

T²M

International Association for the History of Transport, Traffic and Mobility



'Risky Mobilities' Photograph by Andrey Vozyanov

Newsletter

Editors:

Samuel Merrill, Andrey Vozyanov, and Claudine Moutou

Call for T2M 2014
Conference

Page 6

In the Spotlight
Dr. Carlos López Galviz

Page 10

Post-Soviet marshrutkas

Page 15

Editorial

Happy New Year and welcome to the first T²M newsletter of 2014 and the first to be produced by our new editorial team! Thanks are due to Étienne Faugier and Arnaud Passalacqua who have edited the newsletter over the last two years and are now replaced by Samuel Merrill and Andrey Vozyanov, both of whom will continue to benefit from Claudine Moutou's contribution.

Perhaps it is a little late to offer our New Year greetings but at least 2014's resolutions still hold the promise of fulfilment. For some of us 2013 was a year of unprecedented mobility - 42 flights in 52 weeks! A year in transit and semi-permanent residence - belongings restrained by predetermined storage and shipping volumes. A year in which, travel became increasingly the norm rather than the exception. This state of affairs and our status as members of an increasingly hyper-mobile academy can lead us to ask critical questions of our personal lifestyles. Are we critical enough of the images and ideas of green or more cynically green-washed mobility that we consume? Does the 0, 14 € we pay to ensure our personal carbon neutrality during a bus ride between Berlin and Leipzig, for example, really mitigate that journey's impact on the environment? Or do they merely absolve our guilt and function in a manner akin to medieval indulgences?

2013 was also the year in which global climate talks failed again to deliver hard targets for the reduction of green house emissions. The delegates of the recent COP 19 conference in Warsaw will instead have the whole of 2014 to 'reflect' before announcing their individual 'contributions' to global emission reductions in the first quarter of 2015 – individually set targets that will only then come into affect in 2020. Perhaps we too should be reflecting more critically on our direct contribution to the global issues of climate change.

This continually growing concern for the environmental impact of our mobility is accompanied by more and more precautionary approaches to risk. The consequences of the September 11th 2001 terrorist attacks in the USA are still lingering. In 2013 horrifying terrorist attacks once again targeted and utilized forms of transport most recently in Volgograd despite the increasing securitization of transport in Russia during the build up to the Sochi Winter Olympics. Such securitization has its own consequences as one of us discovered when leaving a backpack unattended for few minutes in a suburban train. Rather than having been stolen as was first feared the backpack along with the laptop inside had been rapidly removed by a bomb squad to be examined and dissected within the middle of the freshly security-cordoned station.

Climate change, risk and the many other darker sides of mobility are all invoked by the recently released Call for Papers for the 2014 Annual T²M conference (see page 6). This year the conference will be hosted by Drexel University's Center for Mobilities Research and Policy and Science, Technology and Society and in partnership with the Pan-American Mobilities Network. A conference theme of Spinoffs of Mobility: Technology, Risk & Innovation was first announced by Mimi Sheller to the attendees of the 2013 conference in Finland and Russia via a live internet feed – a gesture that supplements the conference's objective to not only uncover mobility's negative consequences but also the innovations and advances that might mitigate or overcome them.

Perhaps the answers to some of these issues lie in the spinoffs of the hyper-mobility we increasingly partake in. For many of us the distinction between the time of commute (however long or regular) and the time of work is becoming increasingly blurred - many of the words of this editorial were thought up, refined and written whilst in transit. Similarly, the transport environments that we pass through are being designed more and more with these needs in mind with for example the provision

of free wireless Internet. When they are not we are becoming adept at adapting to their 'inadequacies'. Each of us no doubt possesses detailed knowledge of and even attachments to our most regularly used airports that erode Augé's notion of non-place – each of us knows where we are likely to find that free electrical socket. Why then can't we increase our use of the same technologies and tactics for the reverse – not to make travel time more productive but to be productive without travel.

If our increasing mobility has taught us that we no longer need to be at our desks to be successful in work maybe it can have the spinoff of reemphasizing the early promises of connective technologies, in other words, that we might not always need to leave our desks in order to network with others. None of these thoughts are revolutionary but perhaps we, as a consolidated network should lend greater thought to the possibility of presenting our work remotely or to remote audiences through online formats like webinars. With such methods perhaps some of us may be able to keep our resolutions to travel less in 2014.

As always we encourage you to send us news, reports and articles for the next issue to newsletter@t2m.org. The deadline for items to be included in the May issue is **Monday 27 April 2014**. Please bear in mind our publication schedule when sending CFPs. Newsletters will occasionally be released towards the end of the issuing month and unfortunately will not include expired CFPs.

Samuel Merrill
Andrey Vozyanov
Claudine Moutou

President's Page

A Change to the T²M Secretariat



Manuel Zirm

Dear colleagues,

I am dedicating this issue's President's Page to thanking and bidding farewell to Manuel Zirm and welcoming Nathalie Wachotsch as new T²M secretary. Both have provided personal messages to you as members.

Dear members of T²M,

After two years, it is time for me to say farewell. My work as T²M secretary has ended and as many of you have noticed in the last few weeks, T²M has had a new secretary! She will introduce herself, but after getting to know with Ms Nathalie Wachotsch, I am convinced that she will do an excellent job for T²M. My work for T²M started with my position as assistance organizer of the annual T²M conference and first summer school in Berlin, 2011. Some months after it, the president of T²M, Hans-Liudger Dienel, asked me to work as T²M's interim secretary.

This had become necessary after the shutdown of the European Centre for Mobility Documentation in Helmond, the former place of the T²M secretariat. His offer was a surprise, but after a short time of contemplation I decided to undertake the task. And it was a good decision! But it was not an easy beginning for me as a student. In 2012 we had to organize the shift of the secretariat from Helmond to Berlin and we had to reorganize many aspects of T²M. Also, the worldwide financial crisis before our annual conference in Spain did not help our plans to organize a conference there, but, with great effort of the Spanish organizers, we did it. 2013 was much easier, (an important fact because it allowed me to finish my master studies). In the last weeks I prepared the change of the secretariat, a task I hope is now successful complete.

Now we are at the end of this little farewell text and the last lines are reserved for some acknowledgements. First, I want to say thank you to Jørgen Burchardt. In his position as Webmaster, chief of the Bibliography project, as participant of the annual conferences and his many other voluntary activities, we had a close and productive cooperation. I wish him all the best and I am looking forward to seeing the new design of the T²M website soon. Also I want to thank Massimo Moraglio, the former T²M treasurer, especially for his kind and patient support during my settling-in period. It is very important for me to thank to all the other volunteers and supporters of T²M too. Last but not least I give thanks to Hans Dienel for his steadily confidence and the great opportunity.

Now I have come to the end and to my last line. I wish every T²M member (past and present) and volunteer, and T²M itself, a long and successful life and all the best in the future.

Sincerely, Manuel Zirm



Nathalie Wachotsch

Dear T²M-members,

As Manuel mentioned, I will continue his work and be the new secretary for T²M. I am Nathalie Wachotsch and I am doing the master's degree in Sociology and Technology Studies at the Technical University of Berlin. I am especially interested in transport and mobility studies and I am looking forward to my new responsibilities at T²M and to be part of that interesting international association. Some of you I will meet at this year's conference in Philadelphia.

If you have any questions, I am here for you: secretary@t2m.org

Kind regards, Nathalie

Dear Manuel,

Thank you very much for *your* tireless *effort* in making sure that T²M business *runs* smoothly behind the scenes, for your excellent service and for all the extra tweaks and infos. Especially before and during the conferences, it was good to have you on board. We will remain grateful for all your efforts and wish you all the best in your professional career.

Dear Nathalie,

Welcome on board. I am very thankful that you accepted to run the secretariat and to do your best for a smooth development of our association.

All the Best,

Hans-Liudger Dienel

Some of Manuel Zirm's secretarial highlights:
The T²M annual conferences 2011, 2012, and 2013 in Berlin, Madrid, Kouvola-St. Petersburg (bottom left through top right).



Call for papers for the T²M 2014 conference



SPINOFFS OF MOBILITY: Technology, Risk & Innovation

Drexel University
Philadelphia, PA, USA
September 18-21, 2014

T²M



12th Annual Conference of the International Association for the History of Transport, Traffic and Mobility (T2M)

Deadline for Abstract Submission: March 31st, 2014

Send CV and Abstract, max. 1 page each, to submissions@t2m.org

The International Association for the History of Transport, Traffic and Mobility (TIM) invites proposals for papers to be presented at the 12th International Conference on the History of Transport, Traffic and Mobility, to be held at Drexel University in Philadelphia on **18-21 September, 2014**, co-sponsored in association with Drexel's Centers for Mobilities Research and Policy and Science, Technology and Society, and the Pan-American Mobilities Network.

Papers may address any social, cultural, economic, technological, ecological and political perspectives on the history, present, and future of transport, traffic and mobility. However, preference will be given to our conference theme: **Spinoffs of Mobility: Technology, Risk & Innovation**. The conference theme addresses intended and unintended positive, negative, surprising and alarming side effects and collateral damages of mobility in relation to the fields of technology, innovation and risk – especially in situations of war, disaster, terrorism and new modes of securitization which unsettle existing law around human rights, civil rights, political rights, and mobility rights. Societal transformations and especially times of crisis have often led to pivotal changes and spinoffs in regard to mobility systems, technologies, regulations, and practices. We are interested in the history and the present of these “spinoffs” of transportation, energy and mobility technologies that may be transferred from one context of practice, industrial sector, or region to another, with far-reaching social and environmental consequences. How do transportation systems and mobile technologies move? In what ways do new technologies, infrastructures, and governance approaches disrupt existing systems or create opportunities for new spinoffs, both positive and negative? Which new risks, consequences, or ethical dilemmas do such systemic, technological, and cultural mobilizations create? How do people appropriate, challenge, interrupt or avoid them?

One of the greatest challenges facing our current systems of mobility is, for example, their contribution to climate change and our capacity to prepare for and respond to climate-related natural disasters. What are the ethical questions involved in seeking a transition toward low-carbon technologies? What can we learn from past technological transitions in the realm of traffic, transport, energy and mobility? And given the complexity of our current systems, what kinds of innovations help societies to prepare for disruption or system failures? Or does disaster risk reduction itself become a kind of technocratic logic driving infrastructural investment and urban planning? Other innovations in transportation and mobility systems have been driven by state-sponsored military research and development, often producing high-risk technologies with potentially unforeseen and detrimental spinoffs. Whatever positive advances we find in aviation, the Space Race, the logistics revolution, the creation of the Internet, and the invention of Unmanned Aerial Vehicles, each military-sponsored innovation has also proliferated new risks and ethical dilemmas. We are interested in critical perspectives on the societal developments, political frameworks, and debates in which these spinoffs are initiated and play out. Innovation also occurs through people's everyday appropriation of new technologies for their own purposes, or through their resistance to dominant technologies and creation of alternatives. New technologies of traffic, transport, energy and mobile communication also produce waves of imagination of new mobilities, whether in science fiction, architecture, design, tactical media or film. What spinoffs result from the *imaginaire* of new socio-technical systems, whether utopian or dystopian? How is culture mobilized in producing large-scale technological transitions? How do cultural "scares" such as natural disasters, disrupted mobilities, or terrorist attacks contribute to new framings of mobility and immobility, safety and security in transport? Can we imagine new ways of addressing disability, health, urbanism and climate justice through alternative mobilities?

Panels could focus on topics such as:

- New frontiers of transport technology transitions
- Risk management and risky mobilities
- Disrupted Mobility: natural disasters and system failures
- Energy, transport, and climate change: moving to safety
- Vulnerable populations, mobility, and disaster
- Comparative histories of infrastructure: highways, airways, bike lanes
- SciFi, HiFi, WiFi: changing visions of "smart" transport & "smart cities"
- War, conflict, terrorism: blurred boundaries and mixed entanglements
- Military Mobilities: the politics of infrastructure, war and conflict
- The Space Race, satellites, UAV's and their unintended spinoffs
- Imaginary mobility and forecasting: fact, fiction, or future?
- IT and social networks: surveillance, privacy, displacements
- Cyberinfrastructure and emergency planning for transport
- Disability, active mobility, and designing for accessibility
- Mobilities of pleasure and pain: light and dark tourism
- Urban mobilities and innovations in the Global South
- Smart infrastructure and connected mobility
- Towards sustainable transportation systems
- Racialized/gendered movement-space and transportation justice
- Researching risky mobilities: methodological challenges and research ethics

It is a T²M tradition that paper and session proposals are not limited to the general topic. We ask for paper and session proposals for all themes in the field of transport, traffic and mobility. By this, the annual conference will give, in a broad way, an up-to-date overview on the field of historical transport and mobility studies. A panel consists of a chair and normally up to three speakers; no commentator is required. We especially encourage transnational, comparative and interdisciplinary approaches, and welcome proposals exploring theoretical or methodological issues as well as those of a more empirical nature. We especially invite recent entrants to the profession and graduate students to submit proposals.

This conference will be hosted by Drexel University in Philadelphia, USA. The conference language is English (only).

The deadline for abstracts and a short cv (max. 1page each; Word or rich text format only) is **31 March 2014**.

Send proposals to: **submissions@t2m.org**. A notification of acceptance will be sent by 1 May 2014. The full text of papers accepted must be submitted by 1 August 2014 if they are to be included on the conference CD-ROM sent in advance to all participants and if they are to be eligible for T²M Awards. All participants are required to register.

For enquiries about the program, please contact Hans Dienel.
(dienel@ztg.tu-berlin.de)

For information about local arrangements please contact Mimi Sheller. (mimi.sheller@drexel.edu)

Program Committee:

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Mathieu Flonneau, Paris
Anna Lipphardt, Freiburg
Peter Norton, Charlottesville
Tiago Saraiva, Philadelphia
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Forthcoming Prizes

John Scholes Transport History Research Essay Prize, 2014

The John Scholes Prize, of up to £250 (pounds Sterling), is awarded annually to the writer of an unpublished paper based on original research into any aspect of the history of transport and mobility. The prize is intended to recognise budding transport historians. It may be awarded to the writer of one outstanding article, or be divided between two or more entrants. Typically, the prize is awarded for research completed as part of a PhD.

Publication in the *Journal of Transport History* will be at the discretion of the Editor and subject to the normal refereeing process.

The prize is funded by the Transport History Research Trust in memory of John Scholes. John was the first Curator of Historical Relics at the British Transport Commission. The prize is awarded by the International Association for the History of Transport, Traffic and Mobility (T²M – www.t2m.org)

Eligibility

Entry is limited to researchers who, at the time of submission, are not yet in or have just commenced a permanent / tenured academic (or equivalent) position, and who are just starting to publish research.

Entries

Essays (in English, double-spaced) must not exceed 8,000 words (including footnotes). Sources must be documented fully. Entries must be submitted electronically, to arrive no later than Friday 27 June 2014. They should not bear any reference to the author or institutional affiliation.

Senior scholars will judge entries against criteria of originality, thoroughness and excellence of argument, source use, composition and illustration. The process is 'double-blind'. The judges will not enter into correspondence.

A cover letter and a one-page CV must demonstrate eligibility for the prize.

Entries for the prize should be sent to the *JTH* Editor at jth.editorial@gmail.com. The subject line of the message should read 'John Scholes Prize entry 2014'.

In the Spotlight



Dr Carlos López Galviz **School of Advanced Study – University of London**

How did you become part of the T²M network and what attracted you to transport, traffic and mobility history?

I went to the T2M conference in Helmond, NL, in 2007. I was in the second year of my DPhil back then and enjoyed meeting a very diverse group of students and well-established scholars sharing similar interests. I found that most of the people I met were open, kind and supportive, and soon realised that I wasn't the only architect learning the craft of researching and writing history. Several lasting friendships date back to that very meeting: who would've thought that it would be Helmond, of all places.

You have an academic background in architecture, planning and history can you discuss how you think this interdisciplinary combination shapes your research approach?

I am interested in cities. Urban transport is my lens. I don't think much about it, but I guess one way of looking at a 'research approach' is that I have been learning the tools of different disciplines in order to understand and raise questions that are consequent with the reality of cities. By reality, I also mean the

ways in which the future of cities has been imagined in the past, often with no bearings as to what was built. The wonderful thing about history is that you can incorporate the past into your thinking so that we can see when, where and how similar questions have been raised, under which conditions and with what consequences. There are, of course, important differences between designing a house and visiting an archive, but if I were to speculate about their similarities I would think of both as a highly creative process that requires ordering, flexibility and constantly revising your premises, structural and otherwise.

Can you tell us more about your past, current and planned research and how it connects to the activities of T²M?

Through my research, I have developed an interest in the intellectual histories of space, particularly the ways in which the built environment is transformed by the imagining and building of transport infrastructures. This is in part the subject of the monograph *Cities, Railways, Modernities: London, Paris and the Nineteenth Century* (in preparation), which argues that the interaction between the different ideas about circulation and improvement in the two cities and the transformation of their urban form during the nineteenth century were interdependent with the political cultures of Britain and France and changing perceptions of the public benefit. Three recent conference panels have been and will be useful to exploring the international and comparative dimensions of this: Urban infrastructures and civic identities, European Association for Urban History (Lisbon, September 2014); Cultural and historical geographies of intra-urban mass transit, Association of American Geographers (New York, 2012); and Historicising the politics of transport and cities, European Association for Urban History (Prague 2012). I have co-organised two international conferences at the Institute of Historical Research, University of London, which attracted several T2M members: *Blocked arteries: circulation and congestion history*, in 2010; and *Going Underground: Travel Beneath the Metropolis 1863-2013*, which marked the 150th anniversary of the opening of the first section of the Metropolitan Railway, in 2013. I also organised the research workshop 'Mobilising Demos: Democratising Mobilities' back in 2011, which included several T2M members. Our idea after a very stimulating two-day exchange was something along the lines of *Mobility and Politics in an Urbanizing World, 1851-2051*. We haven't done much with that yet, but any thoughts on how we may take this forward are most welcome.

My contribution to the 2013 T2M conference focused on traffic congestion in London c.1863-1870, specifically how individual liberties were negotiated on Victorian streets, and regarding ideas such as 'time is money' and 'circulation is a commodity'. I am currently exploring how film archives can inform and challenge our reconstruction of traffic congestion in late 19th- and early-20th-century cities.

Two future projects are also aligned to the kind of research and interests that the T2M community shares: (a) *Isthmus of Empire: An Environmental History of the Panama and Suez Canals*, and (b) *Past futures: Lessons from 19th-century London and Paris for the future of Chinese cities*. *Isthmus of Empire* will be a global history of the opening of international trading routes in light of accessibility to natural resources, colonial labour and imperial expansion. *Past Futures* will encourage, and identify the challenges behind, a dialogue between the European urban past and the Chinese urban future. The project, funded by the Urban Knowledge Network Asia, is a key step in developing a common vocabulary that brings together a historical non-instrumental understanding of the past and current discourses and ideas about the future of cities, something of a life-time project, so these are only very early stages.

What are you reading at the moment and what might it offer to the study of transport, traffic and mobility?

I am revisiting *Technology and the Rise of the Networked City in Europe and America* (Philadelphia: Temple University Press, 1988). The editors, Joel A. Tarr and G. Dupuy, brought together a great

collection of essays, which came out of a conference on City and Technology in Paris in 1983. Though transport is only one of the sections (the others being water systems; waste disposal; energy, heat and power; and communications), there are several aspects that the contributions to this volume address, which open up questions relevant to the study of transport, traffic and mobility. I can think of what kind of issues a comparison of transport developments in cities worldwide c.1850-1914 would raise concerning, for example, global capital, technology transfer, and urban and metropolitan governance. Or what does the transport connected to waste management and disposal tell us about networks of refuse and their commodification. Or how does the generation of energy, heat and power impact on the possibilities and constraints that cities and regions may have (and have had) in adopting certain transport infrastructures and technologies.

Also, I just finished a great novella by Hamid Ismailov called *The Dead Lake*. It uses a railway journey through the steppes of Kazakhstan to weave together the personal experience of a radioactive village and the environmental legacy of the Cold War. It reminded me of the panel on How Clear Boundaries Became Blurred in St Petersburg: Ana Danilova's paper (which to my regret I missed) and Igor Kiselev's own experiences of growing up not far from one such 'secret city': wonderful connections to be drawn there.

How mobile are you in your work and personal life?

I cycle to work as much as I can, though the weather dictates what you can and cannot do in London. Living in London also means that you are very well connected and can travel anywhere anytime, though it is advisable to plan ahead to lower the costs. I feel that I have become more mobile just by living here. One thing I noticed in the first weeks after we moved to London (from Amsterdam, around 8 years ago) was the amount of people carrying their suitcases around: they seemed to be everywhere; and they are. The sad (or, say, amusing) thing is that I've joined in with a backpack.

Where was your last trip and what will be your next?

My wife and I spent 2 weeks in The Gambia, right after New Year's: very in-mobile, interspersed with short beach walks! I'm travelling to Jordan this week for a short visit.

What are your thoughts on the theme of this years T²M conference, Spin Offs of Mobility: Technology, Risk and Innovation.

I think strengthening, and formalising where possible, the links to industry is very important, and so it is a welcome addition to the rich collection of themes of the annual conference. It will be interesting to see what kind of historical research is being done in this field and how historians can engage with the currency of innovation.

Journal of Transport History

Journal of Transport History, Vol 35 No 1, June 2014

Research papers (6)

An imperial railway failure: the Indochina-Yunnan railway, 1898-1941 *Jean-François Rousseau*

‘One of the noblest inventions of the age’: British steamboat numbers, diffusion, services and public reception, 1812 – c.1823 *David M. Williams and John Armstrong*

Urban transporation planning influences and legacies: Kurt Leibbrand, Germany’s acclaimed postwar traffic planner *Jeffry M. Diefendorf*

Marketing ocean travel: Cunard and the White Star Line, 1910-1940 *Graham Gladden*

Routes of conflict: building roads and shaping the nation in Mexico, 1941-1952 *Mike Bess*

Meaningful mobilities: the experience of underground travel in the Buenos Aires Subte, 1913-1944 *Dhan Zuninho Singh*

Survey and speculation (1)

Colonial India, its railways, and the cliometricians *Ian J. Kerr*

Book reviews (12)

As the official journal of the T²M association, members receive copies of the twice-annual JTH as part of their membership subscription to T²M.

The home-page of the Journal contains links to contents, author submission guidelines and to current and back-copies:

<http://www.manchesteruniversitypress.co.uk/journals/journal.asp?id=4>

Address all queries and submissions to the Editor, Gordon Pirie, at jth.editorial@gmail.com.

Gordon Pirie

Editor, *Journal of Transport History*

Transfers

Transfers, Vol 4 No 1, Spring 2014

Editorial

Gijs Mom, Georgine Clarsen, Dorit Müller, Nanny Kim

Research papers (7)

The Distant Sound of Mule Caravan Bells: Interview with Mr Li Zhengxiong, 19 August 2003

Ma Cunzhao

Gatherings of Mobility and Immobility: Itinerant "Criminal Tribes" and Their Containment by the Salvation Army in Colonial South India

Saurabh Arora

Transporting Viewers Beyond the "Hoe and the Machete": The Rhetoric of Mobility in Cuban Mobile Cinema

Nicholas Balaisis

History and Transport Policy: The Swiss Experience

Ueli Haefeli, Fritz Kobi and Ulrich Seewer

Learning from a Contested Project in the Netherlands: The Clash over the Amelisweerd Forest, 1957–1982

Odette van de Riet and Bert Toussaint

The Role of Cycle Rickshaws in Urban Transport: Today and Tomorrow

Geetam Tiwari

Houston (Un)limited: Path-dependent Annexation and Highway Practices in an American Metropolis

Kyle Shelton

Ideas in Motion

Notions of Mobility in Argentina: A Discussion of the Circulation of Ideas and Their Local Uses and Meanings

Dhan Zunino Singh and Maximiliano Velázquez

Mobility and Art

Megafone.net

Antoni Abad

Museum Review

The Sea Plane Harbor: A Hangar Full of Estonian Maritime and Naval History

Aaro Sahar

Film Review

Cinema's Journey into Homelessness: Leos Carax's Holy Motors

Johannes Pause

For those of the T²M members who have not yet taken a subscription information is available here www.journals.berghahnbooks.com/trans. You can help the journal break even by asking your university library to take an institutional subscription. Library Recommendation form: http://journals.berghahnbooks.com/trans/trans_lib.pdf

T²M members can subscribe to *Transfers* at a discounted rate.

T²M member reduced rate (print): €35.00 (normally €59.00)

Student rate (print) €15.00

Transfers Editors:

Gijs Mom, Georgine Clarsen, Nanny Kim, Peter Merriman, Mimi Sheller, Heike Weber

Post-Soviet *marshrutkas* *Flexible mobility in times of transformation*



The *marshrutka* phenomenon resounds with multiple synonyms throughout the world which witness its geographic width, and its relevance to future research: *dolmuş*, *matatu*, *bush taxi*, *dollar van* and their cognates daily serve millions of users; primarily but not exclusively in the developing world.

In the post-Soviet context, this mode of transportation is referred to as *marshrutka*; a very much familiar phenomenon to post-Soviet populations, both urban and rural. Their properties may vary across the area of its dissemination, but together they constitute a very recognizable and prominent aspect of post-Soviet life. So what are its most typical characteristics? First of all they are privately owned, either by the individual drivers or by an enterprise which might operate up to several dozen vehicles. In general, marshrutkas are not part of state property and transport planning. As to the vehicles themselves, we deal in most cases with medium-sized vans with a vehicle carrying capacity varying from a handful to several dozen. Although official capacity regulations may exist, they are generally not complied with, resulting in overcrowding. The most common contemporary models are imported second-hand, fuel- or gas-propelled, "Ford Transit" or "Mercedes Benz Sprinter" types, and locally produced "Gazel" vehicles. Marshrutkas share road infrastructure with individual transit (unlike trams or trains) and they are not about being environmentally friendly -- but this is not the thing that mattered when they came into being in the early 1990s. With the collapse of the Soviet Union,

funding for the once very extensive public transport systems withered. The deregulated legal environment led to a surge of individually operated marshrutkas which came to serve the population's mobility needs. The low market entry threshold led to a quick spread of the marshrutka phenomenon throughout the former Soviet Union.

Today, marshrutkas are being widely criticized, for being unsafe, uncomfortable or polluting. Yet still, they feature a series of very user-friendly interfaces, both for passengers and drivers, which make them popular for a broad scope of urban dwellers. For passengers, marshrutkas bring about small headways and - at least at peak times - the possibility of getting on and off on demand at almost any (convenient) place. These benefits are complemented by high speed (surely obtained via fearless and reckless driving). For the driver, the marshrutka implies a direct source of income, a leeway in personal and professional self-organization, and the liberty of not taking passengers enjoying trip fare privileges in municipal transportation. These features taken together create a unique style of passengering, characteristic for urban mobility of the last two decades in ex-USSR.

The UITP classifies marshrutkas as one form of "informal transport". This, we would argue, falls short of explaining the breadth and the importance of the phenomenon, particularly in the light of remarkable auto-regulation of the sector from below; the elaborate interplay between passengers and drivers; and the recently increased state regulation attempts of this transport sector - not only in the former Soviet Union, but on a global scale. We rather should look at the transformation of public transport systems as a part of societal transformation at-large. The rise of marshrutkas is an essential element of this process.

Still, as an object of research, marshrutkas and their siblings around the world seem to present a remarkable gap. While urban public transport in general is already not at the top of scholarly attention, its marginal and changeable variations are even more in need of detailed analysis. Institutional change and privatisation management was one main focus of research mentioning "informal transport" solutions, such as in Southeast Asia (Roschlau 1989), and EU accession countries Poland (Pucher 1995), the Czech Republic (Pucher 1999) and Hungary (Hook 1999). For the former Soviet Union, studies exist, among others, on Uzbekistan (Akimov & Banister 2010, Gwilliam et al. 2000), Kazakhstan (Finn 2008, Gwilliam 2000, Gwilliam 2001) and Tbilisi (Finn 2008, Grdzelishvili & Sathre 2008).

However, these works did not deal with social and cultural aspects of public transport in a transition period. The effects of public transport on space production also remain under scrutinised. The same goes for anthropologically grounded research of the role of public transport in identity formation and power relations. Going in that direction, the most extensive corpus of literature exists for the US-American jitney phenomenon of the early 20th century (Brownell 1972, Davis 1990, Schwantes 1985) which provide an insight into how shared taxis herald the onset of mass motorisation and accompany the decline of "traditional" public transport. As for research in contemporary "informal transport", we should mention a detailed World Bank study on urban transport in Africa (Kumar & Barrett 2008), which highlights the crucial importance of this low-key transport solution for everyday mobility, and the large diversity of the phenomenon. We should further acknowledge Müller-Schwarze's (2009) anthropologically grounded research on *Diablos Rojos* – the painted buses in Panama and their significance for urban and national identity, and Suzukis (1985) in-depth study on semi-legal US-American ethnic public transport.

Humphrey (2004) and Mühlfried (2006) have looked at marshrutka systems in Ulan-Ude and Tbilisi, researching their involvement in organised crime networks. In Russian-speaking academia, we increasingly find papers dealing with oral folklore in a public transport setting, often reflecting upon the conflicting interaction between marshrutka drivers and their passengers (Ivanova 2007; Sanina 2011; Tihomirov 2008). Sociologists approach marshrutka as new source of social inequality and irrational sympathy among passengers (Bratanova 2009). Researchers notice the potential of marshrutka for analysing regimes of justice in contemporary society (Kuznecov & Šaitanova 2012) and claim that "with

-out the marshrutka network, many towns would be isolated from governance structures and may cease to function within the greater economy" (Wondra 2010: 9).

Marshrutka research has furthermore its place among the politicized polemics on mobility strategies. In spite of marshrutkas' being extensively criticized within a "Sustainable mobility" mainstream, they are at the same time applauded by proponents of demand-responsive transportation as "lessons to be learnt from less developed countries" (Silcock 1981, Enoch 2005: 68).

A series of intriguing questions on the marshrutka phenomenon still need to be answered: How did they gain success in early post-socialist period? What are the interrelations between technological development of marshrutka vehicles and passenger practices? How did marshrutkas change cultures of waiting? What is the role of marshrutkas in producing post-Soviet urban space? We invite interested researchers to share their thoughts and ideas in this exciting field of non-mainstream urban transportation.

Wladimir Sgibnev,
Andrey Vozyanov

Wladimir Sgibnev holds a MA in Comparative political science and Eastern European Studies from Sciences Po Paris (France) and a PhD degree in Central Asian studies from the Humboldt University in Berlin (Germany). His thesis addressed the production of social space in urban Tajikistan. He is currently a researcher at the Leibniz Institute for Regional Geography in Leipzig (Germany), working on urban mobilities in post-Soviet countries.

Andrey Vozyanov holds a MA in Cultural Anthropology from the European University at St. Petersburg (Russia). His master's thesis analysed passengering practices of urban older-than-60 population in post-Soviet Ukraine. He is applicant for a PhD degree and, currently, guest researcher at the Institute for Regional Geography in Leipzig (Germany) collaborating in research on urban mobilities.

News

New Book Release from Dr. Martin Schiefelbusch

"Trains across borders - Comparative studies on international cooperation in railway development"

Rail transport across political boundaries has existed for a long time. But a good rail service across borders requires coordination and agreement in many fields. Numerous technical standards have to be harmonized, but beyond that a common understanding of rail's role on the transport market and agreed service concepts are necessary.

However, the policy and planning objectives are often different on each side of a border. This book presents an analysis of how common ideas and projects for cross-border transport were developed in the political and planning discourse. Service concepts, tariffs and infrastructure are covered as key areas of rail transport. Cases from the late 19th century and the decades after World War II are compared.

Difficulties of taking steps (back) towards a "European" rail network can be experienced even today. The aim to unite Europe on rails often stands in contrast to the technical complexity of the railways, increasing competition and diverging ideas.

Trains across borders - Comparative studies on international cooperation in railway development (Integration von Infrastrukturen in Europa im historischen Vergleich. Band 4: Eisenbahn)

From Dr. Martin Schiefelbusch

2013, 303 pages, ISBN 978-3-8487-0855-0

Available from:

<http://www.nomos-shop.de/Schiefelbusch-Trains-across-borders/productview.aspx?product=21750&pac=weco>



Call for Papers

Call for Papers – International Conference on 'Localities through Mobility. Cultures of Motorway in Contemporary Europe'

The section of Contemporary Cultural Studies in the Department of Ethnology and Cultural Anthropology at Adam Mickiewicz University in Poznań (Poland) announces a call for papers for an international, interdisciplinary conference entitled 'Localities through Mobility. Cultures of Motorway in Contemporary Europe'. The conference will be held on **11-12 June 2014 in Poznań (Poland)**.

The main aim of the conference is to explore the multifaceted connections between locality understood as socio-cultural practice, grassroots economies and the present development of motorways. We invite contributions from every relevant perspective and field (anthropology, sociology, geography, economics, geoinformatics, development planning) that cover the following areas: phenomenon of motorway as a specific cultural landscape; cultural, economic and social aspects of modernization in the context of motorway; construction of motorways as a production of new forms of enterprise and new way of facing the trauma of big changes; culture of transport and logistics (flow, mobility; cultural landscapes; objects of/through movement); anthropology of motorway (motorway and roadside spaces; different social actors and motorway; seasonal character of socio-economic practices connected to the road); motorway as a factor of development; cultural dimension of a suburban infrastructure (suburbanization, splintering urbanism; local/ suburb/provincial/rural economies and business; roadside and suburb aesthetics; motels, roadside trading, prostitution).

Proposals should be submitted by **13 April 2014**. The conference language is English and all presentations should be in English. Proposals (maximum 500 words) along with a brief biographical statement (no more than 100 words) should be sent to: ieiakconference@gmail.com

Submission form:

https://drive.google.com/file/d/0B_X5uGDPMx3EWIB1R1JINGI3aDA/edit?usp=sharing

Proposal submission deadline: **April 13, 2014**

List of approved proposals: **April 20, 2014**

The conference language: English

Organizers will cover costs of accommodation during the conference (11/12 June 2014) and will provide conference materials and catering. Participation in the conference is free of charge. Organizers do not reimburse for any travel expenses or additional accommodation costs. All presentations will be audio-recorded and displayed online on Creative Commons BY-SA License. The conference is financed from the research grant 'Moving modernizations. Influence of motorway A2 on local cultural landscapes' funded by the Polish National Science Center (OPUS Programme) . Project website: <http://ruchomemodernizacje.weebly.com/>

Organizers: **Prof. Dr Hab. Waldemar Kuligowski** and **Dr Agata Stanis**

Conference secretary: **Aleksandra Reczuch**

Department of Ethnology and Cultural Anthropology

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Call for Papers International Conference: “Climate Change and Transport”

The most recent (fifth) IPCC (Intergovernmental Panel on Climate Change) report shows that the increase in global average surface temperature is very likely due to the observed increase in anthropogenic greenhouse gas (GHG) emissions. The report exposes that keeping the global warming below the 2° target is becoming more and more challenging. Transport is responsible for more than 20 % of CO₂ emissions and its (sectoral) share is increasing rapidly in most countries. So far transport is, however, not appropriately represented in most national and international GHG mitigation activities. Rising global vehicle fleet and mobility demand in the coming two decades will increase the pressure on the transport sector considerably.

Conference Overview

We take this recent IPCC report as a motive to accomplish a broad symposium on the different aspects of GHG mitigation in the transport sector. The focus of the symposium is on current research fields and scientific methods in order to find efficient GHG mitigation solutions for the transport sector. It contains policy or social options as well as technological innovations. References to ongoing political discussions (e.g. COP19) on all transport modes are highly welcomed. The target of this call is to have about 20 high quality scientific presentations and fruitful discussions within our thematic field from national and international experts.

We are proud to present already five Key- Note- Speakers:

Recent experiences from the IPCC WG3 process in Transport

(Felix Creutzig, Berlin)

Achievements and further needs in global political discussions on climate change

(Yoshi Hayashi, Nagoya)

The economics of climate change in transport: Right and wrong incentives

(Werner Rothengatter, Karlsruhe)

Personal mobility choices and climate change: experimental insights on social norms and economic incentives (Charles Raux, Lyon)

Emission trading and other incentives for reducing climate impacts from aviation

(Astrid Gühnemann, Leeds)

Additionally, there will be a poster session during the conference for PhD students.

Conference Topics:

GHG mitigation in surface transport

GHG mitigation in international transport

Adaptation scenarios in transport due to climate change

Cross- country comparison of transport GHG mitigation in developed/developing countries

Transport as part of a global GHG mitigation regime

GHG mitigation by electric vehicles

Messages from the transport research community to COP20

Schedule

Submission of abstracts: **April, 18th 2014**

Notification of abstract status: **June, 9th 2014**

Submission of full papers for Special Issue: September, 20th 2014

Conference: **October, 9th and 10th, 2014 in Karlsruhe, Germany**

Publication of Special Issue: Summer 2015

Conference Fee: 0 Euro

Call for Papers

We are pleased to announce the Call for Papers for the international conference “Climate Change and Transport” to be held October 9th and 10th, 2014 at the Karlsruhe Institute of Technology (KIT), Karlsruhe, Germany. The deadline for receipt of abstracts is April 18th, 2014. Paper abstracts, giving a concise overview of the topic to be covered and the method of analysis, should be about one page long. Abstracts should include the following brief sections: (1) overview, (2) methods, (3) results, (4) conclusions, and (5) references. Please visit <http://www.iip.kit.edu/1740.php> to download a sample abstract template. The corresponding author submitting the abstract must provide complete contact details, i.e. mailing address, phone, fax, e- mail, etc. Authors will be notified by June 9th, 2014 of their abstract status. Authors whose abstracts are accepted will have until September 20th, 2014, to submit their full papers.

Abstracts should be sent before April 18th to jonathan.gomez@partner.kit.edu. Selected conference papers will be included in a peer- reviewed Special Issue of the international Journal Transportation Research D – Transport and Environment (Elsevier). We welcome submissions from advanced experts in this field and encourage PhD students to contribute to a successful conference. Updates on the conference might be given at our webpage (<http://www.iip.kit.edu/1740.php>). We are looking forward to receiving your outstanding abstract and get the opportunity to welcome you in Karlsruhe in October 2014.

Sincerely,

Patrick Jochem and Wolfgang Schade with Jonathan Gomez Vilchez and Axel Ensslen

Dr. Patrick Jochem

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View from the Street Västerbotten, Northern Sweden

For the second winter in a row I have found cause to visit the north Swedish landskap of Västerbotten and in particular its two largest cities, Umeå (population ca. 80,000) and Skellefteå (population ca. 33,000). A personal account of the transport observations garnered during these visits, however, is less a matter of views from the street as those from a few feet above it. During this time the street as a physical reality is far from eternally visible and is instead recurrently masked by ice and heavy snowfall.

The British as we all know love to talk about the weather but we aren't so good at actually handling it. As a Londoner I am accustomed to the scare mongering associated with even the mildest forms of inclement weather that is promulgated by the authorities and the media. I am often embarrassed by the seeming inability of the transport infrastructure of my birthplace to withstand even the lightest snowfall or drop in temperature below 0°C. As such I am always interested in drawing comparisons and noting how other cities and countries handle the same pressures. Previously, I have mostly drawn such comparisons with Berlin, my place of residence and from where I now write. But as the sirens wailing outside indicate another spat of pedestrian falls due to icy un-gritted streets I realize now that there are perhaps other regions and cities even more qualified in handling the weather and deserving of my envy.

Approximately 600 and 800 kilometers north of Stockholm, respectively, Umeå and Skellefteå lie on the Gulf of Bothnia. Both have subarctic climates characterized by lengthy winters from October to March when temperatures regularly fall below -15°C and snow is present for long periods. Both lie on European highways and are flanked by two mainline railways in Sweden's interior of which one links directly with Umeå and Skellefteå thanks to branch railways. The branch to Skellefteå, however, is not operated for passenger travel. Umeå, in addition, has had a direct high-speed rail connection to Stockholm since 2010. How does each of these modes of ground transport stand up to the region's adverse weather conditions? And what technologies have emerged to help people stay mobile amidst the snow and ice? The personal reflections offered below hint towards some answers to these questions.



A dedicated spark parking place. Photograph courtesy of Karolina Andersson.

My first observation of winter transport in northern Sweden was not directly related to the more formal modes of collective road and rail travel. Instead it was sparked by my first introduction to a kick-sled or in Swedish a 'spark' (no pun intended! see photo above). A spark is essentially a wooden chair whose backrest provides a handle attached to two metal blades that then extend backwards for a length that is about double that of the chair. It is propelled by human power with the driver standing on one of the blades and kicking the ground with their free foot. This leaves the chair free for a passenger or luggage. Their origins date to the late nineteenth century but they remain a relatively common sight on the streets of Umeå and Skellefteå. They are a fun and environmentally friendly way to get around in the snow and ice even if they are not particularly fast or easy to steer. As such they provide an alternative to cycling, which requires particular skill during the winter, and they often prove more convenient for shorter trips or a more enjoyable option for those travelling with young children.

For the most part people navigate these cities, however, by road either in private cars, taxis or public buses. When travelling in this way, more so in private cars and taxis than in buses, I was increasingly aware of the drivers' ability to navigate icy roads thanks to an almost instinctive or habitual awareness of how a vehicle interacts with a winter surface – a skill that I neither poses or have come across so explicitly in the UK or Germany. Although there are certainly exceptions, such skills often seem to be reflected in a style of driving that is characterized less by speed than by patience and foresight. They and any single driver's accrued experience have recently been supplemented by technological developments such as the introduction of anti-locking brake systems (ABS) and there regulatory prioritization (since 2007 ABS is legally required of all new passenger vehicles sold in the European Union). Similarly, the safety of the roads is ensured by extensive gritting programs that have the side affect of acting as a popular barometer for the winter's severity. For example, in Skellefteå the local news recently reported that due to milder weather, a lack of snowfall and therefore increased ice, the town had used more grit in December 2013 than it had during the entire previous winter. Grit that cause havoc to those who prefer to travel by spark. A common attentiveness to the weather's affect on road travel is further highlighted by the widespread practice of plugging one's car into an electrical socket in order to warm the engine to ease its ignition and in turn reduce its environmental impact.



A line of motor warmers in Skellefteå. Photograph courtesy of Kurt Sundström

The challenging nature of the climate and the need to overcome it is not always negative. It might in fact provide economic opportunities for the region as demonstrated by plans that I recently heard about to resurrect a long abandoned railway line. Feasibility studies are currently underway in the region with the prospect of reopening a seventy-five kilometre stretch of railway between Jörn and Arvidsjaur. The railway was built in the 1920s to link Sweden's two primary north-south railways and to provide for the transport of freight. Although sections of it have previously been used to test the winter performance of Sweden's rolling stock, the majority of it has been out of use since 1990. Now Lars-Åke Tjernström, owner of McLead AB has come up with the idea of establishing an international train testing facility along the route in recognition of the limited winter testing facilities offered elsewhere in Europe. As Lars- Åke explains on his company website: "We have perfect climatic and geographical conditions. An unused sector of track such as that between Jörn and Arvidsjaur is hard to find anywhere else, and with its topography the test track will be unique in Europe." The proposal acknowledges the recently re-emphasized disruption to rail traffic caused by cold meteorological conditions in Scandinavia and beyond - along with the need to develop train design accordingly. Likewise it provides a solution to the problem of trying to conduct tests in real-world scenarios on Europe's already heavily-loaded rail network. If the feasibility studies prove that the market conditions, and technological, expertise and investment requirements are all optimal the facility, which is currently being refereed to as Rail Test Nordic, could create significant employment in the region.

Who knows, if it proves successful perhaps even British trains will pass its tests and my envy will be allowed to subside a little.

Samuel Merrill
University College London

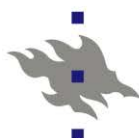
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