Mobilité urbaine dans les villes méditerranéennes: retours d’expériences et perspectives

Séminaire régional du cycle "Transports urbains durables" du CMI
12-14 Novembre 2014 - Izmir, Turquie

Session
PROBLEMATIQUE DU TRANSPORT
A BEYROUTH

ACKHAR Rachid,
BEIRUT Municipal Council
Conseil Municipal de Beyrouth
LIBAN
ACHKAR Rachid,
Conseil Municipal de Beyrouth
Problématique du Transport en Communs à Beyrouth
1/ Institutional Environment

**Actors and responsibilities**: Multiplicity of actors, unorganized responsibility distribution, sometimes overlapping of roles and prerogatives.

**Boundary of Urban Transport Sector**: often missing, current administrative boundaries could be the basic contours for a move to create central Authority.

**Predominance of central government in the decision making process.**
2. Impacts

- Isolation of some cities or neighborhoods against a concentration of activities.
- High congestion $\Rightarrow$ increase of costs of production associated with the transportation share.
- Development of small and individual operators.
- Expansion of hidden unemployment in public urban transport firms.
2/ Impacts (continued)

- Decline in investments in the urban transport sector.
- Promotion of implementation of infrastructures projects and equipments; instead of comprehensive and multimodal system.
- Leave the field to private operators with more or less laissez-faire intervention.

The exacerbate financial losses and lack of performances depreciate the image of public action in the Urban Transport Sector.

ACHKAR Rachid,
Conseil Municipal de Beyrouth
Problématique du Transport en Communs à Beyrouth
3/ Institutional Reform Orientations

- Law under preparation – draft - (at the level of central administration):
  - In a context of a willingness to establish a degree of decentralization carefully considered and monitored by the central government.
  - Increase the use of public transport, soft movements starting to become important for some cities with a careful support of the central government.
  - Control and regulation of car parking supply and demand
  - Promote mass transit facilities.
3.1 Reasons for reform

- Increased car use and congestion, which causes problems of accessibility and economic and environmental impacts.
- High motorization and increase of the use of individual modes.
- Problematic unbalanced modal split.
- Limits and constraints of investments (at the level of major infrastructures).
- Some pressure from donors
- Conviction (still inadequate) to seek further more sustainable solutions for mobility.
4.1 Constraints

- No strong public transport networks for Greater Beirut. The road network is the reference. It is the result of a decades of infrastructure planning.
- Repetitive “motorization” of urban mobility
- Territoriality (Perimeter of Greater Beirut).

The vision should aim toward a more balanced transportation system
5/ Informal Institutional Framework

**Definition of Urban Transport Strategy**
- Infrastructures
  - Roads
  - Mass Transit
- Equipments (Buses, B Stops, stations etc)
- Operation
- Traffic Regulation
- Tariff
- On-street & off-street parking
- Enforcement

**Players**
- Central Government (with CDR)
- Ministry of Interior
- Ministry of Public works & Transport
- Municipality of Beirut
- Municipalities of surrounding cities (within Greater Beirut)
- Operators:
  - Public Agency (OCFTC)
  - Private operators (taxis, vans, LCC, ...)

ACHKAR Rachid,
Conseil Municipal de Beyrouth
Problématique du Transport en Communs à Beyrouth
6/ Sustainable Investment framework

- Definition of PT territory (Greater Beirut)
  - Funding from direct income
  - Taxes
  - Revenues from operation

Central Government
- Municipality of Beirut
- Municipalities of cities in Greater Beirut

Regulatory Authority
- Urban Transport Strategy

- Infrastructure Development
- Monitoring of operators
- Tariff
- Equipments & Materials

ACHKAR Rachid,
Conseil Municipal de Beyrouth
Problématique du Transport en Communs à Beyrouth
7/ Main Projects of Beirut Municipality

- Soft mobility in Beirut - PDD
- Soft Link - LDO
- Charles Helou Land transport terminal
- Several parking dedicated spaces
7.1 Soft mobility in Beirut

• The aim of the project is:
  – To develop the soft modes (bicycles, pedestrians) in Beirut City.
  – To elaborate technical standards and norms for its implementation.
  – To promote "sustainable mobility" and maintain a better quality of urban space.
ACHKAR Rachid,
Conseil Municipal de Beyrouth
Problématique du Transport en Communs à Beyrouth
7.2 Soft Link

- A pilot project for the future
- A more ambitious urban space
- Aims to be a powerful lever for reconstruction of the urban of the city
- Development that will emphasize the green space and make the road shared but priority is given to pedestrians, cyclists …..and one lane for cars
Beirut 1950’

ACHKAR Rachid,
Conseil Municipal de Beyrouth
Problématique du Transport en Communs à Beyrouth
Mobilité urbaine dans les villes méditerranéennes: retours d'expériences et perspectives
Séminaire régional du cycle "Transports urbains durables" du CMI
12-14 Novembre 2014 - Izmir, Turquie

ACHKAR Rachid,
Conseil Municipal de Beyrouth
Problématique du Transport en Communs à Beyrouth

Beirut today
Mobilité urbaine dans les villes méditerranéennes: retours d'expériences et perspectives
Séminaire régional du cycle "Transports urbains durables" du CMI
12-14 Novembre 2014 - Izmir, Turquie

ACHKAR Rachid,
Conseil Municipal de Beyrouth
Problématique du Transport en Communs à Beyrouth

Beirut today
Mobilité urbaine dans les villes méditerranéennes: retours d’expériences et perspectives
Séminaire régional du cycle "Transports urbains durables" du CMI
12-14 Novembre 2014 - Izmir, Turquie

Beirut today

ACHKAR Rachid,
Conseil Municipal de Beyrouth
Problématique du Transport en Communs à Beyrouth
ACHKAR Rachid, Conseil Municipal de Beyrouth
Problématique du Transport en Communs à Beyrouth
ACHKAR  Rachid,
Conseil Municipal de Beyrouth
Problématique du Transport en Communs à Beyrouth
Beirut possible transport bus lanes
CONCLUSION

The potential of Beirut is great but there are so many things still to be done: reorganize, regulate and find the formula for better mobility. Solutions can only start by defining roles and letting every player express his best ideas for a better livable city.