

T²M

International Association for the History of Transport, Traffic and Mobility



Vanvitelli's Aqueduct near Caserta, the location of the T²M and Cosmobilities Network 2015 Conference on the Futures of Mobilities: Flows, Transport and Communication

Newsletter

Editors:

Samuel Merrill, Andrey Vozyanov and Robin Kellermann

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Editorial

Welcome to the November 2014 issue of the T²M Newsletter! But before we dive into its contents we should introduce our new co-editor, Robin Kellermann, who was appointed shortly before our annual conference in Philadelphia. Robin is a Ph.D. candidate at the Berlin Technical University and researches mobility and waiting. He will make a great addition to our team!

Robin will already be known to many of those who attended the conference, which, for those who did not, was a great success involving the second highest number of attendees for any T²M conference and a highly interesting and stimulating set of papers – many focussed on the central theme of ‘Spinoffs of Mobility: Technology, Risk & Innovation’. Some considered how spinoffs and risks could disrupt mobility – an aspect of contemporary travel that was acutely felt by a few participants more than others. The mobility of some was in fact disrupted to such an extent that they weren’t able to attend at all. Industrial action by AirFrance employees meant that one participant’s flight was cancelled, curtailing his involvement in the conference even before it had truly begun. On a more local scale a number of other attendees had their journey to the conference venue hindered on the Sunday morning by Philadelphia’s annual half-marathon. On this occasion one form of mobility hampered another, as participants were unable to cross the line of runners to get to subway entrances and were thus forced to find new means to access the underground transport network. Disruptive and disrupted mobilities and the moments of delay and waiting that they cause feature heavily in this issue’s ‘thought in transit’ - a variation on our usual ‘view from the street’ segment. In it Steven Logan provides an account of a particularly testing part of his journey home after the T²M conference. Similar themes can be traced in the review of the conference, which has been compiled by Robin Kellermann. Besides this Andrey Vozyanov found time to catch up with one of T²M’s new vice presidents, Sven Kesselring while the rest of the issue is packed, with Mimi Sheller’s first communication as the new T²M president, the T²M 2015 conference CFP, reports on the annual elections and prizes, the introduction of a new segment of the Newsletter, ‘Intersections’, and various other announcements.

As always we encourage you to send us news, reports and articles for the next issue to newsletter@t2m.org. As decided at the last annual meeting from 2015 the T²M Newsletter will be issued three times a year every four months meaning that the next issue will arrive in March 2015. The deadline for items to be included in that issue is **Monday 9 March 2015**. Please bear in mind our publication schedule when sending CFPs. Newsletters will be released towards the end of the issuing month and unfortunately will not include expired CFPs.

Enjoy the issue!

*Samuel Merrill
Andrey Vozyanov
Robin Kellermann*

President's Page

Dear T²M Members,

As the incoming President of T²M as well as host of our recent conference, I want to thank those of you who joined us in Philadelphia for the 12th Annual Meeting. It was a great success (if I may say so) with over 130 participants from more than twenty countries, excellent panels, and a very high quality of work presented. For those who could not make it, we have some brief news to report and look forward to seeing you at our next meeting.

First, I want to warmly thank the membership who has elected me as President of T²M, a great honour and responsibility, which I am happy to share for the short term with our excellent outgoing President Hans-Liudger Dienel (who will gradually hand things over to me over the next few months). We look forward to marking the special occasion of his departure with an appropriately ceremonial Adieu when we meet again in 2015 – I hear that he gave the past departing president a balloon ride, so we will have to cook up something fitting!

Next I want to congratulate and welcome our new Executive Committee members. Elected as Vice-Presidents are Marie-Noëlle Polino, Massimo Moraglio, and Sven Kesselring. Elected as Executive Committee Members are Jørgen Burchardt and Martin Emmanuel. I look forward to working together with them and all of our current committee members in bringing about future growth and success of T²M. We also should mention the role of Arnaud Passalacqua as Treasurer, and Newsletter editors Andrey Vozyanov, Samuel Merrill, and Robin Kellermann to whom all members are invited to send their news items. Our outstanding Secretary Nathalie Wachotsch will be continuing to fill this role temporarily, for which I am thankful, until a replacement has been found.

Now we can begin to look forward to our next meetings! We have accepted the generous offer from University of Naples II in Caserta, Italy, to host our next conference, under the auspices of local organizers Federico Paolini and Andrea Giuntini. We have also agreed to have the Cosmobilities Network co-sponsor this meeting with T²M, and towards this end we have invited Sven Kesselring and Malene Freudendal-Pederson to also serve on the Programme Committee. Please reserve the conference dates of September 14-17, 2015, which should promise lovely weather.

After a number of tempting offers we also voted to seek a formal proposal to hold the 2016 conference in Mexico City, where a team led by Victor Marquez and several other members will investigate exact locations and dates. Holding the conference in this burgeoning and exciting city offers the opportunity of co-sponsorship with the Pan-American Mobilities Network. I have just returned from their recent conference in Santiago, Chile, where I met many transport and mobility researchers from Latin America, and they would welcome the chance to join our meeting in Mexico City.

So we have some exciting things on the horizon. Other topics that came up at the committee meetings during the conference include a possible reduction in the membership fee linked to some changes in our journal offers to members. We also have plans to develop a new website,

with a simplified design, greater interactivity, news of upcoming events and ongoing research, and perhaps a bibliography of new publications by members. Many positive developments are therefore in the pipeline, and we hope that all of our existing members will rally to our cause by promoting the organization and seeking out new members. If we each bring in just one new person we can double our numbers in no time, and help to support the building of our interdisciplinary endeavours and professional networks.

With very best wishes,

Mimi Sheller

President, T²M

EC Elections and Prizes

T²M Executive Committee Elections

This year's election of the T²M Executive Committee (EC) saw Marie-Noëlle Polino, Massimo Moraglio, and Sven Kesselring elected as vice presidents and Jørgen Burchardt and Martin Emmanuel elected as members of the EC. The interest in standing on the EC is very welcoming, and we hope that all candidates as well as those who stepped down will continue to play an active part in our association.

Annual Travel Funds

This year T²M donated the following travel grants to assist delegates in attending the conference.

Intercontinental Travel Grant: Richard Harrison (Great Britain), Ludmila Shaitanova (Russia) and Lyubomir Pozharliev (Germany, Bulgarian nationality) (500€ each). Americas Travel Grant: Bret Edwards (Canada), Dhan Singh (Argentina), Thiago Allis (Brazil) and Amalia Cristovao Dos Santos (Brazil) (250 € each)

John Scholes Prize

Bret Edwards and Justin Shapiro were jointly awarded the John Scholes Transport History Research Essay prize.

Bret Edwards is pursuing his PhD in History at the University of Toronto. His submission is entitled "Breaking New Ground: Montreal-Mirabel, Jet Age Planning, and the Remaking of Airports in Canada, 1968-1975".

Justin Shapiro is pursuing his PhD in History at the University of Maryland. His submission is entitled "Environmental Control: Charting a Course for the Navajo Reservation through Road Construction". Congratulations to both!

Report on the 12th Annual T²M Conference

Spinoffs of Mobility: Technology, Risk, & Innovation Philadelphia, USA, 18-21 September 2014

This year's conference in the *City of Brotherly Love* – one of Philadelphia's many popular nicknames – was both stimulating and seminal at the same time. While on the one hand it drew scientific attention to the positive and negative 'footprints' of mobility in relation to technology, innovation and risk, it also gave direction to the future of the association itself. With the election of Mimi Sheller as the new president, this year's conference has shown the unique potential to intensify T²M's interdisciplinary research scope by stipulating mutual benefit for both sociologically interested *and* historically interested mobility scholars. In a break with the traditional format of the conference review, this year, we decided to ask various individuals to provide a short account of one session that collectively provide a flavour of the overall proceedings rather than an exhaustive account. However, the conference papers for this and earlier conferences will soon be made available on the T²M website. At this point, we want to thank all participants and especially the reviewers that took the time to refresh their memories and summarise their views on one of the panel sessions.

Global Imaginaries of High-Speed Rail (Bret Edwards)

In keeping with this year's conference theme, "Spinoffs of Mobility", the presenters comprising the "Global Imaginaries of High-Speed Rail" panel collectively explored ties between imaginations of rail travel and real and possible repercussions to rail construction and expansion in different settings. All four panelists considered how the material and discursive nature of the railroad landscape, or "rail-scape", has been envisioned, conceived, and experienced by actors linked to these ongoing projects and developments in a variety of ways. Allen Batteau provided an historical and contemporary overview of the significance of rail in the American imagination, paying close attention to some of the tensions between scales – local, regional, and national – that have hamstrung efforts to invest in and expand the US railway network. Maxime Huré and Fabian Kroger similarly explored the multiple meanings attached to rail travel in contemporary France that range from ideological to economic, offering brief looks at case studies that will unpack and probe these linkages in more detail to influence future national planning approaches around rail mobility. Mimi Sheller returned to the American context to examine how different understandings and apprehensions of the rail-scape have impacted the planned expansion of AMTRAK's Northeast Corridor, building on the notion of the imaginaire to consider the significance of three different registers of engagement – imagined, built, and experienced rail-scapes – to the trajectory of the project and its important mobility implications. And *Alessandro Tiberio* discussed contested discourses of railway development in the Italian borderlands, looking at the dialectic relationship between neoliberal policies and back-to-the-land movements in shaping Trieste's position as a possible high-speed rail thoroughfare and gateway between West and East. Taken together, these papers offered much on which to reflect about the varied, and oftentimes intersecting, gazes at work in discussions about high-speed rail, mobility solutions, and transportation planning in past, present and future contexts.



*Mimi Sheller discussing
Global High-Speed
Imaginaries.*

Mobility & Urban Spatial Structures (Léticia Lindenberg Lemos)

The panel session on “Mobility & urban Spatial Structures” was composed by four presentations. They debated mobility issues with basically two different approaches. The first two presentations focused on urban spatial structure. One of them exposed a modernist project



Andrey Kuznetsov considering the Spinoffs of Post-Soviet Urban Mobilities.

for Willowdale, a neighborhood in the northern part of Toronto, which had a major focus on promoting accessibility and good traffic flow for cars and, in some parts, a complete separation between cars and pedestrians. The other presented the spatial growth of the metropolitan region of São Paulo based on travel patterns in relation to the location of the activities of the city. The second approach concerned public transport services and issues involving their regulation and public control. The first one exposed a post-soviet model in the city of Volgograd called Marshrutkas, an informal system similar to buses, but on a smaller scale. The second one considered the taxi system in Mumbai, that is historically community-based and with a very narrow relation to individual drivers. This system was faced with a vertical input to introduce the Singapore model, which is based on a more corporative model.

State regulation and transport industries (Liudmila Shaytanova)

The panel session “State regulation and transport industries” included three reports, comprising not only the various transport systems (large-scale transportation, public transportation, shipping lanes), but also the specifics of development in different countries with different historical and cultural foundations. Despite the fact that the reports were built around various objects (navigation system, transport infrastructure) based on data obtained using different methods, messages and a number of similarities could be identified. Each report has not only been a description of the problems encountered by users after the insertion of a new object into social reality, but also tried to discover the causes of these problems and showed ways to resolve them. Sharon Babaian, in turn, tried to describe the problems of modern navigation, as well as referring to the history of shipping industry, and tried to find ways to make better use of modern navigation. Finally, Jørgen Burchardt’s report on the comparison of Ghana’s and Denmark’s transport history not only described the process of embedding a new transport system in urban space, but also drew attention to the existence of a contradiction between inscript programs laid down in the transport system and the creation of de-script programs that demonstrate the actual use of these facilities. In this vein, he mentioned the example of the first railway in Ghana that was built intentionally to meet the needs of the mining industry, but would become an important transportation system for cocoa farmers.

Dialectics of Speed: Fastness, Slowness, Waiting (Steven Logan)

Waiting, immobility, and slowness have not just become the conditions for speed and mobility, be it physical or virtual, they are its necessary dialectical other (for more on this, see my contribution in “Thoughts in Transit”). In the panel, Robin Kellermann discussed the various environments in which people wait for buses, trains, and planes. The faster one travels, the longer one waits, but also the more luxurious the waiting conditions become. Jim Cohen relativised the current fascination with high-speed rail suggesting that every era has had its version of a “high-speed” train, which only became slow with the invention of an even faster way of traveling. Peter Lyth in his aptly titled “Afterburner Glory” looked at the rise and fall of supersonic air travel, arguing that its decline marked the end of a fascination with physical speed and the beginning of an obsession with virtual speed. And herein marks an interesting point of convergence for all of the papers. Kellermann's analysis of people physically waiting is inseparable from what they are doing while they are waiting—mainly, moving virtually on smart phones. Cohen claimed that if fastness and slowness co-exist, then a slow train could also be made profitable, but is a slow train with wifi access still a slow train? Mobility applies as much to bodies and trains, as it does to information, wireless networks and smart phones and it is most interesting when they are considered as part of one assemblage of speed.



Robin Kellermann, Peter Lyth and Jim Cohen waiting.

Unexpected Technological (Dis)Orders in Urban Mobility (Alejandro Rascovan)

This session presented not only a wide range of topics within the subject of unexpected technological (dis)orders, but also a variety of times and spaces. Alejandro Crispiani and Tomás Errázuruz focused on mobility after a major crisis. The case selected where the earthquakes that affected Chile in 2010. Their presentation questioned mobility in a broad sense and how the destruction of the private (houses) reflects in the public places, the streets. Considering also a Latin American city, Dhan Zunino Sinhg explained how the ‘auto-colectivo’ was developed in Buenos Aires from 1928 until 1938, starting from private owned cars to its transformation into buses. However, the focus was also on how itself became a symbol of mobility in the city of Buenos Aires. Finally, Samuel Merrill's presentation was about the impact of train door technologies on passenger safety in Berlin's S-Bahn network. The technology involving the S-Bahn cars has been affected since the 1920's by shortages, the Second World War, the Cold War, murders and accidents. All three presentations focused on dis-orders as a major topic, from the consequences on mobility after a natural crisis, to the security issues in a major city, to an emerging means of transportation that needed regulation. Another subject brought by all three authors is the matter of technology. In each case, technology, and its impact on mobility, was placed in the middle of the spotlight, whether in consideration of the door technology at the S-Bahn in Berlin, or in the placing of seats in a large car chassis in order to let it carry more passengers. Finally, all of the presentations considered the un-expected as a point of departure or as the formation of new means of transportation, originating from earthquakes or problematic security situations. In conclusion, these presentations were not only just scenarios but case studies that allowed a deeper understanding of new technologies and urban mobility.

Frontiers of the Mobility Studies: A Transfers perspective (Robin Kellermann)

One of this year's closing sessions was devoted to discover new research fields beyond the classical frontiers of mobility studies that, as a result, should be reflected consequently in the publishing agendas of *Transfers*, the Interdisciplinary Journal of Mobility Studies. Therefore, chief editor Gijs Mom and members of *Transfer's* editorial board presented a kaleidoscopic outline of future publishing plans that altogether should contribute to overcome the predominance of an assumed overly conservative and classical approach in mobility studies, ranging from the subjects of investigation and methodologies to a problematic predominance of a Western World geographical orientation. Therefore, Dagmar Schäfer and Stephanie Ponsavady presented a proposal for a "Moving Asia" special issue and invited works from various backgrounds that aim to set up a stronger Asian focus by analyzing (historically) the issues of regional and global links, connections, disconnections and shifts of technologies in shaping mobility in the Asian context. Sunny Stalter-Pace encouraged the attendant mobility scholars to put the relationship of mobility and media more on the agenda of mobility studies, culminating in a special issue on this topic. She proposed an extensive portfolio of potential theoretical and empirical research topics, ranging from the questions of how media is mediating our relation to space to, for instance, investigating the aesthetic of drones. Enlarging the potential focus of future mobility studies, Georgine Clarsen emphasized the need to consider mobilities of settlers as a distinctive constellation of mobility practices, both in history, and, as an ongoing practice, in present times. Finally, Clapperton Mavhunga proposed to set up a stronger African portfolio centring on the special characteristics of Afro-Mobilities. As *Transfers* aims to draw more attention to African mobility topics, scholars were invited to generate new ideas and modes of thought and to take into account the very specifics of African cities. As a conclusion, Gijs Mom asked the audience to actively join these proposed portfolios in order to reframe the notion of mobility and to develop a stronger interdisciplinary mobility research beyond the frontiers of its classical 'limitations'.

Global Ecology & Infrastructure (Maximiliano Augusto Velazquez)

The session discussed about adaptation to the environment and social conditions at any time and space, and showed how the urban fabric and mobility infrastructure is continuously adapting to the condition of capital forces. Yusuf Umar Madugu gave an overview of transportation and trade in the pre-colonial Kano, in the western margin of Chad, Africa. He stated that until the advent of colonial transport there was virtually no mobility infrastructure. The trans-Saharan trade used to be conducted through ancestral roads, traveled long distance in caravans (upto 15 or 20 miles a day), accompanied by pack animals –with camel, being the animal most suited to the desert environment. Amalia Crostovao Dos Santos gave another historical point of view showing the design of the colonial Sao Paulo's morphology. Today the biggest Brazilian city is a huge, complex city, but in the past the city was very small, triangle-shaped, connected by roads and rivers. The 1798 census data shows those initial movements within the town. She argued that early paths, land distribution and inequality had been evolving without the interference of public policies. James Khamsi reflected on design, urbanism and infrastructure, and connected their ecologies. He claimed mobility interfaces are central to understand urban infrastructure; for example, the emergence of electric trams technology allowed expansion of modern cities, contributing to decrease urban density, then automobile technology continued metropolitan expansion. The three papers showed how the social life of infrastructure can be independent of the proposals and desires of designers, architects and engineers. Infrastructure plans and social appropriations should be thought of as dialectic.

Failures, Debris & The Uncanny (Sharon Babaian)

This session was a somewhat unusual mix of topics, time periods, and technologies. The first paper focused on the failure of the bicycle sidepath movement around the turn of the 20th century in North America while the second dealt with a recent controversy over the construction of a rail line through a suburban neighbourhood near Chicago. The final presentation was a meditation on Walter Benjamin's critique of the progressive narrative of technology and how it might inform the way we see the history of transport and mobility.

James Longhurst's paper pointed out that the failure of one mobility strategy – the bicycle path movement – in favour of another – combined use roads – shouldn't lead us to conclude that this result was somehow inevitable. He then described a vibrant bicycle path movement that grew out of the bicycling craze of the 1890s and which sought to establish a network of separate paths for cyclists in cities and towns across North America. The problems the members of the movement faced were numerous including establishing some form of local governance and administration and stable funding to build and maintain the paths. They also had to deal with opposition from outside the cycling community – taxpayers who did not want to subsidize the leisure pursuits of others – and from within the community – cyclist groups who wanted to focus on building a proper network of good roads that all could use. The inability to create a sustainable model for funding and maintaining infrastructure eventually led to the movement's decline in the early years of the 20th century. Ironically, many cities are now trying to re-introduce separate cycle paths after many decades of automobile dominance.

Jule Cidell's presentation focused on some of the problems posed by growing presence of railway transport in urban areas and their suburbs. Looking at the decision by CN to build a freight line through suburban Chicago, she explored community opposition to the line and its social and cultural foundations. She looked at how the people in the affected areas understood railways and their place in their community. Commuter rail was essential to their quality of life and so was welcome whereas freight rail posed a serious threat and so was not. According to the community activists, freight transport threatens the peace, security, housing prices and ease of movement in and around the community by bringing long trains, their crews and cargoes (possibly hazardous) through an area that is not meant to be a noisy, dirty, working environment. Cidell concluded that however the quality of life for suburbanites depends heavily on the presence of infrastructure and their ready access to it (railways play an enormous role in economic activity and prosperity). The risks and costs associated with that infrastructure, though, have mainly been borne by people in the cities.

Massimo Moraglio offered what he characterized as a short presentation offering some preliminary thoughts on the process of and social and political attitudes towards technological change and its consequences. Taking Walter Benjamin's *Angelus Novus* as his inspiration, he invited the audience to think about the conventional narrative of technology as progress. Technology has been the primary factor in our development of transportation systems and their successful deployment around the world. This success has encouraged us to see the future as full of even more astonishing achievements and unlimited potential for positive change. This progressive tale of enhanced mobilities, though, leaves out certain consequences. First there are negative externalities (the debris in Benjamin's story) such as pollution, accidents and congestion (he could have added impact of infrastructure expansion on communities).

Then there is the tendency to see the past and its technologies as inadequate, unsophisticated, to be used only by eccentrics and the poor (think of the attitude of many automobile drivers to cyclists). This creates an environment in which policy-makers and consumers are too inclined to see new technology as the solution to any problems created by existing technologies (the flying car as a solution to congestion, though it would just move the congestion, the driverless car as a solution to accidents). He concluded by noting that industry seems more interested in promoting behavioural change to solve some of the problems arising from our technologies whereas many policy-makers still seem caught up in finding technological fixes. Finally, he suggested that we need to promote a broader discussion of these issues that includes the public, policy-makers, industry and historical and other analysts of technology.

There was an animated discussion after the papers. Some questions focussed on the specifics of the papers while others attempted to apply the ideas raised by Massimo's paper to the topics of cycling and railway development. One participant asked if we could analyze the relative amounts of "debris" created by different types of technologies while another wondered if the debris idea could illuminate the CN story. It was also suggested that the electric bicycle might be considered a lapsed technology. Massimo concluded by noting that we need to stop assuming that some forms of mobility are superior to others and therefore should be encouraged. He gave the example of the Chinese government encouraging the use of electric cars over electric bikes to enhance China's prestige, to show it is a prosperous nation.



Some of the T2M community in transit!

Thank you everybody for an inspiring conference at Philadelphia's Drexel University and let's meet each other again in Caserta, Italy, 14-17 September 2015!

*Robin Kellermann
Technical University Berlin*

T²M 2015 Annual Conference CFP

The Future of Mobilities: Flows, Transport and Communication

Joint conference of the International Association for the History of Transport, Traffic and Mobility (T²M) and the Cosmobilities Network

Santa Maria C.V. (Caserta), Italy - September 14-17, 2015

Deadline for Submission: March 1st 2015

The International Association for the History of Transport, Traffic and Mobility (T²M) and the Cosmobilities Network invite proposals for panels and papers to be presented at their first joint conference. The conference will be hosted by the “Dipartimento di Lettere e Beni Culturali” of the Second University of Naples, Italy on **14-17 September 2015**.

Papers may address the conference theme, or any social, cultural, economic, technological, ecological and political perspectives on the history, present, and especially future of transport, traffic and mobility. The conference openly aims to bridge research approaches, welcoming proposals from different disciplines dealing with mobility studies (history, sociology, anthropology, geography, economy, planning studies, business history, architecture, design, communication, etc.) While the organizing association are rooted in history and sociology, we particularly encourage the submission of interdisciplinary panels.

The conference language is English (only).

Further information at www.t2m.org and www.cosmobilities.net

The conference theme offers several lines of investigation:

- The future of mobilities in terms of both the future of mobilities studies as well as the future of mobilities *itself*.
- The question of time-frames, e.g. how research concerning the past and the present of mobility can be linked to the future.
- Mobility in the broader horizon of flows and emergent connections between transport, communication and movements.
- Trans-disciplinary research paths, and related theoretical and methodological issues.

Mobility studies have developed out of different disciplinary trajectories, with some studying mainly the past (e.g., transport history, travel writing), others concerned especially with the present (e.g., geography of mobility, mobile media), and still others looking towards the future (e.g., the new mobilities paradigm, transition studies). Yet these historical, contemporary, and future-oriented perspectives may all be diachronic in character, interested in processes and projects, rhythms and articulations, transitions and transformations, evolutions and revolutions. This conference proposes to investigate how we might bring these three streams together into an over-arching project of mobility studies.

Established in the 1950s and 1960s, future studies have been taken more seriously within economic fields, which have had the greatest influence on public policy. Although the action of forecasting often relies on the elaboration of historical and current trends, too often social scientists and humanities scholars have played a marginal role in futurology. Additionally, planning and policy in the mobilities field is still largely dominated by the “technological fix” approach, in which social sciences and humanities remain peripheral. Yet the emerging interdisciplinary mobilities studies suggest that learning lessons from the past and paying attention to the path dependency of developments provides a deeper understanding. In practice, a richer perspective on past and present mobilities could help inform visions of the future and enable more sustainable, equitable, and holistic future oriented solutions.

The conference aims, however, not only to debate the future of mobilities *per se* and the risks and chances of the mobilization of modern worlds. It also considers – in a self-reflexive way – the future of mobility studies as well as the opportunities and limits of a wider trans-disciplinary cooperation among the different research “tribes”.

The 2015 conference theme also openly challenges the traditional division of study among transport, communication and flows (e.g., of water and sewage, of knowledge and money, of rubbish and debris etc.). The entangled relation among those elements calls on scholars to extend our investigations in multiple directions, while also being cognizant of the greater interdependency we expect they will have in the future. As we breach traditional disciplinary boundaries and tread on others’ territory, we raise new theoretical and methodological questions, presenting opportunities and challenges.

The questions linked to the conference theme include (but are not limited to):

- How do we envision and perceive the future of mobilities?
- What economic, technological, and policy perspectives should we adopt?
- What role will be played by environmental issues?
- How will gender and other social disparities shape mobility futures and inform mobility studies in the future?
- What is the role of social science and humanities research scholarships and education in relation to policy makers, industries, governments and civil society?
- How relevant can an inquiry into retrospective futures be, e.g. an historical study of the future envisioned in the past, including fiction and science fictions?
- How can – or even should – comprehensive mobility studies shape future mobility landscapes and lives and in what directions?
- What methods would improve our study of the intertwined connections of flows, transport and communication?

Participants are encouraged, though not required, to organize panels on these or any other related themes. A panel consists of a chair and normally up to three speakers (see below for further information on papers and panels).

Venue

The Conference will be hosted by the Dipartimento di Lettere e Beni Culturali (Department of Arts and Cultural Heritage) of the Seconda Università di Napoli (the Second University of Naples).

The Seconda Università di Napoli is a comprehensive global research university that is ranked the top among the universities of South Italy. The Department promotes the development of competences allowing deeper knowledge of the complexity of world's cultural heritage and all forms of interaction with disciplinary areas linked to similar research frameworks. It thus promotes scientific, technological and IT competences for the study, protection, conservation, restoration, and enhancement of the cultural heritage.

The Department hosts an Environmental Policies Watch that aims at encouraging the creation of a network among scholars (not only Italian) who concern themselves with environmental issues.

Santa Maria Capua Vetere is the town hosting the meeting, and it is located approximately 200 km from Rome International Airport, and about 40 km from Naples International Airport.

Field Trips will include the near The Royal Palace of Caserta, and they will be detailed soon.

Submission format

Paper: The submission of a paper includes one-page resume regarding the presenter and one-page abstract regarding the paper itself. Individual presentations at the Conference are therefore to be limited to a fifteen-minute summary to allow for debate and discussion within the session. The full paper (usually 6,000-8,000 words) has to be submitted in a later stage of the process, and only after the selection outcomes.

Panel: A panel consists of a chair and normally up to three speakers; no discussant 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 invite recent entrants to the profession and graduate students to submit proposals. A panel submission should include an abstract of one-page, and one-page presentation regarding the papers included. A short biography of the presenters is also required.

Other: Any other innovative way of presenting research outcomes are welcome. In this case, the submitter(s) are invited to contact the local committee via federico.paolini@unina2.it

Deadlines

The deadline for the submission (max. 1 page each; Word or rich text format only) is

1st of March 2015. Send proposals to: submissions@t2m.org.

A notification of acceptance will be sent by April 15 2015. The full text of papers accepted must be submitted by 1 August 2015. The conference will be held on September 14-17, 2015

All participants are required to register.

Travel grants and Awards

T²M offers a number of travel grants for young scholars, who are heartily welcome to apply. T²M has also a long tradition of “best-paper” awards. Further information will be posted on www.t2m.org

Contacts

For enquiries about the program, please contact Sven Kesselring, sven@plan.aau.dk or Massimo Moraglio, massimo.moraglio@tu-berlin.de. For information about local arrangements, please contact Federico Paolini federico.paolini@unina2.it

For details please visit: www.t2m.org and <http://www.cosmobilities.net>. Further details of the 2015 conference will be posted there in due course.

Program Committee

- Valentina Fava (University of Helsinki, Finland)
- Malene Freudendal-Pedersen (Roskilde University, Denmark)
- Andrea Giuntini (Università di Modena e Reggio Emilia, Italy)
- Kevin Hannam (Leeds Beckett University, UK)
- Sven Kesselring (Aalborg University, Denmark)
- Anna Lipphardt (Albert-Ludwigs-Universität, Freiburg, Germany)
- Massimo Moraglio (Technische Universität Berlin, Germany)
- Federico Paolini (Second University of Naples, Italy)
- Mimi Sheller (Drexel University, USA)

Thoughts in Transit

As I write this article, I am sitting on the bus traveling back home to Toronto from New York City. Looking out the window, my eye traces the long line of cars stuck in traffic, on their way into the city. The traffic moves in stops and starts. It is 7:30 am and I am beginning to wonder if waiting, not getting somewhere, and immobility, rather than mobility has become *the* predominant existential condition of global, urban life.

But let me begin from the beginning, of speeding comfortably down the New Jersey turnpike leaving the T²M conference and Philadelphia on the way to New York with Hans and Massimo,



Fig. 1 Charles Bell, *A series of engravings, explaining the course of the nerves*, 1818, Internet Archive.

who in their clean, rented car equipped with on-board navigational system, bring my traveling companion and I comfortably to Newark airport, where they will wait for the flight back to Germany and where we will head to New York City. We wait for our bus to New Jersey Penn Station. I have the directions to reach New York City via public transit, beginning with a short bus ride to Newark Penn Station. We wait for the bus surrounded by a network of busy roads all converging on the airport terminal. As we wait, the oppressiveness of the situation becomes obvious: this place was not designed for individuals to linger and wait for a bus that seems like it will never come. Somehow the oppressive environment plays tricks on my sense of time. I begin to feel strangled by the car exhaust. The bus finally arrives and the trip to Newark Penn station is uneventful. The second place to wait is in Newark Penn Station for what should be a 25 minute journey on the PATH train to New York City. The train is full of people, but does not move. There are no announcements, so we just wait remarking on the oddness of the situation. After some time in the train—was it 15 minutes? 30 minutes? It is hard to say on a crowded train sitting in the station where every minute of waiting feels like an hour; the train eventually moves and travels two stops to Journal Square, where there is an easy transfer to another train on the other side of the tracks.

This second train is completely packed, bodies pressed together, waiting. There is no space, so we wait for the next train. The next train that will never come, as we learn from one very unfriendly police officer—there does not seem to be anyone actually working here—that the entire network is closed down.

Onto the street. We are still in New Jersey. How are we going to get to New York City? We stop a couple on the street and ask them to use their phone because neither my Canadian phone nor my friend's European phone are working. I call my cousin in New York City, while the couple we have met look up alternative routes on their smart phone. (The advantage of the ubiquity of virtual mobility is that someone always has a phone; in this situation people, have become the new payphones. I did actually try to use a payphone, but by the time I managed to insert the dollar in change required to call a mobile phone I was disconnected. And my change was swallowed up by the phone.)

How do we get to the city, I ask my cousin? Go back to Newark Penn Station and get the New Jersey Transit train, a train we could have taken instead of the PATH. But the system is down. Great. Then, we spot a mini-bus on the street, flag it down before it leaves, and discover that it is going to Manhattan. Perfect. The bus is full of people from Jersey trying to get to New York City for work. The traffic, unfortunately, on approaching the Lincoln Tunnel is at a standstill. Buses and cars. We are standing in the aisle of a bus, and I am becoming increasingly agitated at the thought that we are going to get stuck in the tunnel. I am getting anxious from all the waiting and the consequence of our mobility choices in the past hour. The condition of waiting is just as much about the reactions of the body. Waiting begins with the body with bodies massing together in a physical location. As the waiting times become increasingly longer, the rhythms of the body—at least my body—enter a state of disharmony, arrhythmia. I feel like the best way to deal with this disharmony is to strike up conversations with people on the bus. Somehow the anxiety of being stuck in transit can create the conditions for a kind of sociality. Is it like this all the time, I ask the man sitting next to me? It is, he says, especially on Sunday. He and his friends need to get to New York City for work. They have to deal with the traffic on a daily basis.



Fig.2. Charles Bell, *The nervous system of the human body*, 1833, Internet Archive.

We arrive in NYC in an underground bus station; there are long line-ups of people waiting to squeeze onto one of these departing minibuses back to New Jersey. Families. The elderly. New conditions of waiting find us in the subway. We need to wait in line to buy a ticket at a machine —we seem to be endlessly buying tickets from machines—which does not except my dollar bill because it is slightly ripped. I then try to ask someone in the ticket booth for directions, but the glass prevents any possibility of communication. She is talking to me from behind the glass, but I hear nothing. We need to get the “7” train. She eventually comes out from behind the glass maybe because she sees the anxious look on my face. The “7” is not running this weekend. We take an alternative route. The waiting is grating on my nerves, and I have begun to sweat from the heat of the metro. Much to my friend's embarrassment, I begin asking the people we are squeezed up against in the subway: how can you live in such a city? My friend tells me to relax. Right. Don't blow the situation out of proportion I remind myself. I feel better.

At Roosevelt station we part ways, she to her friend's house, and me to my cousin's. As the “7” train is not running, I need to take the shuttle bus. I meet someone on the train with whom we get lost following the signs directing us to the shuttle buses above-ground. As we wander around, we begin to chat about the state of public transportation, about the New Jersey PATH subway, about Hurricane Sandy (he left town before it struck).

The intersection above-ground is a mess and it is unclear where we have to go, to again wait, for the shuttle bus. We find it. I get on and in 10 minutes reach my destination. Three and a half hours have passed since we left New Jersey. When I get inside, I greet my cousins, one of whom says, in response to my story “oh, you should have called, I drove in from Jersey I could have picked you up at the airport.” I learned later that evening that there was a fire in one of the PATH stations. Plus, there were also 300,000 people in Manhattan that day. Climate change protest. To declare their commitment to the planet's survival.

I am beginning to understand why Lewis Mumford hated the exploding metropolis, and believed other urban and suburban forms were possible. There is a story that Mumford was traveling in a car with the urbanist and writer Jane Jacobs and as soon as they reached New York, Mumford became visibly agitated. The story is told as an example of Mumford's anti-urbanism and anti-city stance versus Jacob's love of the city and the colourful character of her Greenwich Village. But I understand Mumford now, I understand why he was probably digging his nails into the dashboard as they became enveloped by New York's traffic chaos. Mumford understood the condition of our obsession with cars and speed: it would create an underclass of immobile people and thrust more people into the terminal condition of waiting and slowness.

Or maybe we were just unlucky.



Fig. 3 Charles Bell, *The nervous system of the human body*, 1833, Internet Archive. Bell writes: "He who makes himself master of this plate can have no difficulty in comprehending the whole nervous system—he holds the key to it in his hand"

Steven Logan
York University, Toronto

In the Spotlight

Sven Kesselring **Aalborg University, Denmark**



You participate in projects that involve specialists of a different kind. Which disciplines do you primarily associate yourself with?

Well, I consider myself as a pure sociologist who moved into a wide field of interdisciplinary research and interests. Mobility is a basic principle of modern societies and as such there are only little spheres of modern lives which are not touched by mobilities. I am coming from a quite theory driven German tradition of investigating the challenges of (mobile) risk societies, modernization and reflexivity. But my interest in the impacts of different mobilities on modern lives, institutions and social networks brings about the need for understanding historical transformations, changes and pathways. In this sense historical research has always played an important role for me. And today I am working in a more planning oriented context whereas I understand planning and spatial as well as technological transformations as social processes. Long story short: sociology, history, mobility and transport studies and planning theory might be said to build the basis of my scientific work.

Please explain how you came to know about T²M. Are you planning to introduce some new ideas or forms of activity to T²M? What are the nearest plans?

I can't say when exactly I came across T²M first. But I met people at different places. Probably Hans Liudger Dienel was the first who told me about T²M. We met in Berlin where we tried to set up a first German network of mobility researchers at the Wissenschaftszentrum Berlin. Very soon I realized that T²M was definitely one of the most active and productive players in the field. T²M quite early had this global view and outreach. I don't think that I have any really innovative ideas to offer. The activities within organizations, associations and networks always need to fit into the existing culture at work. Cosmobilities is definitively a network and less an organization. But I think the ways we need to communicate our work, how to keep in touch and exchange ideas and how we collaborate become more and more network-like and project-oriented everywhere. Social media, the Internet, our websites, our 'performance' as this is called today, are key instruments and we all need to get better and more

professional in presenting our work and activities. But the most important instrument is still meetings. In this sense we are participating in the contemporary meetingness culture.

What can Cosmobilities and T²M learn from each other - how might they support each other?

In a certain way we are all part of the mobilities turn in social science. Mobility research has moved from a more marginal position to the heart of social science and social theory. My observation is that the work of mobility/mobilities scholars gets more and more accepted and also in transportation research the qualities of these new approaches have been recognized. The mobility/transport discourse has changed and we should be aware of the scientific but also social capital that we have in our hands and which plays also a role for the careers of younger scholars. Networks and associations such as Cosmobilities, T²M, the Mediterranean Mobilities Network and the Pan-american Mobilities Network have a responsibility to build a backbone and a structure for contacts and expertise. These new forms of institutionalizing interest may be fluid and financially seen on low power. But they are also 'pressure groups', also representing and mirroring expertise and the rise of new research agendas and future perspectives. In this sense, Cosmobilities and T²M are a good example for working together and building up recognition and influence. And we work together not to sell cheap our social and scientific capital. Against this background I am a fan of solidarity and collaboration instead of competition.

In your publications you have touched upon the blurring of boundaries between work and leisure. Do you personally experience this phenomenon? How do you manage to organize yourself?

The short answer is: Yes, quite a lot. And: not very well sometimes. I am commuting constantly between Munich and Aalborg and spend a lot of time in airports. Often I enjoy the blessings of new technologies. But too often I forget to switch off the Notebook and the mobile.

During your career you probably observed the change in "fashion" of mobility studies. What would you forecast to become the most up-to-date topics within the next several years?

We all know forecast mostly fails. But I hope that immobility or as we put it some years ago 'mobile immobility' becomes a major research topic. The social sustainability of mobile practice will be the challenging research topic. We could also say the culture of physical immobility by maximum mental and social mobility. That's my guess. Against the background of climate change, peak oil and the negative social impacts of hypermobility I consider this as the research topic of the future.

Do you think that in the global mobility age it still makes sense to publish in other languages than English?

Absolutely. No matter how you swing it, your mother tongue always remains your most advanced and sophisticated tool. I strongly believe that research only ends when we are writing and finishing papers. Using your mother tongue pushes you the closest to the point of clarity and precision in thinking that you can reach. We all need to publish in English and an increasing part of – at least my professional life happens in English. But what finally satisfies me the most is a round paper in German, because I can fully express myself to the scientific community. Therefore, both are important and those who are English native speakers are lucky!

Introducing 'Intersections'

A proposal for a new section of the T²M newsletter, by Dhan Zunino Singh

Most of what I will write here aims to introduce an idea for a new section of the T²M Newsletter (as proposed in the last annual T²M members meeting, Philadelphia 2014) and in turn call for suitable submissions and willing contributors. But if, at first, it sounds overly reflective this is because the section is still an idea under construction with the intention to build it up collectively. After I started collaborating in the editing of the T²M yearbook one year ago, and most particularly since writing a paper discussing earlier reviews of Latin American histories of mobility, I realised there was few instances of polemics between the reviewers of the yearbook. That is maybe because the yearbook has been used more as a depository of papers -which is good, relevant and necessary- rather than a space of discussion. Now the yearbook is twisting in this sense by including in the current volume, for example, an interesting debate between Gijs Mom and Peter Merriman that in turn triggered more discussions to be published in the next volume. But the T²M community will need to wait for a year for the next installment of the exchange. The Journal of Transport History or Transfers also provide space for polemics but publication times are similarly drawn out. And the conference, given its nature, it is a place for exposition and discussion, but like the yearbook it only takes place annually.

My appreciation of the value of discussions or dialogues in stimulating, driving forward and keeping a "field" or a network alive is shared by the Newsletter editors. As is my concern that the conference, the journals and the newsletter run in parallel to one another with little or no intersections between them (besides from "informing" one another about each other). Thus, as its name suggests, the new section looks for a dialogue (polemical, critical, reflective, constructive) among the T²M members and non-members – who have the opportunity to attend the annual conferences and to write in or read the networks main journals. This (inter)section would be open for those who want to respond to or comment on something they have read in the journals or heard at the conference. For example, if anyone disagrees with a review about mobility history in his or her country or theme, or if anybody finds a mistake in a paper or wants to support an idea with other examples, or continue a discussion from a panel session, the section is open to make those voices and discussion public to the benefit of all.

The idea then is that the newsletter can easily work as an interface between the yearbook, the conference and the journals allowing for a flow of ideas across all of T²M's outlets. Because the newsletter is a less "formal" format (not a peer reviewed publication), digital, and it is published more often, it could be a good place where an article or a conference paper can be contested through a briefly written opinion piece—which helps to record the internal debates of T²M and making, at the same time, the newsletter a instance for exchanges and interweaving. So not to place additional work on the Newsletter editor's desks I have volunteered to co-ordinate and to take responsibility for this new section for the foreseeable future. Thus I strongly encourage those in support of the idea or already with a contribution in mind to contact me (dhansebastian@gmail.com) in good time for the release of the next issue planned for March 2015. In turn this issue will include what will hopefully be the first of many 'intersections' of the research and discussions that characterise our network.

Journal of Transport History

Journal of Transport History, Vol 35 No 2, December 2014

Special Issue: Environmental histories of transport – Guest Editor: Thomas Zeller

Research papers (4)

Socialist drive: the First Auto Works and the contradictions of connectivity in the early People's Republic of China
Victor Seow

Negotiating the waters: canoe and steamship mobility in the Pacific Northwest
Cory Parker

Rebuilding the city, leaving it behind: transportation and the environmental crisis in turn-of-the-century American cities
Christopher Wells

Connect and divide: on the history of the Kiel Canal
Eike-Christian Heine

Survey and speculation (4)

The bird's-eye view: toward an environmental history of aviation
Thomas Robertson

A picture worth forty-one words: Charles Elton, introduced species and the 1936 Admiralty map of British Empire shipping
Matthew K. Chew

Landscapes of intensification: transport and energy in the U.S. mid-Atlantic, 1820-1930
Christopher Jones

Tracking railway histories
Gordon Pirie, George Revill and Tom Zoellner

Exhibition reviews (1)

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 3, Winter 2014

Editorial

Georgine Clarsen and Gijs Mom

Research papers (2)

Indigènes into Signs: Incorporating Indigenous Pedestrians on Colonial Roads in 1920s and 1930s French Indochina
Stéphanie Ponsavady

The Mule Caravans of Western Yunnan: An Oral History of the Muleteers of Zhaozhou
Ma Jiangxiong and Ma Cunzhao

Special Section on rethinking mobility history in Asia (5)

History, Historiography, and Be(com)ing on the Move: Introduction to the Special Section
M. William Steele and Weiqiang Lin

Racialized Capacities and Transgressive Mobility: "Asian" Laborers and "Western" Urban Transportation in Colonial Manila and Singapore
Michael D. Pante

Imperial Mobility: Circulation as History in East Asia under Empire
Kate McDonald

Mobility on the Move: Rickshaws in Asia
M. William Steele

Commentary: The Cultural Diffusion of Asian Innovations in Transport Mobilities
Kevin Hannam

Ideas in Motion

Fuels and Flows: Rethinking Histories of Transport and Mobility through Energy
Victor Seow

Mobility and Art

LIVE Singapore! The Urban Data Collider
Carlo Ratti and Matthew Claudel

Museum Reviews (1)

Film Reviews (1)

Book Reviews (10)

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

Transfers Editors:

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

News

New Online German Motorway Websites

Two new web platforms that concentrate on the history of Motorways and Through roads in Germany and Europe have recently been launched. These sites provide reliable information about Autobahnen, motorways and through roads (Fernstrassen) to the community of transport, traffic and mobility historians and scholars. For the time being the language of these sites is German. The websites are designed to act as central information desks for those interested in is available historical literature (books and essays in journals) reviews and pictures for free. Transport Historian Dr. Reiner Ruppmann is behind the initiative.

www.strassengeschichte.de

www.autobahnarchiv.eu

International Conference History of railway catering: a worldwide perspective

16 & 17 December 2014

François-Rabelais University, Tours, France
3, rue des Tanneurs, 5^e étage
Bibliothèque Universitaire

Travellers had to deal with the problem of feeding themselves as soon as they started going on longer journeys. The coming of the railway continued this demand for food, but also changed it as railway transport brought about new kinds of services and additional technical constraints. The aim of this conference is to examine the development over time of the specific operations and innovations related to the evolution of this mode of transport.

Register for free by emailing colloque-restofe@univ-tours.fr

More information at:

<http://msh.univ-tours.fr/article/colloque-international-histoire-de-la-restauration-ferroviaire-dans-le-monde>

Central Commission for the Navigation of the Rhine

Call for papers

The Central Commission for the Navigation of the Rhine (CCNR) will celebrate its 200th anniversary in 2015. Set up at the Vienna Congress in 1815, the CCNR is the oldest among the contemporary international organizations. Since the beginning, the CCNR has had the objective to watch over the freedom of navigation on the Rhine and the non-discrimination between its nautical flags. Its intervention was also crucial for the space planning of the river and the improvement of its navigability. It contributed to turn the Rhine into a major transport axis and to spurt off the economy of the bordering states. Its governance, which was very early characterized by supra-nationality, turned it into an institution largely ahead of its time. Furthermore, it plays an important role in European diplomacy, where it has been used from time to time as an instrument by a dominant power, but also as a means of cooperation for political decision-makers and economic actors of the borderlands. However, the history of the CCNR is, for large parts, not well known at all. The celebration of its 200th anniversary in 2015, with its different events, will thus present the occasion to trace back the history of the CCNR and to explore its rich, complex past, which is deeply rooted in the heart of the history of the European continent, at the crossroads between institutional topics, economic questions and geopolitical stakes. In order to make this possible, the CCNR and the University of Strasbourg will organize in June 2015, in cooperation with the universities of Rotterdam and Düsseldorf, an international conference on the history of the CCNR. The paper proposals should be presented on one of the following four major research topics.

The first topic goes back to the organization of the CCNR itself. The aim is to analyze, especially from a legal point of view, the institutions of the CCNR and their functioning, to explore the partially supra-national governance of the Commission, to confront it, at least as far as the 19th century is concerned, with the “era of nationalism” where its activities took place. Another aspect of the institution’s history leads us to focus on important personalities who have directed it. What type of political culture, education and professional background did they have? Have they marked the organization during their lead time? Were they in turn influenced by the organization and convinced by its purpose? Following the same line of thought, paper proposals could also deal with the national delegations represented at the CCNR, either by examining certain moments of history or when studied in a long-term perspective. The decision-making system within the CCNR also deserves to be explored and analyzed. The idea is mainly to better understand the degree of independence of the institution with regard to the member states. Finally, the CCNR has undoubtedly played a model function for the administration of other river docks in Europe, but also on other continents. Which influence the Commission has it exercised over these organizations created afterwards? One has to question here the transfers operating in terms of governance and administration from one institution to another. At the same time, the differences between these organizations should also be highlighted.

A second set of questions focusses on the missions of the CCNR and their economic impact. A first approach would consist in illustrating the action of the CCNR in favor of the freedom of navigation on the Rhine, its role to guarantee the liberty and the security of navigation on the river and to ensure the equal treatment of ships of all nautical flags. The action of the CCNR was also crucial for the organization of the river space planning, for the canalization projects on the Rhine tributaries, for construction works, for the regularization of the water levels – these

are all questions that should be tackled. It should also be considered to study its role as police of navigation, as preceptor of regulations and, by this means, of normalization of standardization. Besides, contributions could also deal with the legal functions of the CCNR as it has been charged, at certain times, with the arbitration of conflicts concerning fluvial traffic or space planning schemes and the Rhine maintenance. The economic dimension was just as much at the heart of the CCNR's missions. Its role in setting-up exchange between industrials, merchants and ship-owners should be examined, as well as in stimulating certain forms of cross-border cooperation. These economic topics invite us to further investigate on the organization of the Rhine traffic and the forms of exchange that the CCNR has initiated. One of the debates after the War was for example to choose between two radically different options: either to adapt the number of transport firms to the volume of goods or to leave the largest possible liberties to the different economic actors. In the same line of thought it would be worth analyzing and interpreting the policies carried out by the CCNR in reaction to the competition that the development of rail and later road transport created for the fluvial navigation. Finally, attention should be drawn to the role of the CCNR in thematic fields linked with the preservation of the environment and the emergence of ecological questions regarding the growing Rhine pollution.

These different forms of competition and cooperation clearly place the CCNR into the center of geopolitical and diplomatic stakes. The CCNR has been first of all confronted with the interest of its member states. Its degree of independence with regard to its "tutors" reveals the importance of international power relations. At least during two periods, from 1871 to 1918 and after the First World War, Germany and France developed real power politics, the CCNR being one of their instruments. Contrarily, at other times, the CCNR became the symbol of reinforced cooperation between the bordering states. Especially after 1945, the CCNR was no longer the only organization to be in charge of transport issues. It therefore developed relations with a whole set of international organizations and European institutions – ECSC, EEC/EC, ECITO, ECMT, OEEC. The opposition between the CCNR and the EEC/EU is a good example in this respect. Finally, the role of the CCNR needs to be clarified concerning the organization of the European continent: which role did it play for the emergence of the European idea during the era of nationalism and for the formation of a European identity in the 20th century? During the process of European Integration, did it have a vision at regional level – the Rhine axis- and did it articulate a particular project based primarily on economic principles? In the wake of globalization, which strategy does the CCNR develop with regard to the articulation of different territorial levels (nation, European regionalism and globalization)?

A last research topic is dedicated to questions of networks and transfers. The CCNR in itself constitutes a network that deserves to be examined. Within the organization, members occupy different functions – diplomats, administrators, engineers and experts-, they have a different educational and cultural background. Within their career, the passage to the CCNR has not necessarily had the same importance. In other words, the study of existing networks within the Central Commission would allow for a better understanding of its functioning. The members of the CCNR are in fact integrated into numerous networks. They are in relation with professional associations, for example of the ship-owners or navigation firms, with national or international private organizations such as the Union of the Rhine Chambers of Commerce, with the governments of the member states and, finally, with the already mentioned other European and international organizations. The aim here is to analyze the interactions and connections between these actors, whether they are linked to lobbying activity on the CCNR, different forms of cooperation/competition which structure the relations between these actors or, finally, to the

the dissimulation of norms, standards and knowledge by the CCNR. On this last point, the dissimulation canals should be examined – journals, specialized reviews, centers – which are used by the CCNR to reach its target « public », as well as the impact of its decisions on normalization and the unification of the navigation on the Rhine.

Conditions for submission of proposals for papers

Proposals for papers should be sent before December 30, 2014 in English, French or German at : martial.libera@unistra.fr; C.Hurbourque@ccr-zkr.org; s.schirmann@unistra.fr

Proposals should include a title and an abstract not exceeding 400 signs, the coordinates of the private and professional speaker, and a short CV including making out the publications involved in connection with the conference theme.

The Scientific Committee of the conference will respond to the authors of proposals no later than January 15, 2015.

Authors of accepted proposals will deliver to the Scientific Committee of the conference, at least one month prior to the conference, or May 20, 2015, a summary containing the main theses and major axes of their papers (2-3 pages). Papers may be given in French, German or English.

The organizing committee of the conference will cover the costs of transport, accommodation and food stakeholders.

Organizing Committee of the conference:

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Martial LIBERA, Université de Strasbourg
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