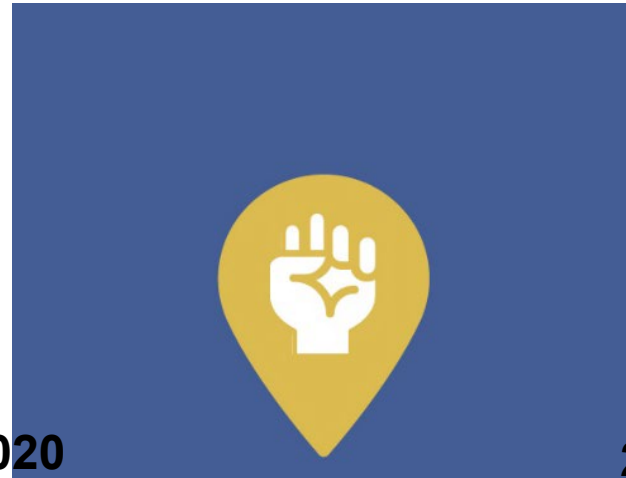


Pictures from "A Journey on the Rails | مشوار عالسكة"

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, Ain 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

2019



2020

نصائح للسائقين/ات العموميين للحماية من كورونا

الحماية الشخصية:

- ارتداء الكمامة بشكل دائم عند العمل.
- استعمال أي الماء والصابون للغسيل لحوالي ٢٠-٣٠ ثانية أو يمكن استعمال الجل المعقم الذي يحتوي على نسبة الكحول أكثر من ٦٠٪.
- تجنب أي ملامسة العيون، الفم والأنف.

التباعد الجسدي:

الأفضل أن لا يجلس أي راكب إلى جانب السائق/ة أو خلفه/ها مباشرة وفي حال تعذر ذلك التأكد من وضعه كمامة بشكل إلزامي.

عملية الدفع:

تجنب أي الأكل، الشرب، التدخين، استعمال هاتفك أو ملامسة وجهك بعد ملامسة الأوراق النقدية أو أي نوع من البطاقات وعليك غسل يديك أو استخدام الجل المعقم بعد كل عملية تبادل نقود أو بطاقة.

2021



١- استعمال النقل المشترك
1- Use shared transportation



٢- احتفظ بالبطاقة
2- Save your ticket



٣- احسمها من الفاتورة
3- Get a discount



أبطال عالخط Bus Line Heroes

نظافة المركبة:

عدم استعمال الكتيّف وإبقاء النوافذ مفتوحة من أجل تهوية جيدة، تجنب أي لمس وجهك بالإضافة إلى ارتداء كمامة لحماية نفسك والطلب من جميع الركاب وضع الكمامة عند الصعود.

حافظي على نظافة المركبة وخصوصاً الأسطح الأكثر عرضة للمس مثل مسكات الأبواب والشبايك فعليك أن تقوم بتنظيفها دورياً باستعمال الكلور المخفف بالمياه لكل ٥٠٠ ملل من المياه وضع مقدار غطايين من الكلور على قطعة قماش.

إبقي أي في المنزل إذا شعرت أي أو أحد من أفراد اسرتك بأي أعراض مرضية مثل (سعال، ضيق في التنفس أو حرارة) عند الضرورة يمكنك الاتصال برقم وزارة الصحة 01594459

تجدد الإشارة أن هذه الإرشادات وضعت بالتعاون مع منظمة RIDERS' RIGHTS حقوق الركاب

hello@ridersrights.me
81/238226
ridersrightslebanon

وفر عالخط
SAVE & RIDE

hello@ridersrights.me

81/238226

ridersrightslebanon

Strategies: Sharing awareness – public talks



2019

2020

2021




(source: Riders' Rights, 2021)

Strategies: Sharing awareness – blog / social media

October 2015

September 2015

August 2015

July 2015

CATEGORIES

2015

Announcements

FYI

Press

RiderStory

Updates

Views

META

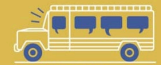
Rosa Parks on a Montgomery bus in 1956, via Getty Images

2020/21

#HerBus

The Montgomery Bus Boycott- Mobilizing Americans to Demand Change

In 1955 civil rights activist Rosa Parks was arrested in Montgomery



RIDERS' حقوق
RIGHTS الركاب

WRITES

The Road to
Mobility Justice
Is Not Paved by
Technocrats

Jad Baaklini



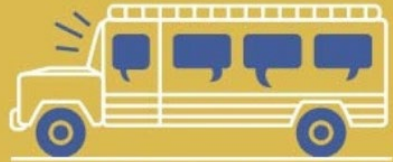
RIDERS' حقوق
RIGHTS الركاب

IN THE PRESS

L'Orient Today

(source: Riders' Rights, 2021)

Free transportation day



RIDERS' حقوق
RIGHTS الركاب

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

Special thanks to
bus 5 and 22
for collaborating



شكر خاص لإدارة
باص 5 و 22 على
التعاون بهيدا النهار

Riders' Rights community



Strategies: Build a transit community



2015...

2020



2021

تعريف الأملاك العامة البحرية

OPEN MAP
LEBANON



Green Line



ADVANCING
PUBLIC
TRANSPORT



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.

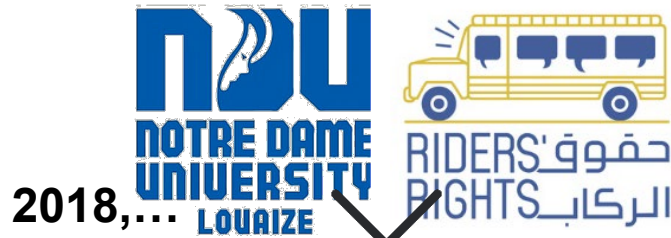
- Bridge the imagined divided world between academia and community (by becoming activists in the traditional sense) to become an agent of change.
- Coproduce knowledge between the scholars and practitioners was challenging:
- Build accountability and reciprocity

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

Recent visits



From academia to practice, and vice versa



تجمع بابلو نيرودا في الجامعة اللبنانية الأمريكية
يدعوكم إلى ندوة إلكترونية بعنوان

"الطلاب وأزمة النقل"



نذير حلواني
مهندس ومعيد
الدرجات الهوائية
في طرابلس



كارين عتاف
باحثة دكتوراه في
التنظيم المدني والنقل
في جامعة لوفين، بلجيكا



علي الزين
باحث في مجال
النقل في جامعة
ليون - فرنسا

الأربعاء 17 تشرين الثاني 2021
الساعة 8 مساءً
رابط التسجيل Bio



DOI: 10.5379/urbani-izziv-en-2021-32-supplement-5

Carine ASSAF
Christine MADY
Pleter VAN DEN BROECK
Chadi FARAJ

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

1 Introduction

After the Lebanese civil war (1975-1990) came to a halt (Salamey & Tabbar, 2008; Nuchou, 2016), political divides affected several urban aspects such as the development of urban infrastructure, including users' mobility in certain circuits and circulations entangled within each community's sectarian geography. In other words, the aspects of daily life in Beirut had become the central domain of contest across 18 ethno-religious sects (Mady & Chertiparamb, 2017), and generated a spatio-sectarian mosaic along with politico-sectarian organizations, governments, and profit-seeking developers. The failure of finding a consensual democratic model and a common ground that could embody the country's political cleavages and social divergence gave rise to "authoritarian inner-state entities" (Salamey & Tabbar, 2008: 240). This has resulted in producing an oligarchic political system, which caters to the needs of the various communities (Cammatt, 2011). In the context of Lebanon, "community is translated as sect" (Nuchou, 2016: 7) that (re)produces sectarian publics. Therefore, the everyday practice of mobility in Beirut cannot be taken for granted, as it depends on Beirut's sectarian territoriality and political differences (Mouroe, 2010; Nuchou, 2016) embedded in transport infrastructure. The reality of urban transport politics and economy of a dysfunctional elitist post-civil war government is not equally available to all, as it varies according to the socio-economic classes and spatial positionalities (Bahr & McGarrigle, 2017). Injustices were produced and reproduced due to ignoring the different interests of the public, leading to major gaps encountered at the level of public transport service provision. Tamam Naklash, a transport expert and founder of Managing Partner at TEAM International, explains that "there was no

Urbani izziv, volume 32, supplement, 2021



Research committee
group

Database for the
Lebanese transport
sector

Lebanese Clubhouse
@lebclubhouse

with @chadifaraj, "أزمة النقل و التنقل في لبنان",
عدالة @cgassaf, @manalbrahim21, @ali_h_elzein, and
التنقل. Tomorrow, Aug 15 at 10:30 PM!

Translate Tweet

AUG 15, 10:30 PM EEST

أزمة النقل و التنقل في لبنان

clubhouse

clubhouse.com

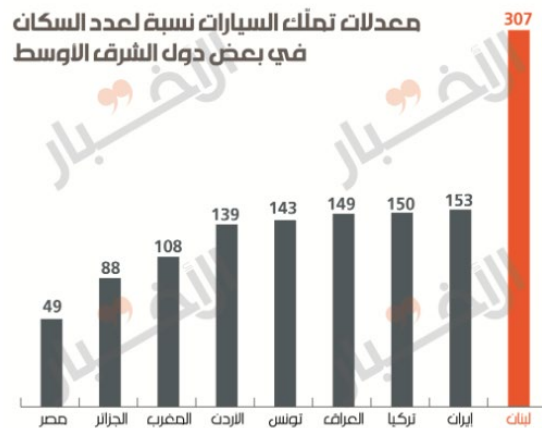
أزمة النقل و التنقل في لبنان - عدالة التنقل

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.

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



source :UITP,Ali zein al akhbar



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

Mobility Ponzi



Delegation of the
European Union in
Lebanon

**SUPPORT PROGRAMME FOR INFRASTRUCTURE
SECTOR STRATEGIES AND ALTERNATIVE
FINANCING**

EuropeAid/133349/C/SER/LB



Ministry of Public Works
and Transport
Republic of Lebanon

6. Projects (4)


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	P4	Railway Tripoli – Syrian border	Tender docs ready - ESIA (on - going)	<ul style="list-style-type: none"> - Establish an efficient railway connection between Lebanon and Syrian network - Use a mass transport, rapid, comfortable and environmentally friendly system. 	<ul style="list-style-type: none"> - Enhances Tripoli Port accessibility to regional networks. - Facilitate the freight transport (containers and bulk) to regional markets. 	3 M\$	60 M\$	30 M\$	Low	Moderate	2	3	0
	P5	Widening of A1	Ready to start	<ul style="list-style-type: none"> - Rehabilitate and expand the existing highway "Nahr El Kalb to Tabarja" - Reduce traffic congestion - Increase road safety conditions for all types of vehicles 	<ul style="list-style-type: none"> - Increase road capacity at the congested northern entrance to Beirut - Facilitate traffic and Relieve congestion. 	5 M\$	60 M\$	10 M\$	Moderate	Low	2	3	0

Mobility Ponzi

6. Projects (3)

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	P2	Railway	Feasibility study (on-going)	<ul style="list-style-type: none"> - Build a new rapid mass transit system - Use environmentally friendly facilities 	Effective contribution of transportation to interurban for passengers and freight on the northern corridor	4%				High				
	2.1	Beirut - Tabarja						800 M\$	300 M\$		High	1	5	1
	2.2	Tabarja - Tripoli						1400 M\$	460 M\$		Moderate	1	5	4
	2.3	Railway Beirut-Saida-Tyr	N/A	-Build a mass transit for the southern corridor		4%	700 M\$	300 M\$	Moderate	High	3	5	10	
	P3	GBA Metro	N/A	<ul style="list-style-type: none"> - Encourage shift to a comfortable, clean and environmentally friendly public transport system. - Reduce urban traffic congestion, pollution and time loss. - Facilitate urban mobility. 	<ul style="list-style-type: none"> - Increase mass transport capacity to compete with private cars. - Minimize urban transport travel time 	3%	700 M\$	300 M\$	Low	High	3	8	10	


Mobility Ponzi



Delegation of the
European Union in
Lebanon

**SUPPORT PROGRAMME FOR INFRASTRUCTURE
SECTOR STRATEGIES AND ALTERNATIVE
FINANCING**


EuropeAid/133349/C/SER/LB



Ministry of Public Works
and Transport
Republic of Lebanon


6. Projects (1)

Issues	N°	Project	Current status	Targets	Impact	Characteristics								
						Cost				Expropriation (High, Moderate, Low)	Uncertainty (High, Medium, Low)	Priority (1: Very High 2: High 3: Medium)	Estimated construction Period (Years)	Min. delay to start (Years)
						Preparation	Construction	Equipment						
Physical Projects	P1	GBA Transit Network	Feasibility study completed	- Provide a comprehensive system of public transport	- Encourages shift to public transport - Decrease trip cost for passenger	5%	50 MUSD	20 MUSD	Low	Low	2	2	0	
	1.1a	GBA Bus Network (250 Buses)		- Improve multi-modality and mobility for all users										
	1.1b	GBA Bus Network (525 Buses)		- "low- emission" by using environmentally friendly vehicles.										
	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	- Serves 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	



Support Programme for Infrastructure Sector Strategies and Alternative Financing

This project is funded by the European Union and is implemented by a consortium led by Hochtief and co-human dynamics KG



public sector consulting

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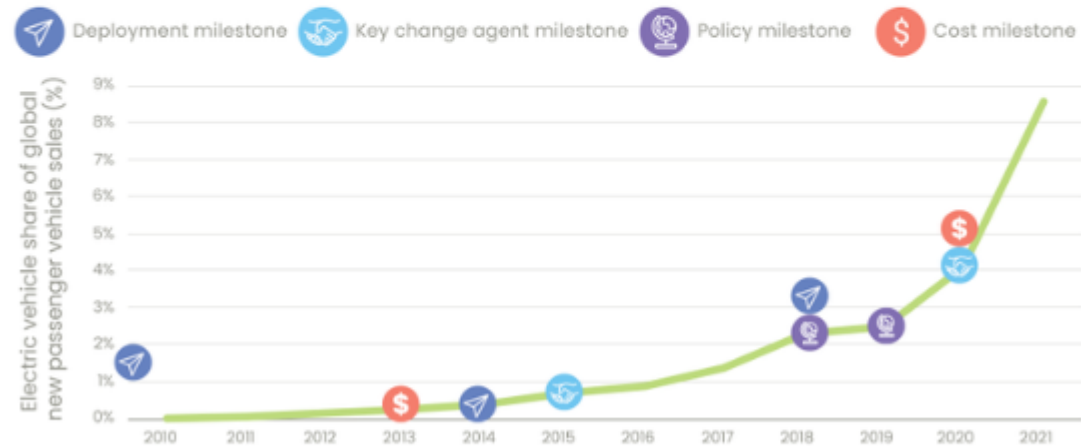
Electrical cars



WRI Ross Center for Sustainable Cities
@WRI RossCities

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



Sources: Adapted from Dennis 2021 and IEA 2022.



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.

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.



Electrical cars

FIGURE 3 STRUCTURAL WASTE IN THE MOBILITY SYSTEM

CAR UTILISATION¹

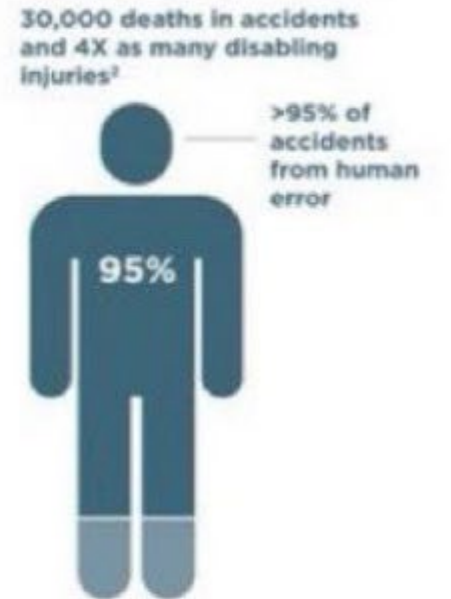


TANK-TO-WHEEL ENERGY FLOW - PETROL



Productive use

DEATHS AND INJURIES/ YEAR ON ROAD



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

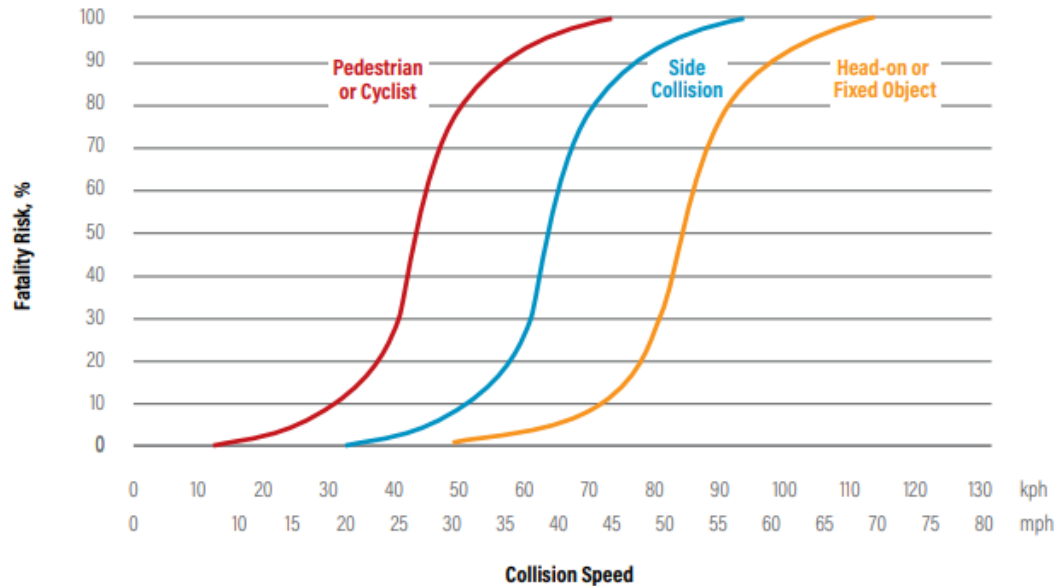
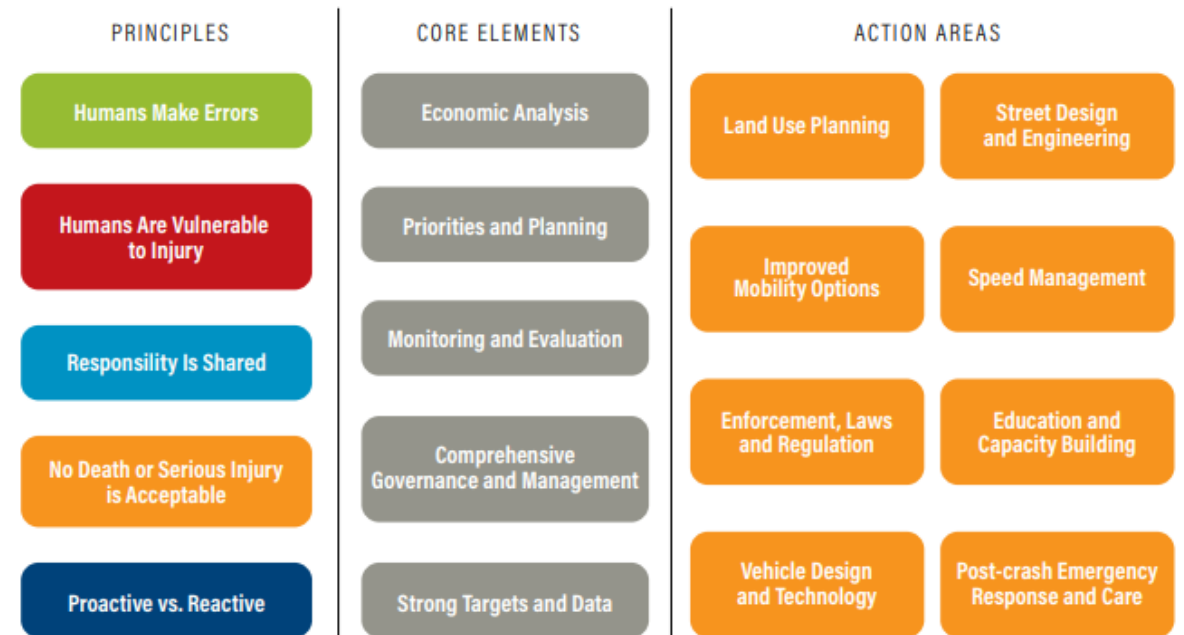


Figure ES1.1 | Principles, Core Elements, and Action Areas of the Safe Systems Approach



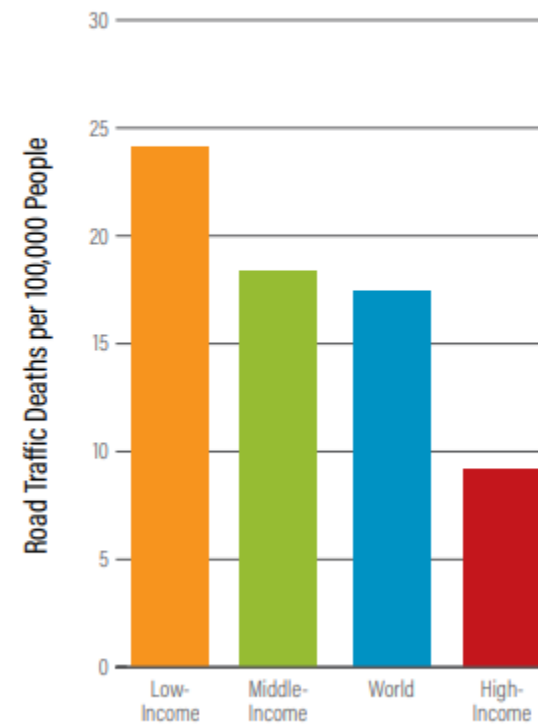
Note: Principles are multicolored, core elements are in grey, and action areas are in orange.

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



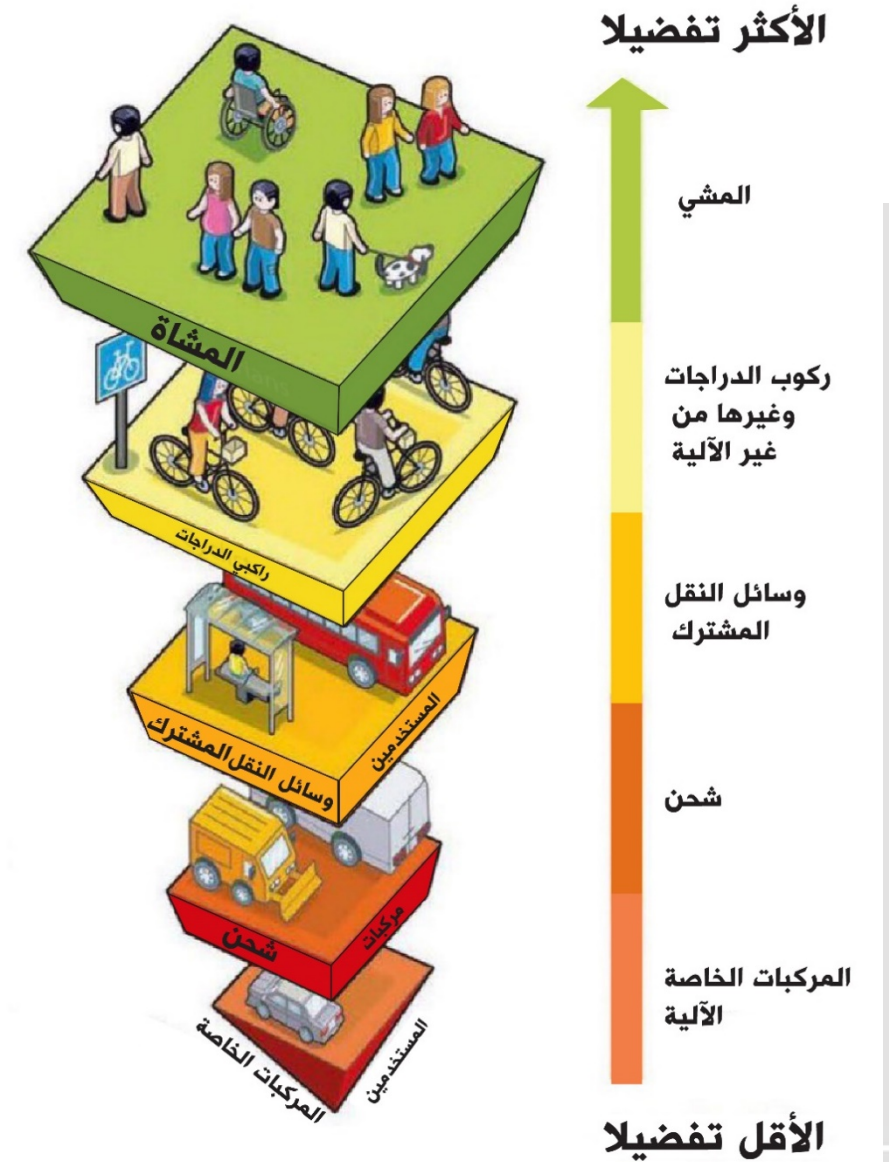
Source: WHO 2015.

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



Informal mobility

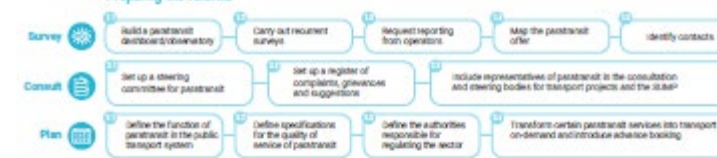
- Understanding the informal mobility
- Strategy to integrate the informal bus /taxi/service/tuktuk system
- Electrification as part of the strategy
- Low cost technology and platforms



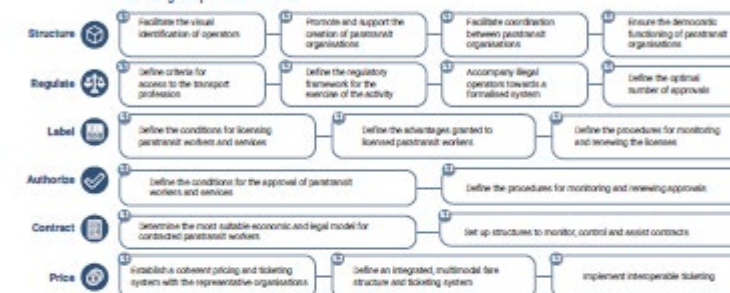
source: Yasa page

Overview of the actions

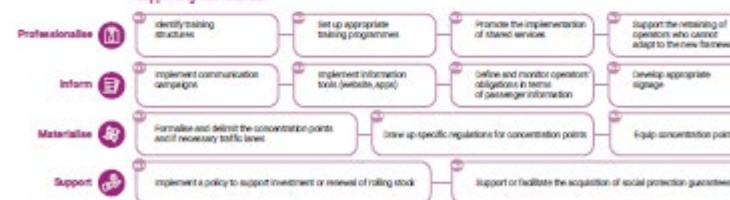
Preparing the reforms



Reforming the paratransit sector



Supporting the reforms



Ensuring the implementation of reforms



source: Mobilize your city toolkit

Transport Poverty

Transport

Peter Walker

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Mon 9 Jan 2023 06.00 GMT



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



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



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Thank you!

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