

# CALL FOR PAPERS

– Transportation as a Lifeline of Development –

**Deadline for Abstract & Short CV - 15th May 2010**

**Eighth International Conference on the  
History of Transport, Traffic and Mobility  
(T<sup>2</sup>M)**

**New Delhi, India - December 2-5, 2010**



**2-5 DECEMBER 2010  
NATIONAL RAIL MUSEUM  
NEW DELHI, INDIA**

**T<sup>2</sup>M**  
www.t2m.org, info@t2m.org

## Transportation

**As a Lifeline of  
Development**



**The Chartered Institute of  
Logistics and Transport India**

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### **2 December**

Welcome Desk  
Get Together  
Opening Ceremony  
Key Note

### **3 December**

Opening Session  
Posters  
Parallel Sessions  
Excursions

### **4 December**

Parallel Sessions  
Posters  
T<sup>2</sup>M Annual Meeting  
Banquet/Awards

### **5 December**

Parallel Sessions  
Posters  
Closing Session

**The Conference**

The International Association for the History of Transport, Traffic and Mobility (T2M) invites proposals for papers to be presented at its Eighth International Conference to be held at the National Rail Museum, New Delhi, India from December 2nd to 5th 2010.

**The Theme**

This year the Conference Theme is 'Transportation as a Lifeline of Development'. The Call for Papers (CfP) invites papers in this Theme field but at the same time it is open to all subjects in the history, heritage and sustainable development of transport, traffic and mobility.

The 8 International Conference of T2M is devoted to analysis and consideration of the relationships between transport infrastructures and the development of societies, states, regions, cities or companies. Papers and sessions which are related to the Conference Theme shall present the complexity of mutual influences between transport infrastructures and economic and societal development. It is, however, possible to propose papers and sessions in all topics related to the history of transport, traffic and mobility. The Conference Theme does not bind applicants.

Transport infrastructures played and play a crucial role for the economic and cultural development of societies. Governments of territorial states have understood improvement of transport infrastructures as a major tool for accelerating their economic development and strengthening their military power, and therefore tried to get control over transport facilities and use available resources for improving these systems. The foundation of an independent, state airline for instance, even with only one aircraft, was one of the first activities of some new states in Africa after the end of Colonialism. However, governmental or private investments in transport infrastructures did not always pay off as anticipated

In many rural regions, new but underused railway, road and airport infrastructures could become a financial burden with high operating and maintenance costs. The same is true for transport infrastructures, which were built mainly for military reasons. In many so called developing countries colonial railway infrastructures never emerged as a transport network to meet the demands of the country but remained a necessary infrastructure for export of natural resources from mines or farmlands to ports. These lines often have not been extended and modernized after independence, so that only few former colonies have a modern and well maintained railway network. India is an exception from the rule with a dense, reliable, money making and growing railway network and thus a model for many countries worldwide. Strong links between transport and development are as interesting for the Conference as the relative independence of the two. Not all industrial revolutions or economic booms requested new and better transport facilities.

We invite proposals for single papers or full sessions. Full session proposals with three or four papers are encouraged, but, of course, proposals of single papers are heartily invited too. Besides the sessions, we will have a poster exhibition for every paper. All proposals by Ph-D students will at least be accepted for the poster exhibition.

**The Theme**

Transportation means movement of goods and person from one place to another. An efficient transport system is indispensable to the economic development of a nation. The entire economic, social and political life of a modern country depends upon an efficient system of transport. The benefits of transport can be studied under the following categories:

**Economic benefits/ functions**

- ♦ **Extensive market:** Transport helps in the assembly of raw materials and distribution of finished goods. It makes it possible to move goods from the place of production to the place where they are to be consumed.
- ♦ **Mobility of labour and capital:** Mobility of labour and capital increases with the development of transport. An efficient network of transport services encourages the movement of people from one place to another place.
- ♦ **Economics of large scale production:** Transport has made possible the various economics of large scale production which tend to reduce unit cost of production and help the economy.
- ♦ **Stability in prices:** Goods can be transported to places where there is scarcity and the prices are high from places where there is surplus and the prices are low.
- ♦ **Benefits to consumer:** The consumer can enjoy the benefits of use of many goods, which cannot be produced at their place, by transporting such goods from other distant places.
- ♦ **Employment opportunities and increase in the national income:** The economic development of a country depends upon the improved means of transport. Thus, transport contributes substantially to the national income of the nation.
- ♦ **Discouragement to monopoly:** The scope of total income is extended by the development of the means of transport. As commodities can be quickly transported from one place to another, local producers cannot charge prices at their own will. This discourages monopoly and encourages competition.
- ♦ **Increase in national wealth:** Transport helps in increasing the national wealth of a country by facilitating agriculture, industry, trade and commerce.

**Social benefits/ functions**

- ♦ **Discovery of new lands:** Transport has helped the discovery of new lands and the growth of cities and urbanisation. Even the waste lands are now being used.
- ♦ **Diffusion of population:** It reduces the concentration of population in the area of production. People can reach distant places if there is an adequate and efficient system of transport.
- ♦ **High standard of living:** Transport helps in the increase of production thereby raising the standard of living of people. An industry depends upon efficient system of transport and it creates new industries.
- ♦ **Ability to face natural calamities:** Transport enables the society to face natural calamities such as famine, earthquake, drought, floods, etc. in such emergencies commodities can quickly be transported to the places of mishap.
- ♦ **Destroys ignorance:** It promotes culture, removes prejudices and destroys ignorance, helping in spreading and furthering the cause of education.

### Political benefits/ functions

- ♦ **National unity, integration and peace:** Transport helps in maintaining internal peace and national unity of a country. It brings about national integration. A vast country like India cannot be held together without efficient means of transport.
- ♦ **National defence:** Transport is essential for strengthening the national defence of a country. In the days of war, it is only through improved means of transport that the defence personnel, material and equipment can be moved rapidly to the border areas.
- ♦ **Sources of revenue:** Transport helps in increasing the national wealth and income of a country. It is also a source of revenue to the government
- ♦ **Road transport:** All the movement of goods begins and ultimately ends by making use of roads. Roads act as an important feeder to the other modes of transport such as railways, ships and airways

### The Papers

Proposals which connect the two Conference topics (transportation and development) will be favoured.

- ♦ How will creating a national policy framework on transportation and/or regulations help in development?
- ♦ What role do Intelligent Vehicle Initiatives (IVI) have towards the Theme of the Conference?
- ♦ How can Smart Highways become a factor in socio-economic development of the nation?
- ♦ What role do Public Information Services like access to weather, road and traffic condition information through several media like internet, telephones, radio stations and television help or do they help at all?
- ♦ How do modern technologies like Electronic Payment Systems effect in better management of the transportation networks?
- ♦ How can technology help in areas of safety and security of national and public property on the networks?

Participants are encouraged, though not required, to organize panels on these themes. A panel consists of a chair and normally up to three speakers; no commentator is required. We especially encourage transnational, comparative and transmodal 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 doctoral students to submit proposals.

### Posters

T2M 2010 wants to invest more energy into communication. **Posters of all oral presentations will be exhibited in the public area of India's most visited rail museum.** This innovation will contribute to better promotion of the history of transport, traffic and mobility as a scientific discipline and as a public service. Submission of a fully completed poster form (1 page A4) is mandatory for all speakers. Posters will be judged. Poster forms will be made available later on the website of the Programme Committee.

### Deadline

Please send proposals to: **submissions@t2m.org**. The deadline for sending in the abstracts and a short CV (max one page each; Word or Rich Text Format only) is May 15th. Since it may be a problem for many scholars to get funding for transport, accommodation and the Conference, the Programme committee therefore will send out acceptance letters for the selected papers as soon as possible, in order to facilitate applications for funding. Ph.D. students are encouraged to apply for travel grants from T2M. Please find application forms under **www.t2m.org**  
Poster forms will be made available shortly on the website of the Programme committee. Session proposals should also include a one-page overview of the session. Submitters will be notified by the Programme committee during the first week of June 2010 on the success or status of their submission.

## Deadline

The full paper of all accepted submissions and of the posters must be delivered on or before **September 15, 2010**. These papers will be copied onto a Conference CD-ROM for distribution in advance to all Conference participants. Individual presentations at the Conference are therefore to be limited to a fifteen-minute summary to allow for debate and discussion within the session.

All participants are required to register. For details of T2M and of previous conferences, please visit: **www.t2m.org**. Further details of the Conference (including the poster form) will shortly be available on [www.ciltindia.com](http://www.ciltindia.com).

## The Venue

The Conference is being organised by historians from different universities and transport professionals in association with the National Rail Museum (NRM), India. NRM is the focus of India's Rail Heritage and Indian Railways is and always has been India's lifeline. NRM is a source of fascination and interest in Railways. It was first inaugurated on the 1st of February, 1977. This one-of-its-kind museum in Asia has an interesting collection of history, heritage, romance, nostalgia, fun, leisure and entertainment, all at one place. Sprawling over 11 acres, it comprises an indoor gallery devoted to the display of various exhibits, models, records, photographs, coat of arms, documents etc. and over 100 real size exhibits that display the glory of the bygone era. The Museum promises to take the visitors on an exciting journey into the Railway history and heritage and depict their contribution to the industrial and economic progress of the country.

## Programme Committee

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