

What is planned for the next year

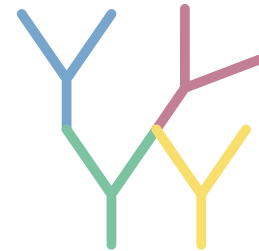
- ① We will continue doing ethnographic research, focusing primarily on drivers and users of public transportation.
- ② We will direct two undergraduate thesis related to the project.
- ③ We will present two papers in national and international conferences.
- ④ We will publish an academic article.
- ⑤ We will organize an international event about public transportation.



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Type of products envisaged in the coming year

- > Event;
- > Scientific publication;
- > Presentation at a conference.



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INFORMALITY, TRANSGRESSION AND THE REGULATION IN THE LICENSED PUBLIC TRANSPORT SYSTEM IN MEXICO CITY

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THE PROJECT SEEKS TO UNDERSTAND YOUTH TRANSGRESSION IN THE CONTEXT OF AN ONGOING PROCESS OF REARRANGEMENT AND REGULATION OF LICENSED PUBLIC TRANSPORT IN MEXICO CITY.

Highlights

> The study has five main objectives:

- ① To analyze the ongoing transformation of the public transport concession model (TPC) in Mexico City;
- ② To explore processes of transgression to this model, both in the regulatory discourses and in the practices of daily life;
- ③ To analyze the social-spatial transformations generated by the new model;
- ④ To analyze the experiences, perspectives and practices of different actors: officials, experts, permit holders, drivers and users.
- ⑤ To evaluate whether if the new model has transformed, or not, the social relations and spatial practices in which the TPC is inserted.



Photo credit: TRYMexico.

What was done this year

- > In terms of research activities, 2019 has entailed a more profound and detailed ethnographic research, primarily within the Secretary of Mobility. Since April 2019, the research team has conducted a detailed ethnography of the local institution in charge of mobility in Mexico City. This has led to, among other things, an understanding of the institutional transformations that the Secretary has experienced since the arrival of the new left-wing administration in 2018.
- > In addition to the research conducted, our team has also organized a number of presentations and activities, not only with other members of the TRYSACES team, but also presentations in different national events.

Presentations

- > **March 15, 2019:** presentation by Amelie Boudot, MA student from Montreal conducting research on gender and mobility, CEIICH, UNAM.
- > **February 27, 2019:** De Hombre camión a empresario : empresarialismo y movilidad sustentable en la ciudad de México. Seminario : (Des)orden urbano y los sectores populares, Instituto de Investigaciones Sociales, UNAM.
- > **April 3, 2019:** «La movilidad y los peseros: informalidad, transgresión y regulación en el sistema de transporte público concesionado de la Ciudad de México. TRYSACES.

Products

- > MA Thesis, Amelie Boudot, Co-directed by dr. Alejandra Leal (from Mexico City) and Juan Torres (University of Montreal), July 2019
- > PhD Thesis, Carlos Mancilla, Supervised by Verónica Crossa (Mexico City), October, 2019
- > Academic article under review: “De Hombre camión a empresario: empresarialismo y movilidad sustentable en la ciudad de México”.

Preliminary results

Reflecting on Urban Regulation/Transgression :

- This year we have focused on research within the Secretary of Mobility in Mexico City, analyzing their plan to improve the scarcely controlled and regulated model of privately run public transportation in Mexico City. Launched in 2013, and based on “best practices” coming from European cities, this plan aims to transform a model based on individual concessions to private individuals into a corporate model based on the principles of sustainable mobility, with new, more environmentally friendly buses and technologies.
- The current model of privately owned and run public transportation in Mexico City dates from the early 1980s, when government officials began authorizing private individuals to provide public transportation services without a previous plan to organize routes or a clear normative framework to regulate them. This model proliferated rapidly amidst informal negotiations and arrangements between authorities and transportation leaders, and it soon became the most used modality of public transportation in the entire metropolitan area. It is known for providing a bad, uncomfortable and dangerous service in ramshackle minibuses with informally hired drivers who don't respect traffic laws.



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- Six years after the plan to transform and regularize this modality of public transportation, the plan has had limited success, which experts attribute to failure of implementation and/or to corruption. In contrast, our findings indicate that discourses, policies and “best practices” of sustainable urban transportation always intertwine with a multiplicity of pre-existing, and in some cases deeply engrained, (in) formal languages, practices and codes, both in the places where they originate (in this case European cities) and in the places they travel to. Therefore, the transformation of privately run public transportation in Mexico City consists of complex assemblages of old and new discourses and practices, including “best practices” of sustainable urban transportation, which get created and reconfigured during the design and implementation of the program.



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