

T²M Newsletter

International Association for the History of Transport, Traffic and Mobility



See “Solex tours” inside

T2M's Executive Committee gathered for its traditional Mid-Year meeting in Helmond, and toured around Helmond on antique Solex mopeds. This photograph was taken in front of Helmond Castle. In the background is one of two pigeon towers.

May 2007

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EDITORIAL

Executive Committee Nominations Needed

Along with the election for President-elect, this fall's meeting in Helmond will also host elections for the Executive Committee (EC).

This year, up to six places are open on the EC and members are strongly encouraged to consider standing, or to put forward names of colleagues they would like to stand.

There will be two separate elections: one will be for up to four, four-year places; the other will be for two, two-year student places, set aside for Doctoral candidates.

Due to the association's Internal Regulations – which reflect a concern for equity and justice – a heavy emphasis is being placed on recruiting women in order to maintain a required minimum one-third membership from each gender. The EC is unfortunate in losing the services of Maggie Walsh, Michele Merger and – this year – Heike Wolter in quick succession. These are big shoes to fill, but fill them we must.

According to the Internal Regulations, the six EC places set aside for women will remain unfilled

Meanwhile send any news and items of interest to:

Drew Whitelegg, MARIAL Center, Emory University, Briarcliff Campus, Atlanta GA 30306, USA.

E-mail: awhite1@learnlink.emory.edu

if we do not get the requisite candidates coming forward. Of course this does not mean that men should not apply; it does mean, however, that on election day a woman may be preferred irrespective of number of votes cast. To put this another way, we will not know how the quota will be applied until after the election, but places will be awarded on the basis of satisfying the gender quota first, and then filling other places as necessary.

Members probably don't need reminding how important the EC is, acting as a "cabinet" for the dissemination of ideas and, importantly, their execution. A dynamic organization needs a dynamic EC, so, please feel free to put yourself – or other people – forward.

Please send any names of nominees to either Dick Van Den Brink, Gijs Mom or Drew Whitelegg. Should you wish to discuss informally what is involved in serving on the EC, please get in touch with Gijs Mom.

Drew Whitelegg
Newsletter Editor

T²M Community

Got any good T2M photos you'd like to share? Another new aspect of the newsletter will be a regular photography feature where members can exhibit pictures they have taken on their travels that would be of interest to the T2M community. Obviously we don't want holiday snaps but pictures that document different and perhaps unusual transport modes and structures would be very welcome.

Meanwhile, the T2M website continues to take shape, but we need your feedback. Take a look and drop us a line at the newsletter about things you like - and don't like - about the website, located at www.t2m.org. We still aren't hearing from enough members about their publications. Has no one published anything anything at all in the last 2 months? Let us know and help us build a more interactive T2M community.

E-mail: awhite1@learnlink.emory.edu

President's Page

T2M 2007

At the end of last month, just before Dutch Queen's Day (when the country's latent monarchism invaded the squares, pubs and city councils in an outburst of community celebration) T2M's Executive Committee gathered for its traditional mid-year meeting in the city of Helmond, hotel West Ende, location of our jubilee conference of next October.

On antique Solex mopeds and under a summery sun, the committee toured the town and its surroundings, and after the meeting it hosted the mayor and his alderman of Economic Affairs, as well as members of the Board of Direc-

The canal in Helmond

tors of our secretariat ECMD at a dinner in the garden of a heritage brick factory turned restaurant toasting on their hospitality and generosity. The mayor toasted, too, welcoming, through us, all participants of the coming conference. 'We are looking forward to receiving you,' he said, insisting that his town was rapidly becoming one of the European centers of automotive research and development, design and heritage. He offered us the city's twelfth-century castle, now the municipal museum, as the place to have our welcoming reception at the start of the conference.

In-between, we had a long, long meeting, a lot of bureaucratic stuff in the morning, a review of the

coming elections for new EC members and for a president-elect at noon, and in the afternoon two in-depth discussions on the journal situation (should we have a new journal or should we stick with JTH?) and the state of the art in our field of scholarship. On the journal, we decided to continue searching for an attractive publisher at least until the next meeting. Regarding the state of the art the EC decided to continue and intensify the debate, started at our meeting in York of two years ago, on where we stand in relation to adjacent fields such as tourism history, transport policy and planning, and public history. Our evaluation of last year's venue in Paris, where Vincent Kaufmann and Vanessa



Schwarz rounded up the main themes of the conference, led to the recommendation to continue this tradition during the next annual events. And we discussed the Cultural Turn our field is currently engaged in, asking ourselves how to keep the transition process going, and how to further enhance the quality of our presentations and debates on this topic, as well as the submissions to our journal. We decided to include a special plenary session dedicated to these issues involving all interested parties so as to enable the EC to make its decisions upon a much broader basis of engagement of T2M's members.

The EC's eighth meeting made one thing perfectly clear: now that the construction of our organisation comes to a close after four years of hard work, it is about time to dedicate our energies fully to the goals we started this association for in the first place: giving transport and mobility history its proper

role in and outside academia, building conceptual bridges towards planners and policy makers, engineers and museum curators, enriching general history with a narrative and analysis of moving things, knowledge and people, transgressing modal and national boundaries, and bringing to center stage those methodologies and approaches that have hitherto been lingering at the fringes of our field. By now, all submitters of abstracts and sessions must have received a message from the local Programme Committee (if not, please contact the secretariat immediately): like in Paris, we have nearly a hundred presentations, including keynote speeches by Victoria de Grazia and David Gartman, and a special plenary session on design in the history of mobility. On the Thursday just before the official start of the conference, we will have a Heritage Day where we hope to build an international network around our Virtual Mobility Museum

in the making. And your presentations, during Friday to Sunday, reach from design and heritage to socialist tourism and the cars in James Bond movies, from motorisation in Africa to tourism in Bangkok, from Foucaultian traffic regulation in Belgium to belletristic literature as historical source, from world mobility heritage to flâneries over the internet, from women pilots to the design of nineteenth-century railroad timetables, and from the design of horses to terrorism and mobility.

Here, in the Netherlands, we are busy setting up a social programme for whomever you wish to invite as a companion, to join us in celebrating the fifth event this association is about to realise. Soon, we will open registration on our website. We will let you know.

Gijs Mom

T²M 2007

Fifth Annual Conference of the International Association for the History of Transport, Traffic & Mobility

*HELMOND, THE NETHERLANDS
(1.5 hours from Amsterdam via train)
25 – 28 October 2007*

Victoria de Grazia and David Gartman keynote speakers



*Victoria de Grazia, author of *Irresistible Empire*; *America's Advance through Twentieth-Century Europe* will speak about:
MARKETING CONSUMER CULTURE GLOBALLY: A HUNDRED YEAR PERSPECTIVE*

*David Gartman, author of *Auto Opium: A Social History of American Automobile Design* will speak about:
THE HISTORY AND FUTURE OF AUTOMOTIVE FETISHISM.*



This conference is organized by the European Centre for Mobility Documentation supported by the city of Helmond. Information about the conference, the venue, accommodation and a preliminary programme can be found at the T2M Website (www.t2m.org).

CARTOONS

*PAUL Van HEESVELDE DELVES INTO THE WORLD
OF CARTOONS AND COMES UP LAUGHING.*

One of my favoured comic series still is “the adventures of Nero and co”; although Nero has parsley behind both his ears instead of a laurel wreath and is dressed up in the first album in a Roman tunic, there is no further resemblance with the Roman emperor. Nero is the prototype of a Flemish family father, from Brussels-Polish origin. In real life, he works as ‘newspaper appearance’ and he has a more or less burgundian lifestyle. He adores french fries and beer, he prefers to read his newspaper, while his wife is doing all the work. But suddenly, he becomes curious, more in particular when he sees an opportunity to gain enormous sums of money. This leads him to some fantastic situations all over the world and sometimes in space. This kind of travel behaviour imposes special transport solutions. The comic series are in fact important for the perception of Belgian local politics. Marc Sleen, the author who’s real name is Marc Neels, drew from 1947 until 2002 every day a Nero comic for the newspaper. More information on Marc Sleen: <http://lambiek.net/artists/index.htm>, and on comics and the relation to politics: Sébastien Baudart, *Stripverhalen in de Belgische dagbladers (1945-1950) Inventaris en politiek-maatschappelijke analyse*, [Comics in the Belgian newspapers (1945-1950)], Vrije Universiteit Brussel, 2003. Like other

comics series Nero albums have a lot of clichés in it. But as he travels all over the world and abroad, Nero is in urgent need of performing transportation systems; sometimes, these magnificent machines are copies of so called vehicles that went nowhere. In *Scientific American* of October 1997, 13 of those vehicles are presented in a broader scope. Despite the efforts made by designers and engineers all over the globe, Nero is far more genial and inventive. Until his genial son Adhemar is born, Nero will construct these flying and driving machines all by himself, and sometimes he will be helped by his adopted cousin Petoetje. Nevertheless, he is the most intermodal man ever seen in a comic series, using horse back, car mobility, aviation, navigation; he practices swimming, biking, a magic carpet or even a cloud that bears him through the sky. I will shed light on the vehicles of the 50s: the rocket belt in *De Gouden Vrouw* (The golden woman), a flying platform in *De Vliegende Handschoen* (The Flying Glove), an early rocket in *De Daverende Pitteleer* (The Shaking Habit/Tuxedo) and a more advanced kind of hybrid jet/rocket, which allows very high speed in *De Juweleneter* (The Juweleater). The last one is developed by his son Adhemar at the age of 4. There is apparently no age on geniality.

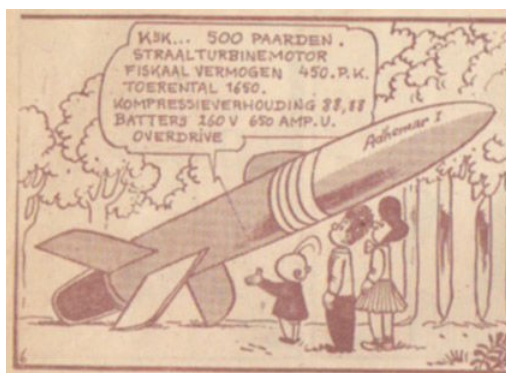


The device used by Nero is a project he developed during the first days of the story in April 1954 but it is older than his invention and even the inventor. It goes back on the rocket belt or the jet pack, a device worn on the back that use jets of escaping gases to allow the user to fly. In the early 20s of the 20th century, it was used by Buck Rogers. On the other hand, the version Nero is working on is far more powerful, energy efficient and can be used for longer distances. This deals with the fuel in the real rocket belt or jet pack: Hydrogen peroxide powered or other solid fuel, liquid fuel or compressed gas. Apart from Nero, this rocket belt is also used by James Bond in 1965. More technical information is to be found at *Scientific American*, October 1997, p. 41 and <http://www.answers.com/topic/jet-pack>.





It is a handsome transport mode that gives an opportunity to control larger area from the air. But the machine is useless as the weather conditions are bad. Whenever the rain starts to fall, the flying platform falls down to earth. The Flying Platform Nero use in 1957 is an idea, developed by Charles H. Zimmerman and Hiller Advanced Research Division. Six flying platforms, the closest design to mimic a magic carpet, were build in the States, and one in Europe - the flying tray Nero had built. See also: <http://www.hiller.org/Flying-platform.shtml>.

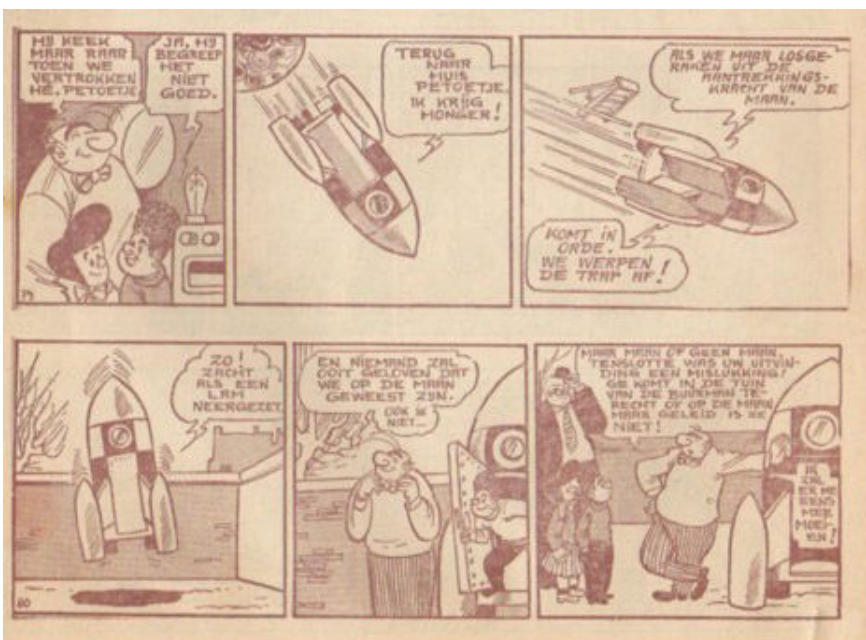


The last example for this issue is the wonderful and well performing jet/rocket combination that is created in 1963 by Nero's son Adhemar. Therefore, the device is also called the Adhemar I. Because of the poor flying capacity of Nero, who makes in that first album a tremendous crash, an Adhemar II is constructed. Adhemar explains to the cousin and niece the technical characteristics of the plane: a 500 HP jet propulsion engine, 1650 r.p.m. and a compression ratio of 88,88; the electricity is 260 V/650 Amp. and the engine has overdrive.



In 1957, Sleen starts The Flying glove and Nero is working with Petoetje on a new device: his so called flying tray. Nero's wife and the nice Petatje are curious to see what is happening in the room. When the flying tray is ready, Nero invites his family to have a look. He gives a technical explanation on the two fans, creating a whirlwind that brings the platform in the air. But demonstrations have to be done in the open air.

1959 was the year cousin Petoetje built his first rocket that brought Nero and others by coincidence to the moon. The comics to the left, from the The Shaking Tuxedo, are full of typical Flemish play on words. A stepladder is thrown away in trying to surrender the gravity of the moon - the Dutch word for a stage of a rocket is 'trap', a synonym of stairs and steps. The steering part of the rocket also serves decent Flemish meals: french fries with Flemish stew.



Mobile Welcome in Helmond

EC member Maria Luisa de Sousa takes to two wheels in Holland

The EC mid-year meeting usually takes place in the host country of the coming T2M annual conference and therefore this year, at the end of April, we gathered in Helmond, Holland. We were very warmly welcomed by both the representatives of the city of and the local organizers and those who could come a bit earlier were given an unusual guided tour to Helmond.

First we met at the Bavaria House, which is very close to the West-Ende Hotel (the Conference Hotel). It takes about 10 to 15 minutes to arrive there from the railway station by foot (note that there are four railways stations with the name of Helmond on it. It is the central station, the third 'Helmond' station when you come from Eindhoven). At the Bavaria House we had a welcoming drink, while our tour guide, Daniel de Klein, gave his introductory remarks on the city, its history and the plans for its future. Our



Helmond Castle



Pigeon Tower

conference is part of a set of initiatives that the municipality is promoting, which concern automotive and heritage.

The really fun part of the guided tour was the fact that it took place on solex mopeds. Solex have been very popular since the 1960s, at least in some European countries, and they provide a thrilling motoring experience for those who could not afford a car. Although I had heard about solex, I had never actually had seen one and I didn't know how to make it work. Well, it was not that difficult, but still it took some time to get used to it - for instance, to start it again once we stopped to see something. So we had a guided tour, which was a mix of tourism and heritage, impregnated with the noise and the gasoline smell from the solex (but it was all part of the experience!). This lasted for more than 20 kilometers around Helmond - for those who are interested, other nearby Dutch cities rent mopeds to groups.

We first stopped at the medieval castle, where the Thursday evening reception will be. (Top right). There Paul van Heesvelde pointed out to the towers that served as communication posts for pigeons. (Bottom left). Daniel de Klein showed us the different types of architectural projects one can find in Helmond and the lovely landscapes that contour it. The whole thing is a great experience as long as the solex keeps running: in spite of the noise and the

gas smell, you are moving with barely no effort and taking in the the good weather and delightful scenery. However, when the engine doesn't work well, as Jeroen Klitsie (ECMD) experienced, the solex becomes a very heavy bicycle. But all this was part of the adventure and creative solutions were found to bring Jeroen back. (Middle left)

After the solex tour we had another guided tour, this time to the Bavaria Brewery, one of the most famous Dutch brand beers. Bavaria Beer has been brewed in Holland since 1719 and it has been a family owned and operated brewery for the last 284 years. They have preserved some of the old machines in copper and they showed us the current



Hotel West Ende



Engine troubles

Bavaria Brewery

process. The most impressive thing to me was the water they use to make the beer: it is very pure and soft water (we tasted it) that is pumped from more than 400m of depth (Bottom right). After this welcoming (and mobile) program, we were then ready for the work meeting of the T2M Executive Committee that took place the day after at the West-Ende Hotel. We hope to welcome you all in the city of Helmond for this year's annual Conference and also hope that you will feel as welcome as we did! (Top right)

Maria Luisa de Sousa (EC-Member)



THE MEETING ROOM

T2M's newsletter launches a forum for member news and announcements.

This is the place to come to find who's doing what, when and how.

PHD FUNDING OPPORTUNITY

berlinpolis is offering the opportunity to get involved with new scientific research projects on the future of mobility in the 21st century (www.zukunftmobil.de) through our research fellowship programme.

The research fellowship is designed to provide young researchers with firsthand experience of the research and living environment in Berlin and Germany. Its intention is to help them to advance their own research while contributing to the advancement of joint scientific research projects.

All fields of humanities, social sciences and natural

sciences are thematically comprised in our research scheme. Young international researchers with an educational background - or scientific focus on issues - related to mobility, traffic, transport, environment, urban studies etc. are therefore eligible to apply.

Candidates should be well advanced in their studies. Preference is given to post-graduate students possibly preparing a doctoral/PhD project. Working knowledge of German is required as a precondition.

The fellowship has a minimum duration of 6 months (full time) and will be recompensed with an amount

of 2000 Euros per month.

The grant will be awarded to two researcher fellows.

All applicants must submit a detailed written CV/resume and a letter of motivation explaining their scientific interests and professional intentions.

The fellowship will start at the beginning of September 2007.

The submission deadline is 30 June 2007.

Please do not hesitate to contact us for any further information.

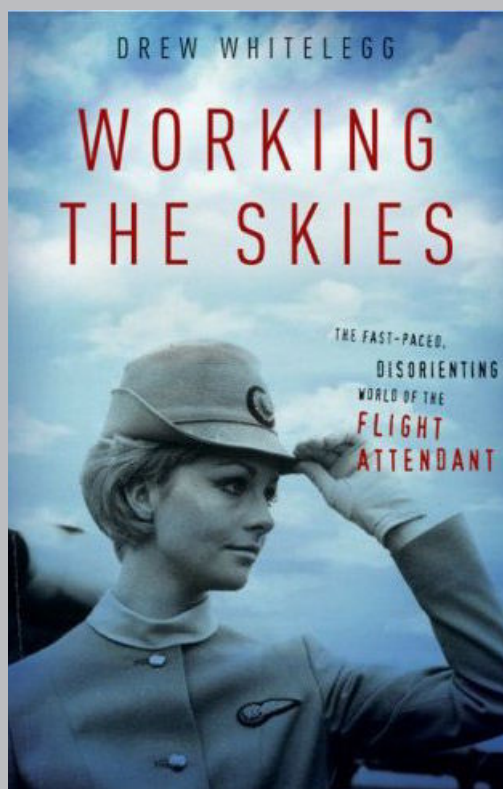
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WORKING THE SKIES

T²M EC member Drew Whitelegg published his first book on June 1 entitled *Working the Skies: The Fast-Paced Disorientating Life of the Flight Attendant* (NYU Press).

The book is an examination of the lives of flight attendants both at work and at home and seeks to place the overwhelmingly female group of workers within the context of change in the airline industry, especially since 9/11. Whitelegg argues that a select group of women workers turned the job into a full-time profession from the 1970s onwards, but that recent cut-backs have meant that airlines are now finding new ways to push the job back into one of short-term status. Based upon interviews and focus groups with some 100 current and former workers - mainly in the US - the book suggests that this is a profession that has long dealt with contradictory images, staffed by workers with a good deal more autonomy and power than their popular image in the media suggests.



A VIEW FROM THE STREET

T2M Secretary Dick van den Brink heads east and doesn't get stopped by the police once.

After a couple of road trip holidays where we drove around Europe with a couple of friends, we were kind of fed up with traveling Western-European countries, where everything is completely organized and no unforeseen things happen. Our next destination had to be adventurous and we guessed Russia would be it.

Some friends declared us insane as it was, according to them, dangerous and much too far for just two weeks. Questions we asked ourselves beforehand were: 'is it doable to travel around in these countries' and 'what is true about the stereotype image of the Russia culture we imagine'?

Of course it isn't just a country where you pop up at the border and show your passport to enter it, this requires a slightly better preparation. You need to:

- arrange an invitation from someone or some organisation - which can be bought via internet by a company in Moscow - in order to apply for visa
- a special car insurance as ordinary insurance companies don't cover Russia
- officially import and export the car (resulting in a lot of paperwork)
- visa for which you have to be aware to receive a stamp at each place you've stayed on the way back.

The journey started in the centre of the Netherlands

Picturesque village on the banks of the Volga river.



Latvia - Russia border with miles of trucks waiting to cross the border.

and went through Germany, Poland, Lithuania and Latvia. What is interesting is that travelling by car is that it shows the transitions between the Western and Eastern European countries. What caught my attention was the fact that in my country (Holland) everything works according a system, the opposite of Eastern Europe, for example in the traffic system. Where in Holland we depend on a system, in Russia its all improvisation. Drivers just overtake other road users even when there is a car coming from the opposite direction and all the road users will adjust to avoid the collision by going a bit to the side of the road.

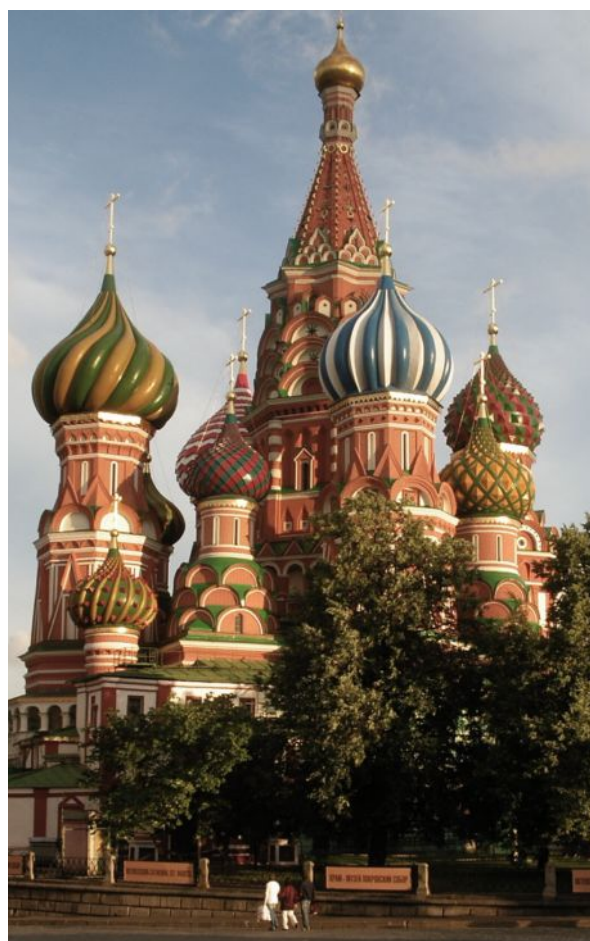
The border from Latvia to Russia is an interesting really interesting place. A four-day wait for trucks and a couple of hours for passenger cars and a varying selection of people from rich Russians to Western European adventurers in fully packed land rovers. Most interesting were the creative businesses some Latvians apparently have started in selling waiting time. They waited in the row in order to sell their spot in the front after couple of hours to (often) rich Russians and drive back to the back of the row waiting again. The 'helpful' customs and their bureaucracy, which could take another couple of hours was pretty nerve wrecking, mostly caused by all the paper work

which is in Russian. Having survived this all was a big relief. And we were on the main road – which was actually in terrible condition and was the worst we had seen on the whole trip – to Moscow, in a line of trucks importing lots of goods that made the enormous growth of the Russian economy visible, agricultural goods, industrial machinery, construction materials and expensive cars. Every hundred miles or so there are police posts at the side of the road, where cars are plucked at random and searched.

The following days we drove to Tula, via Smolensk, which is known for the famous battle of Smolensk between the Russian and French army in 1812. In Tula friendly Armenian potato farmers invited us to a BBQ, a great experience with eating Shashliks and drinking Vodka in the forest. Nice detail was the police officer - who also was invited - stepped totally drunk into his police car and drove away. Some of the stereotypical images have proven to be true.

Our trip continued through the Golden Ring, a ring of cities located North East of Moscow. These ancient towns have played a significant role in the formation of the Russian Orthodox Church and also have been called open air museums as the main events of Russian history took place in this area. This explains the many interesting and varied architectural monuments. But it is not only the architecture that is impressive. Also the scenery is wonderful, like the Volga with the picturesque riverbanks where people are fishing and picnicking.

The trip ended in Moscow, an enormous 24/7 city with a variety of architecture, from the beautiful Saint Basil's Cathedral to the Stalinistic skyscrapers built after WWII. But also a large difference between poor and rich can be seen. Although Moscow is extremely large, travelling through the city is rather easy. You can use the subway system, which is laying very deep underground, very quick (every 2 minutes a train departs) but also has beautiful designed stations. The other option is just to hitchhike, just pull up your thumb and within a minute a friendly Russian with his private owned car stops and takes you anywhere.



Saint Basil's Cathedral

tion in architecture, from the beautiful Saint Basil's Cathedral to the Seven Sisters, the Stalinistic skyscrapers built after WWII. But also a large difference between poor and rich can be seen. Although Moscow is extremely large, travelling through the city is rather easy. You can use the subway system, which is laying very deep underground, very quick (every 2 minutes a train departs) but also has beautiful designed stations. The other option is just to hitchhike, just pull up your thumb and within a minute a friendly Russian with his private owned car stops and takes you anywhere.

To conclude the trip was a great adventure and gave us a rather good look into Russia and its culture. Besides that, it isn't too difficult to travel around, as long as you start well-prepared, and adapt to the rules. Before the trip, we were warned about the police, but we weren't stopped on a single occasion.

In total we drove 6800 kilometres in 15 days....

CONFERENCE

Welcome to a New Gender and Mobility Conference

'Gender, Emotion, Work and Travel: Women Transport Workers and Passengers, Past and Present

Greenwich Maritime Institute
University of Greenwich, London

22 and 23 June 2007

In autumn 2000 'Transporting Gender' a pioneer conference raising issues of gender in transport history was held at the National Railway Museum, York, UK. The gathering was relatively small in comparison with T2M Conferences, but it witnessed intense discussions of the respective roles of women and men in producing, marketing and consuming travel in the past. Participants were enthused about the potential for engendering a branch of history which was notable for its male-centeredness. The ensuing gender issue of *The Journal of Transport History* 23:1 (2002) which saw the publication of six of the revised presentations was a landmark in the subject. Indeed the current editor of the Journal in the September 2003 edition considered that it was 'iconoclastic' in its attempt to be innovative and controversial.

Since 2000 several other findings presented at the conference have also been published either as articles, some of these in later issues of *The Journal of Transport History*, or as a part of books. Other authors, not perceived as being specialists in transport history, have added to the volume of published material now available on gender and travel. Yet gender has still not become a major analytical tool for exploring the history of transport, travel or mobility as it has done in many other branches of historical research. Historians who offer gender papers at major conferences, like T2M or Business History frequently feel marginalised and present their papers in the one gender session or fitted into a session which features the mode of travel that they research. Only the stalwarts who persevere continue to demonstrate gendered endeavours in such unresponsive surroundings.

The forthcoming Greenwich meeting of practitioners to discuss gender issues provides a welcome opportunity to demonstrate new research in mobility and to open up new avenues for exploration in a supportive and dynamic environment. 'Gender, Emotion, Work and Travel: Women Transport Workers and Passengers, Past and Present' combines the two disciplines of history and sociology, though many of the strands and contributions will move beyond these disciplines to become interdisciplinary. The papers will probe a range of topics including, travel, labour, networks, resources, danger, safety, perceptions and dreams in order to facilitate a more adventurous dialogue among both the presenters and the audience.

As might be expected of a conference held at the Greenwich Maritime Institute, themes encompassing the sea are dominant with papers from Valerie Burton, Helen Doe, Sari Maenpaa, Sowende Muskateen, Lisa Norling, Joan Ryan, Jo Stanley and Minghua Zhao. It is good to mix the maritime threads with other modes as maritime historians have their own strong disciplinary organisation which holds major international conferences. Rail presentations are being offered by Colin Divall, Di Drummond, Astrid Kirschhoff, Gayle Letherby and Gillian Reynolds and Helena Wojtczak while air travel is featured by Ulrich Leifeld, Francesca Setzu, Bobbie Sullivan and Drew Whitelegg. There is a remarkable scarcity of papers on motor transport, which is becoming one of the growing areas of research among T2M members. The remaining conference papers are either mixed modes, for example by Sarah Finke, Janis Jansz or Lauren Rosewarne or explore new areas like walking, (Barbara Schmucki), Transport Spaces (Emma Robertson), Mobility Surveys (Bente Knoll) or resources for investigating transport workers (Helen Ford and Janis Miller). It should be an exciting

event made all the more memorable by a keynote address from John Urry, Lancaster University and one of the editors of the new journal *Mobilities* on 'Network Capital and Mobility Inequities'.

Everyone in T2M is welcome to come to Greenwich in late June. The location is both accessible and attractive, as the conference is to be held in a building on the banks of the River Thames. The conference fee is modest, namely £75.00 provided that you take the early bird discount before 14 May 2007 (otherwise the fee is £95.00). You can make your own accommodation arrangements in or around Greenwich or in London or use one of the hotels or bed & breakfast houses listed on the conference website which you can find at <http://www.gre.ac.uk/schools/gmi>. We look forward to seeing some of you in London on 22 and 23 June 2007. For further information please check the website or contact the conference administrator at the Greenwich Maritime Institute, Suzanne Bowles at S.Bowles@greenwich.ac.uk

Maggie Walsh
University of Nottingham
(On Behalf of the Conference Organising Committee)

EET-2007

European Ele-Drive Transportation Conference 2007

30th May - 2nd June 2007, Brussels

"On the Way to sustainable Development and Market Opening"

129 papers submitted, 108 accepted to be presented at the scientific forum,

29 different countries - full program on-line!

Unique opportunity to discuss Battery, Hybrid and Fuel cell vehicle technologies

Urban mobility and city development policy also seen as a priority 'Brussels' venue, eve of the 7th Framework program, starting discussions on the Green Paper on "urban mobility" offer a set of opportunities

A global platform to foster exchange of views between researchers, industry, authorities and NGO's Key note speeches from European Commission, United Nations and Industry

Round-tables:

- plug-in hybrids
- market requirements
- hydrogen and fuel cells
- health and environment

A ride and drive in the "cinquantenaire park", combining a very central location and a relaxing place to test the vehicles
Already confirmed: Heulier-Dassaut SVE - Newteon
Fiat Doblo - Ecolori Penda Li-Ion & StartLab

Toyota - Lexus - Honda - Peugeot-Citroën -
Amberjack-Ecordis - Modec - GEM - NuVinci™
- REVA Flyer - ITRI - Vectrix - Giant - Helio's -
Segway

A symbolic place since at the auto-world museum...

A strategic venue since in the immediate vicinity of the European Commission's Berlaymont premises

Be part of the discussions leading to find out solutions to reduce greenhouse gases and energy dependence of Europe

Registration Closing 23rd May 2007!

European Association for Battery, Hybrid and Fuel Cell Electric Vehicles aisbl/ivzw
c/o VUB-FirW-ETEC Bd. de la Plaine, 2 -
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About this Newsletter

T²M Newsletter appears six times per year and is a publication of the International Association for the History of Transport, Traffic and Mobility (T²M). It is electronically distributed among T²M members and others interested in T²M's field of study.

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