The Future of Mobilities: Flows, Transport and Communication.

Joint conference T²M and Cosmobilities Network
Caserta | Santa Maria C.V. - 14 - 17 September 2015

Contents

Welcome to the

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

I have the honour and indeed the pleasure to welcome you on behalf of the Faculty of Humanities and Cultural Heritage of the Seconda Università di Napoli (The Second University of Naples).

Organizing this conference at a time of economic hardship would not have been possible without the combined efforts of various institutions among which I should like to make special mention of the Faculty of Humanities and Cultural Heritage of the Second University of Naples (in the persons of its Director Prof. Marcello Rotili and former Director Prof. Rosanna Cioffi) and the current University's Governance (in the person of the Rector Prof. Giuseppe Paolisso).

My particular thanks go to to the President of T²M (Prof. Mimi Sheller) for having accepted the invitation to organize the Conference in Santa Maria Capua Vetere and in Caserta, to the members of the Local Organizing Committee (Bruna Vendemmia and Massimo Moraglio) and to the Conference's Crew (Doriana Coppola, Anna Dell'Aquila, Francesca De Micco, Annalisa De Rosa, Angelo De Rosa, Federica Di Rauso, Carmen Maienza, Maddalena Mozzillo).

I wish that the sessions – characterized by their diversity of period, location and topic – will give rise to a lively and fruitful debate. But in addition to taking part in the presentations and debates within the stimulating scientific programme, I trust that you will have time to enjoy the beauty which the cities of Santa Maria Capua Vetere, Caserta (and nearby Naples) always offer their visitors. Possessed of an artistic heritage going back very many centuries, they are at the same time decidedly multicultural cities – simultaneously Italian, European and World cities.

The Chair of Local Organizing Committee
Federico Paolini

Organizers

T²M

T²M, the *International Association for the History of Transport, Traffic and Mobility*, emerged from the shared agenda of a number of different groups who increasingly came to the conclusion that a new field of analysis and interpretation was required. The specific initiative to found a new international association came from the Mobility History Group within COST's Tensions of Europe programme, with the idea being extensively discussed during the last two group workshops in Trondheim and Munich in 2002. Through further discussion with COST and Arbeitskreis Verkehrsgeschichte (part of the German association of Economic History) plans were drawn up for the launch of the association, which took place in Eindhoven in November, 2003. By this stage some of the most active members in the fields of mobility and transport history were involved. Since 2003, T²M has organized a yearly conference, resulting in a growing network of researchers presenting high-quality papers. At the Paris conference in 2006, general members voted to accept the statutes of the organization, resulting in T²M's official founding. With new ventures such as Theme Groups and a regular newsletter, T²M continues to be an exciting and innovative association.

T²M's mission is the establishment of a collegial association of scholars, practitioners and concerned citizens to encourage and promote an understanding of the historical interaction between transport, traffic and the mobility of people, material objects and ideas. The association invites participation by anyone sharing an interest in its activities. Membership of T²M ensures a vital connection with like-minded individuals and institutions around the world. Benefits include a print subscription to the *Journal of Transport History* (two issues a year), the journal *Mobility in History* (one issue a year) discounted registration at the annual meetings, a 4-annual electronic newsletter, and access to the special member area of the T²M website. T²M's has a reduced fee for members from developing and emerging countries (45€, like students).

T²M encourages organisations and institutions interested in transport, traffic and mobility history to become involved in the

Association. Membership of T²M ensures a vital connection with likeminded individuals and institutions around the world. Benefits for Institutional Members include:

- A print subscription to the Journal of Transport History (published by Manchester University Press in the UK, the Journal has been a leading title for more than 50 years and offers an international forum for peer-reviewed publications on mobility history);
- A discounted registration at the annual meetings: individuals who are members of organisations subscribing to T2M are allowed to register at the conference at the members' rate;
- The possibility to place a stand at the annual meetings (which has to be arranged with the local organisers);
- The possibility to follow the high-quality papers presented at the annual meetings, and also the work of the thematically based special interest groups;
- A quarterly electronic newsletter; A yearbook *Mobility in History* is part of the membership benefits, with the goal of providing an annual overview of the field's scholarship;
- Institutional Members can include details of their events in the Newsletter and on the Website;
- Presenting the Institutional Member in T2M's Newsletter: the Newsletter runs a series of profiles of IMs, in which they introduce themselves and their aims to readers; each issue of the Newsletter carries the logos of IMs;
- Presenting the Institutional Members on T2M's Website: T2M's website features the IMs' logos and provides some information about the organisation and a link to the organisation's own website.

Contact:
T²M Executive Secretary
Julia Hildebrand: secretary@t2m.org
Address:
T2M/ Julia Hildebrand
Center for Mobilities Research and Policy
Drexel University, 3141 Chestnut Street, Philadelphia, PA 19104, USA

Cosmobilities Network
The European Network of Mobility Research

Cosmobilities Network connects European scientists working in the field of mobility research. As an interdisciplinary network it represents state of the art research on different aspects of social, physical, cultural and virtual mobilities. It fosters mobility research as a key discipline for the modernization of European societies under the conditions of globalization and global complexity.

Cosmobilities is a global network for social science based mobilities research. It connects experts working on social, physical, virtual, cultural and historical aspects of the mobility of people, artifacts, goods and ideas. cosmobilities addresses mobility research as a key discipline for the modernization of societies. It provides a lively framework for young researchers and leading experts alike, organizing the ongoing exchange of ideas and generating cutting-edge research.

Cosmobilities was established in 2004 and until 2010 was funded by the German Research Association (DFG). Its work involves of a large number of experts and a wide range of excellent research institutions worldwide. Sources of inspiration include the new mobilities paradigm, with its focus on globalization and a cosmopolitan perspective within the social sciences.

The network fosters a continual development of interdisciplinary research. Through regular publications and conferences, cosmobilities seeks to enrich a dialogue with civil society, business and government about the social, economic and environmental challenges of mobility.

Contact:
Arcisstraße 21,
80333 München, Germany
Phone: +49-89-289-28598
Fax: +49-89-289-22333
sven@plan.aau.dk

The Conference Theme

The Future of Mobilities:
Flows, Transport and Communication

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?

Committees

Programme Committee

Valentina Fava (University of Helsinki, Finland)
Malene Freudendal-Pedersen (Roskilde University, Denmark)
Andrea Giuntini (University of Modena and Reggio Emilia, Italy)
Kevin Hannam (Leeds Beckett University, United Kingdom)
Sven Kesselring (Aalborg University, Denmark)
Anna Lipphardt (Albert-Ludwigs-University, Freiburg, Germany)
Mimi Sheller (Drexel University, USA)

Local Organizing Committee
Federico Paolini (Second University of Naples, Italy)
Massimo Moraglio (Technical University Berlin, Germany)
Bruna Vendemmia (Polytechnic University of Milan)

Conference at a Glance

Monday, September 14

Meeting of T²M Executive Committee, 10:00-13:00. Location: Hotel Europa, Caserta.

Meeting of Cosmobilities Network Board, 14:00-16:00. Location: Hotel Europa, Caserta.

Meeting of the Editorial Board of the Journal of Transport History, 14:00-16:00. Location: Hotel Europa, Caserta.

Registration Open, 14:00-19:00. Location: Aulario (Via Perla, Santa Maria Capua Vetere).

Conference Welcome, 16:15-16:45. Location: Aulario, Room 1, Ground Floor.

Plenary Lecture 1 (Prof. Andreas Knie, InnoZ, Germany), 16:45-18:00. Location: Aulario, Room 1.

Welcome Drink, 18:00. Location: Aulario.

Walking Excursion around Santa Maria Capua Vetere +Experiencing Italian the Wonders of the Railway from Santa Maria to Caserta, 19:15. Meeting Point: Aulario, Ground Floor Lobby.

Tuesday, September 15

Bus Service from Caserta to Santa Maria Capua Vetere, 08:45.

Concurrent Sessions 1, 09:30-11:00. Location: Aulario (Via Perla, Santa Maria Capua Vetere), Ground & First Floor.

Coffee break, 11:00-11:30.

Concurrent Sessions 2, 11:30-13:00. Location: Aulario, Ground & First Floor.

Meeting of the Editorial Board of Transfers, 11:30-13:00. Location: Aulario.

Buffet Luch, 13:00-14:00. Location: Aulario.

Plenary Lecture 2 (Prof. Kimberly Sawchuk, Concordia University, Canada), 14:00-15:30. Location: Aulario, Room 1, Ground Floor.

Field Trips, 15:30-23:00. Meeting Point: Aulario, Lobby, Ground Floor.

Wednesday, September 16

Bus Service from Caserta to Santa Maria Capua Vetere, 08:45.

Concurrent Sessions 3, 09:30-11:00. Location: Aulario (Via Perla, Santa Maria Capua Vetere), Ground & First Floor.

Meeting of the Editorial Board of T²M Yearbook , 09:30-11:00. Location: Aulario

Coffee break, 11:00-11:30.

Concurrent Sessions 4, 11:30-13:00. Location: Aulario, Ground & First Floor.

Buffet Luch, 13:00-14:00. Location: Aulario.

Concurrent Sessions 5, 14:00-15:30. Location: Aulario, Ground & First Floor.

Coffee break, 15:30-16:00.

Concurrent Sessions 6, 16:00-17:30. Location: Aulario, Ground & First Floor.

Annual Members Meeting of T^{2}M + Cosmobilities, 17:30-19:00. Location: Aulario, Room 1, Ground Floor.

Bus Service from Santa Maria Capua Vetere to Caserta, 19:15. Meeting Point: Aulario, Lobby, Ground Floor.

Free time in Caserta, 19:30-20:30.

Conference Banquet, 20:45. Location: Antica Hostaria Massa**,** Via Mazzini 55, Caserta.

Thursday, September 17

Bus Service from Caserta to Santa Maria Capua Vetere, 08:45. Location:

Concurrent Sessions 7, 09:30-11:00. Location: Aulario (Via Perla, Santa Maria Capua Vetere), Ground & First Floor.

Coffee break, 11:00-11:30.

Plenary Meeting. Round Table on *The Future of Mobilities: Diverse Research Perspectives* (Peter Adey, George Revill, Malene Freudendal-Pedersen, Sven Kesselring, Noel B. Salazar), 11:30-13:00. Location: Aulario, Room 1, Ground Floor.

Final Remarks + GOODBYE TO 2016, 13:00-13:30. Location: Aulario, Room 1, Ground Floor.

Key-note Speakers

Andreas KNIE
InnoZ, Germany

The New Car Bright and Clear

Andreas Knie is Research Fellow at the Social Science Research Center Berlin (WZB) and Professor of Sociology at the Technical University Berlin.
His research fields include transport science, technology and science policy, and innovation research.
At the WZB he led the Project Group Mobility with Dr. Weert Canzler and coordinated the Research Group Science Policy with Dr. Dagmar Simon.
Since 2001, Andreas Knie is responsible for intermodal products and business development at Deutsche Bahn AG, and since 2006, Co-Executive Director of the Innovation Center for Mobility and Societal Change (InnoZ GmbH; shareholders are Deutsche Bahn AG, T-Systems, the German Aerospace Center, Siemens AG and the WZB.)

Plenary Lecture II

Kimberly SAWCHUK
Concordia University, Canada

Curating Mobilities: Choreography, Cartographies and the Chorographic Impulse

Kim Sawchuk is a Professor in the Department of Communication Studies at Concordia University. She holds a Concordia University Research Chair in Mobile Media Studies. She is the former editor of the *Canadian Journal of Communication* and a co-founder of the feminist media studio, Studio XX. She is the co-editor of *Wi: journal of mobile media* (www.wi-not.ca).

A feminist media studies scholar, Sawchuk is interested in collaborative writing practices, with a special focus on new media art, wireless and mobile media technologies and the politics and culture of health and biomedicine.

Sawchuk's current research-creation work traverses two major areas: wireless, mobile communications and the legacy of biomedical imaging, or biotourism.

Concurrent
Sessions

Tuesday, 15 September 2015, 09:30-11:00

Panel A 1: *Political Economy, History and Cultures of Speed* (I)

Chair: **Marie-Noëlle POLINO**

Jim COHEN
The City University of New York

History As Future And Future As History: High Speed Trains

This paper analyzes the political economy, history, and cultural representation *high speed* on railways in the U.S. and France, 1830-present. It addresses the T2M conference theme of «how…the past…can be linked to the future», and discusses the Call for Papers concept of «retrospective futures».

Timetable data shows that trains ran at significantly higher speeds, compared to prior decades, during four periods in France and the U.S: the first steam-driven trains, 1830-50; radically faster steam locomotion, 1890-1910; steam, diesel, and electrified *streamliners,* 1935-1955; *Bullet trains* and *TGV*, 1964 to the present. In each period, representations by the rail industry and in popular culture were used to define trains as *high speed*. The concept of high speed, therefore, was culturally defined and historically contingent. In addition, the political economies of France and the U.S. significantly influenced the historical development of high speed, and continues to shape present (and future?) attempts to build new high speed routes, such as in California, Texas, and Florida; and to extend service to new regions of France. In the U.S. case, profits accruing to railway engineering, construction and manufacturing corporations, as well as to rail operators, have assumed particular importance, and include unusual aspects of financial engineering. In the French case, political calculations about the cost of increased speed are affecting policy choices. In short, political economy must be added to culture to fully understand the history, nature, and uses of high speed. By comparing the cultural context and political economy of the four periods of high speed, I consider the extent to which past and future are inter-related; whether the culture and political

economy of one period is predictive of another. Also, I apply the concept of *retrospective futures*. For example, a major Japanese corporation is currently proposing to run trains powered by magnetic levitation (*maglev*) on the Northeast Corridor in the U.S.. *Maglev* speed can reach 400-500 miles per hour. Will *maglev* speed in the U.S. be defined in cultural and political economy terms that are generically similar to those of earlier periods? Or is *maglev* speed a velocity that suggests entirely new relationships between mode, geography, land use, and society? And what is the political economy of this NEC *maglev* proposal, which has garnered high profile private and public support at a time when *maglev* seems extremely unlikely to be implemented due to its extremely high cost? I will address these questions for T2M, 2015.

In sum, analysis of high speed across multiple periods of history provides a wealth of empirical material for analyzing relationships between speed, culture, and political economy, and for understanding how and why these relationships reverberate throughout history and into the future.

Yves CROZET
Université de Lyon/ University of Lyon

Why Speed Gains Are Not What They Used To Be

Increases in both speed and economic prosperity are an outstanding feature of human history. Railways significantly increased speed in the 19th century; as did cars, then high-speed air and rail transport in the 20th century. At the same time, per capita GDP has increased at a rate which is similar to the rate of increase in average travel speed (Shafer & alii, 2009). Does this undeniable correlation between speed and economic growth mean that we can infer causality? Has increasing speed been necessary for economic growth and welfare improvements?

Relying on the concept of effective speed (Illich, 1974), I contest the notion that increased speed necessarily causes economic growth. By taking into account not only journey time, but also the time spent working to earn the money needed to pay the financial cost of the journey, calculations of effective speed show that the financial cost for some forms of transport can be exorbitant. For certain journeys, effective speed decreases for the majority. This is what brought the era

of supersonic commercial aviation to an end. In 2000, a Paris-New York return on Concorde (average speed 2,000km/h) cost around €12,000 for 12,000 kilometres, in other words €1 per kilometre.

To buy a Concorde ticket, a worker earning around €6 net per hour would have had to work 2000 hours, more than one year, resulting in an effective speed of about 6km/h, not much faster than walking. The supersonic speed of the Concorde brought New York and Paris closer together--an accessibility gain--but for the majority of working citizens, that gain came at an exorbitant cost.

In this paper, I add the concept of *socially effective speed*, which takes account not only the cost for the individual traveler, but also for the environment and for the public budget. Some speed gains are cost effective for the community and some are not. On this basis, transport investment decisions are guided not purely by absolute speed, but by the type of service provided to users. For instance, introducing 186 mph *TGV* service between two cities that are 100 or 200 km apart makes that journey possible in 30 or 40 minutes. I call this *hypercommuting*. It becomes possible only when the public budget subsidizes these journeys in the range of several tens of euros per person per day over many decades.

In sum, the construct of effective speed assists policy-makers in making appropriate investment choices concerning specific modes of transport and modal speed to introduce between city pairs. This approach was proposed in France in June 2013 by the *Commission Mobilité 2*, which conducted an appraisal of proposed future high speed rail projects and concluded that some of them did not constitute an appropriate response to travel demand. Instead, maintaining and upgrading traditional trains was proposed as the more effective and appropriate choice.

Peter LYTH
Nottingham University Business School

Gin & Tonic / Supersonic: The Rise and Fall of Concorde, 1950-2000

The Concorde supersonic passenger aircraft, which spent almost 20 years in development before it entered service with Air France and British Airways in 1976, represents an extraordinarily élitist piece of

technology. It was very fast and very costly. Looking at the records of government and the aircraft manufacturers in British archives, this paper considers why and under what circumstances it was conceived and addresses the question of why the British (and to a lesser extent the French) pursued the idea of ever greater speed in commercial air transport at a time when elsewhere, notably in the United States, notions of volume, aircraft capacity and greater airline profitability were gaining ground.

The paper concludes by evaluating the effect of Concorde on the nascent environmental movement of the 1970s; did the irksome sonic boom and the profligate use of fuel in Concorde's engines help galvanise public opinion against the dogma of 'speed-at-any-cost' in air transport and assist the course of environmentalist 'green' philosophy in entering the political mainstream? And does it explain why a successor to Concorde, researched and to some extent planned in the United States in the 1990s, in the end never got beyond the drawing boards at Boeing?

Panel B 1: *The War of Movement. Operational First World War Vehicles in Museums*

Chair: **Katariina MAURANEN**

Chris van SCHAARDENBURGH
Coventry Transport Museum

1916 Maudslay Project At Coventry Transport Museum

This project led to the restoration to running order of the only remaining First World War 3-ton Maudslay military lorry. The restoration project was managed by Coventry Transport Museum with the support of the Friends of Coventry Transport Museum. During the First World War Maudslay built 1,547 3-ton lorries, named subsidy chassis because of the government request and support to build standardized vehicles during the War. Many of these vehicles were sold after the War for private commercial use. Our chassis was bought by a travelling fair company and converted to a motorhome before

being converted for use as a static holiday home in Aberdeenshire in the early 1940's, where it remained until being sold into preservation in 1974. The lorry was acquired by Coventry Transport Museum in 1999 and restoration started in 2007.

The initial intention was to restore the vehicle as a post First World War Coventry Corporation bus, since the city used converted Maudslay chassis for this purpose. Since this particular Maudslay never operated in Coventry, and since we had no original bus body available to us, the decision was made to restore the vehicle back to the state it would have been in when it left the Parkside Factory in Coventry in 1916, a subsidy type Army lorry.

Although the chassis was largely complete, the wooden cab and load bed structure was missing, and had to be recreated. The chassis and drive-train needed extensive repair/restoration, years of use, storage and partial restoration attempts left no original finish to be preserved, which helped the decision to restore the vehicle to running condition. Another reason to restore the Maudslay to running condition was our desire to use a First World War vehicle at outreach and educational events and to maintain the skill levels in-house to restore and operate vehicles of that period.

This presentation will look at what effect this project has had on our outreach events, the sense of ownership within our museum/city and the collections care skills in restoring/operating vehicles of that period.

Katariina MAURANEN
London Transport Museum

London to the Western Front: London Transport Museum's Restored 1914 B-type Battle Bus

Introduced in 1910 by the London General Omnibus Company (LGOC), the B-type bus was Britain's first successful motor bus. It was built in London for London, and within 18 months had replaced LGOC's entire fleet of horse-drawn omnibuses. At the outbreak of the First World War, buses were commandeered for the war effort. Approximately 1,000 buses were taken from London to serve as troop carriers, ambulances, and lorries. Drivers and mechanics were often recruited with their vehicles, many never to return. On the home front

the war resulted in a shortage of vehicles and staff. For the first time, women were employed on London's transport network from 1915 to replace the men fighting the war. To commemorate the role of London's transport in the First World War, London Transport Museum's Battle Bus project has taken the 1914 built B-type bus B2737 and restored it into operational condition. The restoration was completed in June 2014, when B2737 was launched in its original red LGOC livery. Three months later it was converted into a military troop carrier in public view in the museum gallery, and taken on a tour of Western Front locations where London buses are known to have served.

This paper looks at the operation and interpretation of the Battle Bus, focusing primarily on the pivotal moments of the military conversion and Western Front tour. How did operating the vehicle during these events add to its interpretation? What was the significance of converting the vehicle in a public space? These events were brought to a wider audience through the use of social media which allowed the interpretation of the bus's journey in real time, over long distances. The paper will examine the opportunities and challenges presented by this approach.

David WILLEY, Richard SMITH
The Tank Museum, Bovington

Operating First World War Vehicles At The Tank Museum

The Tank Museum is situated in Bovington on the South Coast of England. It holds the World's most important collections of tanks and armoured fighting vehicles from the first ever tank to vehicles which remain in operational use today. The Museum is believes that operating vehicles is one of the best ways to interpret a mechanical collection and that through operation the potential for our visitors to learn about our collections is significantly enhanced. As a consequence The Tank Museum operates more historic armoured vehicles than any other museum in the world. Operating vehicles creates inherent risks and the Museum constantly has to balance object risk with interpretation benefits.

In the presentation there will be a discussion of cultural value and how this relates to operating historic vehicles, looking at the cultural

biography that is contained within a vehicle. We will consider what is at risk when a vehicle is operated and how this is balanced against the benefits of operation. Within the cultural value of operation, we will consider the extent to which different audience needs are considered and the extent to which the cultural value of keeping a vehicle running may change over time – for example whether there is greater value in operating vehicles for those who had a direct relationship to them or whether operation should be delayed to benefit future generations.

The presentation and paper will look at the decision made in 2006 to stop operating the last working First World War Tank. The Museum's Mark V tank had been operated regularly since its construction in 1918. However, in 2006, stress cracking around key structures of the tank's frame was identified and the decision was made to cease operating the vehicles on the basis that the risk of serious and irreversible damage had become too high.

The presentation will examine the factors that contributed to the decision regarding cracking and the assessment of the risk. It will compare and contrast the decisions made on the First World War vehicles to those made regarding equally rare Second World War pieces, in particular the Museum's Tiger 1.

We will examine the measures taken by the Museum to address the loss of interpretation value in stopping the operation of the vehicle in obtaining an appropriate replica, in recording sounds, and videoing operating procedures.

Panel C 1: *Spatial Effects of Everyday Mobility Practices*

Chair: **Paola PUCCI**

Claudia COLETTA
Università di Milano/ University of Milan

Why Mobility Matters for Sociologists? Job-related Spatial Mobility for Ipros: Patterns, Causes and Determinants.

Too often sociology as an academic discipline has set itself apart from mobility studies, mainly viewed as engineers' stuff not worth the interest of the social sciences.

This is especially true if we consider that new ICTs and system of infrastructures have enhanced space-time flexibility especially in working practices. They have given their contribution in fostering the rise of new self-organized and independent professionals, the most flexible and mobile workers by definition. Bericat (1994) first provided the distinction between *mobility to work* and *mobility in/at work*. But for self-employed professionals it is more sense to talk about a fuzzy division between private and working life; this is also why residential choice is strongly connected with work-related mobility patterns. Then we come to our research questions: where do these workers live? Where do they move? How often? And why?

The paper aims to answer those questions and to detect any phenomenon of clustering or spatial exclusion, by identifying relevant socio-economic constraints to mobility.

Giovanni VECCHIO
Politecnico di Milano/ Polytechnic University of Milan

Moving from the Margins. Understanding Migrant Mobility Through Mapping.

Today, mobility planning is based on a technical attitude, based on tools often ineffective when dealing with urban mobility practices – especially for marginal urban populations, like migrants. Different experiences have tried to provide richer representations of mobility practices, addressing these populations also through the drawing of individual mobility maps. The paper aims at exploring the contribution that the mapping of marginal mobility may provide to the understanding of spatial practices and their contribution to the public action in the city. Drawing on a mapping experience led in some associations for migrants in Milan, the paper follows three directions: it discusses the emerging image of the migrant mobility; it questions the role of mobility in determining the access to urban opportunities for marginal urban populations; and it explores the use of maps as a tool for a better representation of marginal mobility practices.

Bruna VENDEMMIA
Politecnico di Milano/ Polytechnic University of Milan

Spatial Effects of Reversible Mobility Practices.

The recent development of Communication and Transport technologies engender radical transformation of mobility practices. According to Kaufmann, in recent years mobility practice became more reversible, that is to say: people prefer to undergone more intense everyday mobility practices in order to maintain their personal moorings and skip residential mobility. Also in Italy recent official data confirm that in last decade the time for everyday mobility has sensibly increased.

This paper focuses on the analysis of this particular group of people, using an actor-based approach, in order to identify what are the spatial effects of the transformation in mobility practices. In particular I will focus my attention on the configuration of new spaces for mobility as well as in innovative use of traditional mobility spaces, such as the train and the station.

Panel D 1: *Shared Taxi Services in Different Regions of the World* (I)

Chair: **Arnaud PASSALACQUA**
Discussant: **Hans-Liudger DIENEL**

Richard VAHRENKAMP
Universität Kassel/ University of Kassel

Introduction

Since the overwhelming success of the new UBER shared taxi company, founded by Travis Kalanick, the idea of shared taxis is heavily discussed in mobility research again. Is it, at the end of the day, a technology system transfer from emerging to rich Western countries? Why did the ideas of shared taxis was excluded in Western public transport planing for decades? Can we identify a typology of different

shared taxis solutions? These questions will be adressed by a number of case studies, the comment at the end oft he double session and hopefully a vivid discussion.

Andrey KUZNETSOV
Natsional'nyy Issledovatel'skiy Tomskiy Gosudarstvennyy Universitet; Volgogradskiy Gosudarstvennyy Universitet/ National Research Tomsk State University; Volgograd State University

Critiques and Justifications of Urban Mobilities: Marshrutkas as a Matter of Social Justice

My presentation will report on some results of ongoing sociological research of public transport in Volgograd, Russia. Special focus of the research are marshrutkas, a type of collective taxis widely spread in contemporary Russia. Marshrutkas appeared in Volgograd for the purposes of passenger mass transit in the mid 1990s as a ready made solution for numerous problems of urban transportation. They quickly became outwardly an unproblematic matter of fact of everyday urban life. At first marshrutkas did not generated any public discussions and were not recognized as an innovation of whatever kind. However since mid 2000s marshrutkas has been increasingly appearing as a matter of concern at the epicenter of various controversies (public and private alike) because they produce various unexpected inequalities. Different actors criticize and justify the presence of marshrutkas on the streets of Volgograd. To account for this state of affairs I draw on two theoretical approaches. Firstly, I use a conceptual framework suggested by Bruno Latour to trace a peculiar cosmopolitical trajectory of marshrutkas as an implicit innovation. Secondly, following Albertsen and Diken I try to introduce pragmatic approach of Boltanski and Thevenot into mobilities studies and to unravel different ways in which marshrutkas are criticizes and justified in the regime of justice.

Andrey VOZYANOV
Universität Regensburg/ University of Regensburg

The Same Route but not the Same Way: A Sensitive Diversification of Public Transit in Ukrainian and Romanian Cities since 1990s

After 1990, the destiny of municipally and stately managed public transit – in a mid-sized cities normally comprised of bus, trolleybus and tramway – varied radically across the post-socialist space. Although some states supported the efficiently and preserved virtually all the electric transport nets (Czech Republic, Poland, Hungary), the others (e.g. South Caucasus and Middle Asia regions) have almost entirely got rid of tramways and trolleybuses, with municipal bus services dominated or completely replaced by privately-owned vehicles of smaller capacities (varying in kinds and nominations). Ukraine and Romania (as well as some other countries) are experiencing a somewhat vaguer transformation – the private buses (maxi-taxi in Romania, marshrutki in Ukraine) are operating along the same streets and stops with the partly survived municipal transport. Two parallel infrastructures may overlap, sometimes compete, but also complement each other, being dissimilarly integrated into the urban everyday. They both enroot themselves in sociotechnical urban conventions, distributing the speed, waiting, and comfort between the milieus. The interventions of authorities into any of the two infrastructures – be that legislative initiatives or attempts to optimize the service – meet a skepticism (if not a radical rejection) from these or those social groups, since each of the public transit regimes has its stake-holders, adherents and ill-wishers. Using the field data from Mariupol, Ukraine and Galaţi, Romania, my presentation will focus on ethical and emotional concerns of passengering that prove to be remarkably significant for transport behavior and turbulent urban mobilities in these regions.

Jørgen BURCHARDT
Danmarks Tekniske Museum/ Denmark's National Museum of Science and Technology

Order Out of Chaos: Self-management and Public Control of Shared Taxis in an Initially Completely Free Transportation Sector

Transport with minibuses in a shared taxi system is an important transportation system around the globe. It exists in most countries in the world but the richest. It is a self-grown system that springs from contractors with few resources in geographic areas that have no

affordable alternative means of transport. In some countries, the system has evolved over 50 years or more; in other countries, it develops after the public transportation system has collapsed; for example, after the end of centrally planned socialist states. The system is self-grown. There are no traffic planners, researchers, foreign aids, or big companies behind the creation of these routes. There are differences in the shared taxi system between countries, but the general principles are strikingly similar. The principle is that shared taxis are the cheapest mode of bus transportation—the buses run only when they are full. If there is a need for transport, anybody has the free initiative to start a new bus route. Competition is fierce, so no large surpluses are made. Capital accumulation is rarely seen—vehicle owners rarely have more than one or two buses. The system can only work in total freedom. Nevertheless, there are attempts at coordination and management, both from the state and from public authorities, and also from the trade participants themselves.

This paper will present some of the points of interests surrounding this industry. The following are a few topics of interest: road safety; decent working conditions and income opportunities; service for passengers ; overall traffic and transport considerations.

The study is mainly based on anthropological fieldwork from Ghana, which, with around 80% of passenger transport in shared taxis, is presumably the country with the highest prevalence of them. The study also compares organizational forms regarding transportations that have occurred in other countries in Africa, South America, and Eastern Europe, ranging from strict enforcement of rules—with the murder of rule breakers—to smooth consultations between joint owners in other countries.

Panel E 1: *Subjects of Mobility: A Theoretical Enquire*

Chair: **Sven KESSELRING**

Pierre LANNOY
Université Libre de Bruxelles/ Free University of Brussels

Visions of a Mobile World in Interwar American Sociology: An Ecological Approach of Academic Paradigms and Prospects on Mobilities

The Chicago School of Urban Sociology: mobility as a multifaceted phenomenon

Social scientists affiliated with the Sociology Department of the University of Chicago during the interwar years -latter known as the Chicago School of Urban sociology- were amongst the first American scholars to pay attention to the phenomenon and concept of mobility. In the works of Robert Park, Roderick McKenzie, Ernest Burges, mobility appears from diverse angles and is given different epistemic statuses. At an empirical level, Chicago sociologists paid much attention to the development of transportation and communication, and also to the movements of population within cities. So, in his voluminous paper on *The Neighborhood* (1921-22), McKenzie distinguished different kinds of mobility and documented their interrelations with urban changes and problems. As early as 1915, in his famous essay *The City*, Park spoke of the «*mobilization of the individual man* that is caused by the urban environment and that transforms his temperament». Mobility was thus considered as a trait of urban modernity: «*the term mobility, like its correlative isolation, covers a wide range of phenomena. It may represent at the same time a character and a condition*», Park stated in the same essay, whereas ten years later Burgess underlined that «*mobility is the pulse of the city»*. In a theoretical attempt to define «the scope of human ecology», McKenzie (1927) argued that mobility (which «*is a measure of the rate of change of an ecological organization*») had to be distinguished from fluidity («*which represents movement without change of ecological position*»). Finally, mobility was also seen as the fundamental factor in the emergence of mentality and society: «*Mind is an incident of locomotion. […] It is in the process of locomotion that mankind is enabled to develop just those mental aptitudes most characteristic of man, namely, the aptitude and habit of abstract thought. It is in locomotion, also, that the peculiar type of organization that we call social develops*», stated Park in 1926. As we can see, mobility was a word that covered a wide and malleable conceptual matrix, evolving along the lines of development of the so-called human ecology epistemic program.

Mobility, social change and transportation: Sorokin's and Ogburn's critics

But the ecological approach to mobility was challenged from the late 1920s onwards by cuncurrent conceptions of mobility. Pitirim A. Sorokin's first opus, *Social Mobility* (1927), asserted frankly that «*social space is something quite different from geometrical space*» and that consequently «*the so-called ecological approach to the study of social phenomena may have only a limited value and is not suitable for a study of greater part of social changes*». For Sorokin, what he called *territorial circulation* or *horizontal mobility* was of little concern; on the contrary, he argued that the core task for sociologists studying *present-day mobile society* was the study of *vertical mobility* or changes of position in social space. Since the publication of his seminal book *Social Change* in 1922, William F. Ogburn advocated a reorientation of sociological work: he called sociologists to pay systematic attention to social trends rather than to located or particular phenomena, such as those studied by the Chicago sociologists. In 1928, as President of the American Sociological Society, Ogburn noticed that «*it has long been the custom for the annual meeting to be built around some central topic, as, for instance, Population or The City. Question arises, however, as to whether it might not be well to depart from the custom this year*». From the same year on, a volume of the American Journal of Sociology will be devoted annually to *recent social trends* under the supervision of Ogburn, who argued that «*never in the history of the world have there been so many changes nor such rapid changes nor such significant changes as are occurring in the present century*». But Ogburn never used the term mobility to speak about these tremendous changes, even if transportation was one of his favorite topics illustrating his standpoint – a topic that appeared throughout his publications, from *Social Change* (1922) to *The Social Effects of Aviation* (1946) and later on. In short, Sorokin conceptualized mobility without considering transportation, and Ogburn analyzed transportation without paying attention to mobility. The multilayered approach to mobility displayed in the works of the Chicago School was disintegrated, dismembered and disqualified.

Towards an ecology of the disintegration of urban ecology

Despite substantial divergences, the three programs were innerved by the idea of social change and its links with forms of mobility. With

their own perspective, they all envisioned a mobile world. Consequently, how could we understand that they followed so diverging intellectual paths? In my presentation, I will show that this conceptual and epistemic specialization did not stem from the very nature or evolution of mobility phenomena as such but rather from ecological factors, following Abbott's (1988) perspective. The development of academic sociology in the U.S. during the interwar period was synonymous with an intense competition for establishing the standards of the discipline. In my view, Park, Sorokin, and Ogburn can be considered as prominent figures of competing conceptions of the task of sociology, diverging one from another on methods to be followed, on data to be handled, on theories to be developed, on audiences to be addressed to. In my presentation, I will focus on the ways mobility and transportation are dealt with through the works of these three figures, and I will outline how these diverging conceptions are linked with distinct academic settlements, institutional networks, science policy visions, and interpersonal conflicts. In other words, I will try to show that *the academic work of envisioning the present and the future of mobilities is an embedded activity*. For any scholar engaged in the project of grasping the phenomenon of mobilities, speaking about their future is always a way to deal with the present state-of-the-art, i.e. with the present-day social configuration in which knowledge is produced. By showing how to conceive what the future will be, knowledge craftsmen design epistemic programs that empower them within the field as it is currently structured.

Katharina MANDERSCHEID
Universität Luzern/ University of Lucerne

Who is the Future Mobile Subject? An Empirical Study of the Discursive Shaping of Subjectivities.

The multiple crises of the present – declining fossil resources, energy crises, global food injus-tice, climate change, environmental injustice and social exclusion, international instabilities and dependencies etc. – all seem to be linked to some extent with the regime of automobility. Correspondingly, it is almost common sense in discourses on desirable or likely futures that, amongst other factors,

motorised traffic has to and will change. This anticipation is expressed in a variety of heterogeneous ideas, technological developments and policies around the topic of future mobilities.

Against the background of an understanding of mobility regimes as as *dispositifs* in a Fou-cauldian sense – constituted by the interplay of material mobility landscapes (roads and infra-structures, laws and institutions), discourses (on the individual, collective and scientific level), practices of movement and immobility as well as the governing and formation of mobile sub-jects, in my paper I will carve out the shapes and properties of the mobile subject as it is being constituted and contested in these discourses around future mobility orders with a special emphasis on the discourse of networked urban mobility. By doing so, I intend to bring the underlying but implicit conceptualisation of the social order to the fore with a special emphasis on the entailed social inequalities. What is more, the interesting question when analysing het-erogeneous visions of future mobilities consists in differences and congruencies concerning these pre-scribed subjectivities.

The materials used in this empirical analysis are documents presenting concepts and visions of future mobility from different speaker positions within the discourse: transport and urban planning, and policies as well as media. The discourse-analytical approach promises some in-sight into the underlying power relations behind the contestation of the future that are questioning some, but are sparing other, dimensions of the social order underlying the organisation of mobility.

Meike BRODERSEN
Université libre de Bruxelles/Free University of Brussels

Mobile Spaces, Mobilised Biographies. Mobilities in Large Scale Science Collaborations

Mobilies have been identified and analysed as (increasingly) central to academia and university researchers are readily comprised within those categories classified as *mobile* or *highly skilled migrants*. Depending on disciplines and institutional contexts, mobility also has a variety of functions in the production and organisation of scientific

work and more specifically so in larger science collaboration. The paper aims to replace a perspective on mobility within the study of academic work, thus highlighting the ways in which mobilities are interwoven with work, qualification and the construction of academic and professional spaces. The analysis is based on a long-term participant observation within an international collaboration in experimental physics, centred on a large-scale particle detector, with its host institution based in the USA and member institutions across the globe. The ethnographic material is complemented with in-depth interviews and extensive document analysis.

Throughout their career stages, researchers circulate internationally within and outside of the collaboration. The access to further academic positions, the eligibility to any such positions and even the very exercise of scientific work depend on the possibility of - at least temporary – migration. Mobility between projects, institutes and countries is thus perceived as an operating criterion for individual (and collective) qualification and can thus function as a factor of exclusion or inequality. Simultaneously, diverse forms of mobility and information traffic are necessary on a daily basis for members to tend to the research facility and infrastructure, to ensure the production and distribution of data and to revive the organisation which revolves around it. In addition to local efforts of coordination and management within the group, considerable portions of working time are thus dedicated to *bridging space* - researchers communicate with specialists and technicians in different contexts and countries, anticipate waking hours and working schedules around the globe as well as satellite availability times and the activity of computers and instruments in numerous locations – and to *shaping space* – the linking and travelling of researchers and things (re)generate a networked mobile transnational space which is essential to their work and to the persistence of the experiment. The paper argues that the autonomy and the margin of appropriation of which researchers dispose within this space are central to the way they practice this space. While ideals of mobility and fluidity, flexibility and independence are relevant in institutional and individual discourse, researchers are indeed increasingly faced with multiple constraints in terms of the timing, organisation and evaluation of their work. The paper points out how the arising tensions are integrated into everyday work and individual biographies and discourse

and discusses how constraints and mobile ideals play into their mobilisation at work. While certain forms of mobility (travel to conferences, meetings, lobbying activities, experimental facilities, virtual travel) apply to most practitioners of the field (to varying extents), senior professors often apply the criteria of academic migration for the qualification of younger researchers without necessarily having had the experience of career migrations themselves. New generations of researchers evolve under the paradigm of international mobility and in the context of a different set of constraints, influencing the academic landscape in the long run.

Aslak Aamot KJÆRULLF
Roskilde Universitet & Diakron/ Roskilde University & Diakron

Parallel Futures, Parallel Pasts

This paper is based on a transdisciplinary art-project between artists, theorists, authors and curators in Copenhagen. The paper reworks imaginaries of time lodged in mobilities of energy, and the ongoing making of geo-political histories tied to them.

The project began on the day marking the 5 year of the collapse of the UN climate negotiations (COP 15), with an eight hour long meeting in the Obama Lounge at the Bella Center. The purpose of the meeting was to narrate fictional pasts, presents and futures. The project sought to contrast the notions of temporal linearity and predictability, using the context of a UN setting holding very locked understandings of time, such as reference years, baseline scenarios and target years for global CO_2 emissions reduction. By working from very few sets of rules, and with very open and long term understandings of time, the participants where challenged to 'make time' themselves. Whether the meeting should be thought of as a demonstration according to it's context, as a specific transdisciplinary production of parallel times, or as an experiment with artistic research methods, is uncertain. This uncertainty propels a host of ambiguous questions about practice and expression, consumption and production, critique and criticality. The artproject could thus be seen as one that tangles with several imaginaries of time and futurity, that will be exemplified in this paper and brought into a parallel reading of time. First, it brings a focus to the different

hisotorical institutionalizations of time (such as clocktime, instantaneuos time, algorithmic time, quantum time, time-stacking and glacial time) that allows for co-existence of different experiences and perceptions of the speeds of time. Second, a focus on how perceptions of temporalities and histories come to be gendered by different experiences of modernity, neo-colonialism. Third, it opens for queer interpretations of the historical subject. Where the memory of the past does not neccesarily stem from a humanistic subject, but by humans experimenting with and learning to remember as multitudes. To allow for the many uneven temporalities present in the mobilities of energy, materials, and geo-political diplomacy, the processes of working with time needs to be reworked. This paper will argue that entanglements of arts and sciences hold potential for staging more complex and diplomatically open ways of imagining time. *Making times* will be presented as a notion that captures some of the (enabling) constraints of working with multitudes of temporality inherent in mobilities of energy and geo-politics. Finally the project showed, that pasts seemed easier to asses and re-imagine than futures, opening up for a discussion of life, temporality and melancholia, in times of coming disasters.

Panel F 1: *Tourism and Mobility*

Chair: **Victor MARQUEZ**

Thiago ALLIS
Universidade Federal de São Carlos/ Federal University of São Carlos
Carla FRAGA
Universidade Federal do Estado do Rio de Janeiro/ Rio de Janeiro State University
Maximiliano VELASQUEZ
Universidad de Buenos Aires/ University of Buenos Aires

Preliminary Considerations on the Uses of Railway for Tourism in South America

The connections between railways and tourism are inherent: other than working as tool for geographical distribution of the tourist demand, bridging the origins of tourists and the tourist destinations, the railway

mode, by its cultural and heritage characteristics, can originate special tourist attractions for tourism development. It is true not only for tourist railways (special trains dedicated for tourist uses only), but also for train stations, railway workers memories, and other physical and immaterial elements, driving to new practices associated to tourism activities. The history of implementation (after mid-19th century), development and abandonment (20th century) of railways in South America depicts some common aspects, leading, in recent decades, to railway heritage valorization initiatives for tourist purposes in several countries within the region. Despite the fact that the future for railways as mean of transportation are indefinite in most of these countries, the possibilities for tourist activities indicate a very vivid context in some aspects of railways systems nowadays, particularly regarding the heritage conservation and valorization for tourism uses. However, in spite of the historical, political and economical similarities within the region, comparative studies are rare, and it's not different when concerning tourism and tourist uses of railways. Thus, this paper aims to understand the use of railways for tourism in South American, by assessing the public policies on the field of transportation and tourism, which, in various stages, contribute for the tourist uses of railways. This is a exploratory and descriptive research, with a qualitative emphasis, by taking into consideration discussions on specific literature on tourism and transportation, as well as data collection available at railway entities (such as Latin American Railways Association–ALAF) and the public administration (mainly on its legal documents and government plans). We assume that this is a first contribution in order to build an integrated approach to add value to the South American railway heritage, focusing on the meaningful tourist development arising in particular regions within this sub-continent.

Moritz GLASER
Christian-Albrechts Universität zu Kiel/ University of Kiel

The Future of Touristic Spaces in Spanish Coastal Regions. Perceptions, Adjustments and Opposition Around 1970

Recent historical research emphasized that the period between 1970 and 1980 was a time of transition and crisis. This applies also to the

history of tourism in Spain. Even before the oil embargo of 1973 and the subsequent rise of transport costs tourism in Spain was confronted with immense problems. At the same time the model of modernization by tourism that was so important in the coastal regions in Spain was increasingly criticized both by scientific experts and local environmental movements. While the majority of the population in the Spanish touristic regions considered tourism throughout the 1960s to be a reliable cash cow and motor of economic development, this perception began to change at least partly in the early 1970s through the influence by these critics. The establishment of touristic spaces became in the perception of the locals increasingly problematic and was therefore contested. The paper will in a first part argue who were the main actors of this changed perception, which motives they had and which cleavages emanated from such a critical attitude towards tourism. In the second part it will explain why these groups formed up, why they were at least partly successful and which part tourism acted in the development of an environmental consciousness that was promoted by the local environmental movements. In the conclusion it will define a position considering the question if such a perception of spaces was possibly a contribution to a democratization process in the regional societies in Spain. Since protests against further touristic developments basing on ecological arguments were framed by aspects regarding regional identity and political opposition, it is worthwhile to examine the possible contribution of tourism critique to broader social transformations. Furthermore, this study on the intersection of tourism and environmental history can shed light on the general connection between mobility patterns and environmental impacts. But not only materialistic consequences are important in this perspective. In fact, the analysis of debates and discussions about tourism and its impact can deliver insights into divergent sociocultural constructions of spaces and the resulting conflicts. Therefore, the paper provides also an examination of how contemporary actors living in touristic regions in Spain thought about the future of tourism in their home and its contribution to a modernization process that was contested at the beginning of the 1970s. Hence, it becomes apparent that the 1970s were also in the rural periphery of Spain and not only in the industrial and metropolitan centers of North-West Europe and the USA a time of multiple crisis and reconfigurations of social and political compromises.

Hasso SPODE
Technische Universität Berlin/ Technical University of Berlin

Fremdenverkehr as an Object of Research. The Origins of Tourism Studies

Today, the lion's share of cross-border and partly also domestic horizontal mobility consists of leisure travel. However, research in mobility resolves into different *tribes* among which tourism research plays only a minor role. There are discussions, thus, to integrate (socio-cultural) tourism research into a broader framework of mobility studies. In this connection, it got out of sight that research in tourism originally was based upon a comparably broad approach. The lecture therefore traces the formation of this *tribe* in the 1930/40s when it emerged within the disciplines of economics, geography, and transportation science. Beginning around 1900, in 1929 the debate ushered in the foundation of the Institute for Tourism in Berlin, followed suit by two similar institutes in Switzerland. The theoretical framework of a prospective tourism science (called *Fremdenverkehrlehre*) was a theoretically demanding concept, entrenching tourism and mobility in the «cultural system as a whole». But after the war this sociologically and historically grounded *Fremdenverkehrlehre* was reduced to a merely *practical* orientated discipline and finally, in the 1970s, lost its globally leading role in research. The original intentions to create an integrated *new discipline*, though, still seem trailblazing and illuminative.

Panel G 1: *Connectivity, Space, Regimes*

Chair: **Martin EMANUEL**

Silke ZIMMER-MERKLE
Karlsruher Institut für Technologie/ Karlsruhe Institute of Technology

Connectivity. An Approach to Advance the History of Mobilities?

Mobility has probably never been more discussed than the past decade: e-mobility, bicycle highways, self-driving cars, alternative fuels, modal split and sustainable transport are all current topics in policy and public discourse. The history of mobility could be highly relevant in the ongoing debates – though it has to be visible for the discussants. Sometimes newspaper and magazine articles discuss the history of one of those new technologies and approaches.

Academic researchers however seem hesitant to promote their historical research as relevant for future-oriented discussions, though much could be gained by sharing this work more widely. A lot has been written about the historian as *backwards-looking prophet* (as Schlegel named it) and the impossibility of historical involvement with studies of the future. Historians are not trained to predict the future; future prospects are not in their field of competence. So – if anything – how could history help to understand things concerning the future? How can its research and insights contribute to insights about things yet to come?

The paper will explore these questions and suggest ways to answer them. For that purpose it is important to recognize that the problematic description of historians as predictors fails to specify the actual challenge. In order to contribute to a future-related discussion the historian does not necessarily have to make a statement about future conditions him- or herself. He or she would instead, as this paper makes clear, only have to make his or her work comprehensible and approachable for researchers working with future issues. *Connectivity*, to put it in Luhmann's term, is the key word that represents a way how history could show its relevance and contribute to current, future-oriented discussions without leaving its field of expertise.

So, how can this connectivity be achieved? What is meant with making the historians work comprehensible and approachable? The paper strives to give an answer to these questions, with a particular focus on methodological aspects. The methodological overlap with other disciplines – first and foremost with the social science – may work as a suitable starting point to make the historians work more readable for researchers projecting possible futures, coming from this discipline, or at least working with these methods. The paper examines this methodological entanglement of past and future oriented disciplines using the example of the relationship between history, science and technology studies, and Technology Assessment; thereby assessing

connectivity as a suitable approach to advance both the history of mobilities and the effectiveness of future-related research.

Amruta SAKALKER
Penn State University
Alexandra STAUB
Penn State University

How Do We Build Better Civic Spaces in a Society that is Rapidly Privatizing: Urban Spaces of Mumbai's Railway Station Hubs

Public spaces in Mumbai, especially those around extensively used railway stations, are a key to the socio-economic development of the city. Railway stations have traditionally been used by people from all classes making spaces that support these stations extremely significant to the public identity of the city. These spaces take urban mobility beyond the role of transportation to create a socio-spatial phenomenon. Urban mobility in Mumbai does not represent a singular rigid path of movement; transit pathways become crisscrossed by spaces of everyday activities, which conflict with the intended use of the transit pathway. These everyday activities are temporal and keep changing with the needs of the people making them a socio-spatial phenomenon. The research explores and defines this phenomenon as «transient multiple clain» of urban spaces. This thesis seeks a more inclusive method of structuring urban space in the planning of cities to create a grounded understanding of contemporary urbanism. It postulates that contemporary practices of urban design and government regulations are shifting focus towards creating urban spaces which have a singular idea of their use, converting them into privileged public spaces. Urban spaces are active places of contestation and negotiation. To retain this quality, urban designers should design them as spaces which can grow and change through use rather than as places of rigid singular use. The contention through the research is that no urban spaces of Mumbai can be experienced to its fullest without understanding that active public life is governed by transient multiple claims and the resulting spatial modifications. In deconstructing these socio-spatial events, this thesis devises a method to use the vibrant historic and existing spatial practices to inform a more socially sustainable pathway towards new

urban design. Using observation of spaces and behavioral mapping, I examine the urban spaces around local railway stations to determine how urban mobility and its accompanying activities are manifested both spatially and socially, and how this affects the resultant urban fabric.

The resulting analysis demonstrates a clear need to place the practice of urban design into existing modes of socio-spatial practices. As designers we need to retain the plurality of urban spaces by allowing transient multiple claims to engage with the space. Lastly, the work build a framework for urban design which would help to use «transient multiple claim» and «socio-economic networks» emerging from the site itself for the process of urban practice and design. Through the analysis of contemporary planning practices in Mumbai that have emerged after the neo-liberalization of India's economy since the 1990s; it also questions the practice of privatized gathering space masquerading as public space. These gathering spaces have to be separately categorized as privileged urban spaces. The singular idea of their use causes them to lose their role in the socio-economic development of the city. With this critical analysis of socio-spatial activities in Mumbai's railway spaces, this thesis seeks to create a pathway towards inclusive and adaptable forms of urban civic spaces.

Arantzazu LUZARRAGA ITURRIOZ
Universidad Politécnica de Madrid/ Technical University of Madrid

Architecture of Mobilities. The Case of the Almerian Camp

El Ejido (El Ejido, spatial product, agricultural urbanism, standardization, migration, Special Economic Zone) in Almería, is a place blessed with 3000 hours of sunshine a year. This factor causes that agriculture and tourism coexist closely. Here we can find one of the human constructions visible from space. The plastic of greenhouses, due to its high reflectivity makes Dalías field, which has developed one of the world's most important intensive agriculture sites, shine like a vast sea of plastic.

Tourism and delocalized food production, two phenomena of the present of mobility, create this *spatial product* . As the American architect states these hybrid spaces exist outside normal constituencies and jurisdictions, in difficult political situations around the world. They

are opposed to any unitary discourse of the globalized world. They operate in response to the immediacy of market demand 'mobilizing' people, capital, raw materials and manufactured products, creating landscapes of generic appearance but with a very particular idiosyncrasy. This combination of flows, transport and communication survive turning a blind eye on the conditions of exploitation, both of products and workers. It is a delocalized location. This field is the space that emerges when the state of exception becomes the rule. The state of emergency becomes a permanent spatial arrangement, remaining outside the normal order.When the centre-periphery model is abandoned, everybody hopes to become centre. There was a time when no transport meant that the spatial density of the city was required to carry out the great innovations. Everyone who wanted to participate in this opportunity should be there. The loss of political, economic and social specificity of the city makes the central role that has been given to the global city to be questioned.

Maybe we should instead have a look at the Almerian camp; it seems more complex and challenging than financial or picturesque old city centres. The sunshine, the immigrant workers and the logistical infrastructure have turned Almería into a participant of the global network. Mobile and seasonal, this highly technological agriculture is extremely complex and very sensitive to fluctuations in world order. These enclaves or as the architect Keller Easterling names 'zones' are areas that anticipate a new form of transnational network of displaced urban spaces. The study of mobilities still ignores this kind of 'spatial products', although we all fill our supermarket basket with tomatoes from Almería. We consider El Ejido an exception to the rule that could help us to envision the future of mobilities.

Tuesday, 15 September 2015, 11:30-13:00

Panel A 2: *Political Economy, History and Cultures of Speed (II)*

Chair: **Peter LYTH**

Etienne FAUGIER

Université de Neuchâtel/ Neuchatel University

Speed, System, Synergy: A Full Circle. The Example of Automobilism.

Motor cars are a mode of transportation which represent speed and acceleration. However the automobile is not fast by nature or by itself. As the sociologist Bruno Latour has stated, to be mobile means to take into account the transportation as well as its environment.

Through historical contextualisation, this paper will demonstrate how motor vehicles became fast. Using different sources such as magazines, journals, government records, statistics, iconography and tourism guides, I will analyse how motor speed expressed itself. Firstly, I will look at the development of the roadside infrastructure of road networks, and secondly I will examine the culture of speed by focusing on automobile club magazines. Lastly I will investigate the various uses of motor speed in rural areas. This work draws on Hartmut Rosa's study of acceleration and Vincent Guigueno's research on *Aerotrain*.

The paper focuses on the period between 1920 and 1960 in the Canadian Quebec region and the French Rhone department. These years witnessed the rise of motorization in both places, prior to the development of highways. Using a comparative approach, I highlight the similarities between the two territories, such as their respective development of agriculture, the existence of an urban pole that controls the surrounding territory, and the post Second World War *mass motorization* that led to major highway projects. There are also important differences between the two locations, such the lack of an automobile industry in Quebec (in contrast to the Rhone department), and their different geographical position vis-à-vis existing transportation networks.

To conclude, this paper deconstructs the development of motor speed during the twentieth century. By focusing on rural areas rather than urban centers, it exposes the complexity and diversity of the rise of motorization.

Massimo MORAGLIO
Technische Universität Berlin/ Technical University of Berlin

Running and Waiting: Eros and Thanatos at the Italian Petrol Station in the 1940s

In the interwar period, as motor vehicles were colonizing the territory and creating infrastructure in the surrounding environment, they were also building a parallel and independent world (as freeways, *autobahnen* and *autostrade*), with its proper rules. There were however points of contact between roads and the *static* world, such as inns, taverns, petrol stations and tollgates, where the drivers had to stop.

Such points of contact could be a battlefield, open to the unintended consequences such as those portrayed in the 1934 American novel *The Postman Always Rings Twice* by James Cain, or the 1942 Italian road movie *Ossessione*, directed by Luchino Visconti. There, the petrol station is an intersection between stable and transient people, a field of tension between speed of travellers and the permanence of residents. The tension generated something subversive, well beyond dark and hopelessness of Cain and Visconti´s scenarios.

Focusing on the Italian case in the 1920s-1940s, this paper aims to scrutinize the opposition between the static and the fast moving, sessile and motile, through an analysis of movies, novels and other sources.

Hiroki SHIN
Birkbeck College, University of London

Changing Gears: Acceleration and Deceleration in the Visions of Future Transport-Monorail and Maglev

The discussion of *future* transport often focuses exclusively on speed. Speed is generally identified with improvement, progress and the future itself. History, to some extent, is complicit in the project of high-speed future when it is mobilised to present the past as the incessant human effort to achieve faster movement. Against the speed teleology, this paper proposes looking at a more nuanced history of speed by examining the historical itinerary of two transport technologies: monorail and maglev.

Monorail – the first case study – was once expected to occupy the pride of place in the high-speed future. When the conventional railway trains were still shackled by bi-rail, monorail was predicted to bring

greater speed by liberating trains from the problems associated operating on parallel rails. However, the high-speed monorail projects of the early twentieth century failed in most cases. What was implemented in the post-WWII world was the tamed version of the urban monorail. The second case study, maglev's association with speed may appear to be more fundamental than that of monorail, but this is not necessarily the case. Indeed, there have been low-speed maglev projects, such as the *people mover* operated in Birmingham in the 1980s and 90s.

As the case studies show, the coupling of the transport technology and high-speed cannot be taken for granted. The history of transport is less a linear acceleration than a changing of gears, reflecting contemporary expectations and ideas about speed. Projecting the existing technology forward without questioning its current socio-cultural association would be to limit our vision for the future. Just as H.G. Wells dreamed of future cities criss-crossed by high-speed monorail lines, what we are imagining now might well be far different from what we will actually have in the future.

Panel B 2: *Public Art at Places of Transition*

Chair: **Federico PAOLINI**

Antonello DE RISI
MN Metropolitana di Napoli Spa

La «metropolitana dell'arte». Strategy of a project for the city renewal

The underground line 1 participates in an integrated system of rail transport, supplementing urban connections with a number of interchange nodes, collected in a ring system. The track meets the main modes of transport (national trains; regional trains; metropolitan trains; port and airport) through both the central and peripheral neighborhoods.

The work becomes a site of intense renewal, where the works of engineering contextualized in major redevelopment of urban scale. In this context, Naples subway system promotes different levels of study: engineering work alongside the projects of great architects and stations

are set up as museum galleries and the Art becomes the leitmotif of the work. The continuous discovery of artifacts in the excavation of the stations has turned the work into a major relief work of the archaic stratigraphy, expanding the knowledge of the city's history from its origins to the Middle Ages, up to push for the creation of archeological museum spaces, inside of the stations.

The three «A» represent the development of recent works underground: Art, Archaeology, Architecture, creating a new urban environment that affects the entire city, giving a new face to the squares in the center and in the outskirts (dominated by degradation and carelessness).

Luca PALERMO
Seconda Università di Napoli/ The Second University of Naples

The Contemporary Art of Travel: Public Art and Airport Contexts

My paper situates the notable yet relatively unexplored airport installations of public artworks in an international and Italian context. More than mere decoration or distraction, these site-responsive artworks are landmarks in the impersonal and in-between airport spaces; spaces in which travelers are forced to relinquish control of their autonomy, privacy, safety and sense of time. I will analyze some specific cases to prove that contemporary public art plays a vital role in shaping, defining and/or rivitalizing our urban spaces, and art for the airport is no different. As a non-place, the airport represents a unique, timely, important and heretofore unexplored category of art commissions fot the public sector. The airport is a kind of limbo, a space of transport and transitions; a space which turns into nomads those who occupy it, although only temporarily. Most airport art programs seek out design proposal that demonstrate sensitivy to flight related subject matter, aviation history, or travel. Others point at artists who find inspiration in the city itself, championing local culture and tourism while paying tribute to the identifying characteristics, attractions, and urban vibe that make their city unique. Due to a lack of scholarly criticism within the genre, in most cases there exists no body of literature on the history of recent airport commissions. I hope my paper could fill this gap.

Gaia SALVATORI
Seconda Università di Napoli/ The Second University of Naples

Art in Neapolitan Metro Stations

Since more than ten years the metro stations in Naples and surroundings are hosting relevant and attractive art works selected by a scientific committee: an internationally recognized example of public art where travelers can become *mobile spectators* with a more active than passive role. The stations are easily accessed and have potential to embody the identity of the spaces concerned for the persons who use them. This process is involuntary and offers non-specialist users close contact with art. The metro stations in Naples are also visited by specific interested publics, attracted by *Le stazioni dell'arte*, in especially organized guided tours. In this paper I focus on a specific case study, scrutinizing the topic of artworks in metro stations in a broader context, both national and international.

Panel C 2: *Mobilities' Inequalities*

Chair: **Malene FREUDENDAL-PEDERSEN**

Maximiliano VELAZQUEZ
Universidad de Buenos Aires/ University of Buenos Aires

Urban Mobility and Inequality in the Southwestern Corridor of Buenos Aires: from Midland and General Company Railways to Ezeiza-Cañuelas Highway

The issue of urban mobility flows and practices of daily mobility have been one of the central characteristics of the process of socio-spatial transformation within a dispersed and disorganized growth of Buenos Aires metropolization in Argentina. In a first step these rhythms were articulated by the rail-tram fabric, then under the control of the car-group and finally to the consolidation of the corridors of the mid and late twentieth century.

The southwestern corridor includes some of the most populous areas mostly compose by vulnerable social sectors, often without mobility policies that channel and order urban growth. However historically have been observed different strategies of partial policies and targeted mobility promoting the first local highway for *sewing* larges infrastructure solutions as Ezeiza International Airport in the fifties or the concentrator market of Buenos Aires in the eighties. Planning and policy in the mobilities field are dominated by the *technological fix* approach: the novelty of each time was promoted without the reflection of the social sciences of proposed solutions. Many of these mobility infrastructure generated greater social and spatial differences reinforcing urban inequality. Some of the questions that guided us in our characterization are: what is the degree of influence of the only single rail transverse axis (Haedo-La Plata railway branch) opposed to the hegemonic radial pattern in the relations of the inhabitants of this corridor specially in the suburbs? What role will be played by environmental issues as degraded and polluted Matanza-Riachuelo's basin, parallel to the corridor? How was the long experience of traveling daily to these suburbs to downtown? How an historical study of the future envisioned in the past as planning an airport or a hub market impact everyday present mobility?

We are interested in realizing the infrastructures of the past continue to exercise its influence in shaping the current mobility, and require us to think about their future. So, the aim of this paper is to analyze the physical connectivity and social accessibility of the Southwestern corridor in the historical period that elapses from the early establishment of narrow gauge railways to the late consolidation of the corridor that occurs recently with the conclusion the Ezeiza-Cañuelas' highway.

Vivian HUI
University of Toronto

Travel Behaviour of the Homeless Community in Toronto

In recent years, there has been growing interest in the intersections of transportation and social exclusion. This paper presents an investigation of the travel behaviour of homeless individuals in Toronto, which

represents the most vulnerable people in a city. As a population segment that is at the most extreme end of social exclusion, access to transportation has potential to positively impact their quality of life. However, there is an absence of research in this field, particularly attributed to the exclusion of homeless individuals in household travel surveys.

Our efforts to fulfill the research gap was first realized from August 2012 to January 2013, in which we conducted short surveys with 76 homeless and low-income individuals (the at-risk community) in Toronto to get a basic understanding of their travel behaviour. As an extension to the initial study, this paper presents research solely focused on homeless individuals, and aims to answer the following questions: 1) Where are the homeless currently located and what spaces do they use?; 2) What does transport-related social exclusion look like for the homeless?; 3) To what degree does the provision of transport-specific services improve the circumstances of homeless individuals? With the purpose of answering these research questions, we expand our initial survey to include detailed questions on one's personal information, a 24-hour travel diary, and exploration of alternatives, such as car access programs, that could potentially improve the transport exclusion experienced by homeless individuals. Currently, we are in the midst of implementing the data collection process, which will involve conducting face-to-face surveys with homeless people in Toronto at community agency locations. We aim to survey approximately 150 individuals, and to obtain a representative sample of these individuals based on age and gender. The survey will consist of three sections: 1) Personal Demographic Information; 2) Personal Mobility Information (ownership of mobility options, e.g. bicycle, skateboard, transit pass); 3) Detailed Activity Schedule (24-hour travel diary). For the 3rd section, a self-mapping activity will also be implemented to allow participants to directly trace their daily travel routes on a provided map. In terms of analysis, the survey data will be spatially analyzed through ArcGIS to visually capture the travel behaviour and travel patterns of the homeless. The collected data will also be prepared for the estimation of an econometric choice model to capture the different levels of interactions among homeless people's decisions relating to mode choices, activity type choices, activity location choices and time expenditure choices. The analysis will allow us to understand the

biggest barrier to transportation and important services via transportation for the homeless community. Lastly, the analysis will allow us to compare transport-related alternatives in improving the circumstances of homeless individuals, and ultimately guide us to make policy recommendations.

In summary, our research goal is to establish a framework that can address and assess the transport needs of the homeless community through both qualitative and quantitative analysis of collected survey data. Ultimately, our hope is that this framework can play an important role in long-term transport policy decision-making.

Cotten SEILER
Dickinson College, Carlisle Pennsylvania

Ebola and the Theme of Blackness as Contagion

The U.S. government response to and media coverage of the Ebola crisis of the past year resuscitated and illustrated a number of tropes and themes common to the Global North's representation of the mobility of biological material—flora and fauna as well as genes (*blood*), microbes, and viruses—of African origin. In the cases of American medical workers infected with, or at risk of being infected with, the Ebola virus, their treatment (in terms of their medical care, disposition by state authorities, and portrayal in the media) revealed longstanding patterns of racialized alarmism over the perceived frailty of whiteness (and the *white nation*) in the face of a purportedly more robust but biologically inferior blackness. The trope of blackness as infection or pathology dates back at least to the eighteenth-century medical research of Dr. Benjamin Rush, who considered *negritude* a disease, and extends through the nineteenth-century discourse of scientific racialism and the twentieth-century pseudoscience of eugenics. The biological stuff of Africa—human and nonhuman—stands in these white supremacist discourses for that which is somehow both profuse and moribund, and threatens to pollute, enervate, and/or destroy whiteness. In American medical, political, and popular culture, things African, egregious in their biological capacities, must be contained.

This paper situates the depiction of the recent Ebola outbreak in the context of the apparatus constructed in the United States, where a key

component of racial *segregation* has been to control or proscribe the mobility of African (or, as in the curious case of hyperaggressive bees, *Africanized*) biological matter both intercontinentally and domestically. With the Ebola coverage in the U.S. as a point of departure, I posit that mobility studies can and should intervene into conversations about race and power historically. To this end it is important that we attend to how miscegenation laws, Jim Crow water practices (separate bathrooms, water fountains, swimming pools, the phenomenon of *Dixie cups*), residential and occupational discrimination, and epidemiology have functioned as components of a larger regime for circumscribing the mobility of a biological blackness that includes, but is by no means limited to, locomotive human bodies

Panel D 2: *Aerial Cultures*

Chair: **Gordon PIRIE**

Mate DEAK
Pécsi Tudományegyetem/ University of Pecs

Commercial Aviation, the Future of German Transatlantic Geopolitical Development during the Interwar Period (1918-1939)

Germany lost WW I. The former winners, who's signatures are left on the pages the Versailles Treaty, have tried to deny the german naval and military aviation. France and Great Britain urged the dissolution of German military activities. Their shocking memories about the war, bombs falling down on their motherland which they assumed to be safe, were still present in the back of their heads. The paragraphs of the Treaty of Versailles were prohibiting Germans to have the militaty aviation, but did not take any sanctions on the civil air activities. The above mentioned loophole provided the opportunity for Germany to develope it's air forces. Neverthelater the former winners were aware of their fault. Although they have been trying to heighten the rules that have been set at least twice, they have failed to succeed. Sanctions of the Treaty were reflecting quite an obsolete view considering the reality of the world in the 20's. Their view was rather horizontal and seemed not to perceive the vertical air dimension of the so- called *Luftozean*.

This became the point of breakthrough for the Germans. They were in a great position to negotiate with former winners. While Germany was squirming in territorial stranglehold of restrictions, its airspace remained independent and sovereign. The German airspace was free to be used by the former winners on the principle of reciprocity. This is how the civil German planes and zeppelins have started using the airspace of France and Western Europe. The Paris Air Agreement 1925-26 has cancelled the restrictions on Germany to produce their aircrafts, stipulating that they mustn't be used for any military purpose. After the ratification of the agreement there were no obstacles for Germany to become the European civil air power. In the 30's, they have managed to break through the geopolitical isolation by carrying on their successful air policy. Pondering the history from this point of view, the revision of the Treaty of Versailles took effects just 7 years after the assignment of the Treaty in 1919! Successful German foreign policy and their fast technical developements have given German airlines a push to start planning and executing transcontinental and after also intercontinental dimension.

Lufthansa Airways has been established in 1926. Back then it was one of the largest airlines. It had been formed from *Junkers* and *Deutsche Aero Lloyd*. Nothing could proof their determination as good as Lufthansa's Middle- and Far Eastern pioneer flights, or their ambitious expansion to the airspace of South-America and the Southern- Atlantics (for exaple German – south-american joint companies as SCADTA and CONDOR). The run of luck has generated a serious air competition over Europe, but also provoked the USA to built their airways system in South-America, which belonged to the sphere of intrest of the USA since the Monroe's Doctrine. Persistent work, using plenty of energy and money Lufthansa has established in February of 1934 the world's first scheduled intercontinental transatlantic air route, equipped with german aircrafts and zeppelins. That meant a deadly-serious competition for the French South-Atlantic air ambitions.

The presentation focuses on the new dimension of transportation if it's international and intercontinental aspects – how commercial aviation as a brand new way of transport changed the view of mankind about the time and distance. In addition to the above mentioned facts

Germany wieved aviation already in 1918-19 as the transportation of the future!

Santosh HASNU
University of Delhi

Diplomacy and Business of Air Transport during World War II

This paper deals with the history of air transport in Southeast Asia. It attempts to study the transnational air transport built during the Second World War. In 1930s, China witnessed a huge expansion in air communication networks. This development emerged from the motives of the various European companies to establish a trans-Pacific air network. Chinese National Aviation Corporation (CNAC), a joint commercial venture of Pan-American Airways and the Chinese Nationalist Government initiated the diplomacy of air connectivity between China and Burma (Myanmar) and then with India. The proposal included extending CNAC's service from Likiang (in China) with Bhamo and Rangoon (in Burma) and with Sadiya (in British India). This was the context for the development of an air route between China, Burma and India. This commercial venture (which was threatened by the war) played an active part in the wartime operation especially after the fall of Rangoon and the consequent capture of the Burma Road by the Japanese forces. Thus, the war did not jeopardise this business venture but they remain in business through the use of diplomacy. A transport gravitated from civil operation towards military wants, when CNAC co-operated with the United States Army Air Forces from its base in Sadiya (British India). Therefore, in the Northeast Frontier of India, World War II saw frantic air transport aimed at opening new supply routes for assisting Chinese Nationalist Government in confronting the Japanese. This war-time arrangement was characterised by a certain tensions between different transnational players. The diplomacy of CNAC and Chiang Kai Shek struggled to negotiate with the colonial 'red tape' at New Delhi. Therefore, the paper focuses on the transnational diplomacy and business of air transport during World War II. At stake were the interests of American investors (Pan-American Airways), Chiang Kai Shek's Government; American Air Forces and British Imperial Government.

Markus KARI
Helsingin yliopisto/ University of Helsinki

Rules for Wings. The Legal History of the Finnish Aviation Between the World Wars

This paper analyses how the technological, political and practical considerations affected the birth of Finnish air law. Despite its merely observable size, the development of civil aviation advanced in Finland roughly as it did in other modernizing nations. First, from the 1910's the nation had a passion for wings. Then, after the Great War, the Finns were staring both at the spectacle of flight and their new situation as an independent (1917) country. Another phenomenon was similar: the emerging technology of aviation and the political need to control it created a new body of legal material: air law. The present paper tracks the early development of air law from the perspective of one Nordic country. The early years of both aviation and air law were strongly affected by the Great War and especially the results of the Versailles Peace Treaty negotiations of 1919. Right from the initial stage, the shape of air law was formed through high international relations.The paper relates such high level norm producing with regional co-operation and national rule making. In the Nordic and Finnish context, there was the need to separate the law from the politics – and the practical from the ideological. First, the restrictive allied aviation policies became problematic for countries wishing to keep up good foreign (political and transportation) connections.   Second, practical reasons meant that German aircraft were of good quality and affordability and thus its *luft politik* attractive. Third, the technological development made it hard for the poor government to keep up with the pace of even acceptable legal development.The tensions of high international politics created room for local legal applications and lengthened the time for adapting the international norms to local legislation. In a legal periphery the role of lawyers and judges remain very limited. Although the initial formation of air law has been conducted in the sphere of international law, the daily application of norms are done locally by the relatively closed aviation community. By the short golden era of classic aviation right before the Second World War the body of air law had grown mature. It

created the basis for the post-war Chicago structure. Air law develops in highly path dependent pattern. The paper presents the first conclusions of a larger project tracing the legal history of Finnish aviation. It is a part of a larger research project *Speeding*, examining the modernity of law through the legal history of different modes of transportation.

Nathalie ROSEAU
École des Ponts ParisTech-Université Paris Est/ ParisTech-University of Paris East
Marie THÉBAUD-SORGER
CNRS, Centre Alexandre Koyré, Paris/ National Centre for Scientific Research, Paris

Milestones for a Crossdisciplinary History of Aerial Culture

In order to understand the lasting imprint that mobility has left on our modern world, we certainly need to embrace the technological evolution as well as concrete achievements involved in the switch from the experimental to the industrial and on to mass transport. However, behind this material reality, we must also enlighten the multi-disciplinary issues that criss-cross and link these undoubtedly decisive moments in technological history of mobility. Practices, frontiers, narratives and experiences – visual, sensitive, spatial - are among some diachronic issues that can help us to shift perspectives regarding the investigation of mobile cultures. First of all, these prisms help to recontextualize events, inventions and advances without denying the undeniable effects of breaks with the past. In doing so, they replace mobile cultures on a long-run perspective, looking both backward and forward through long term studies of representations, receptions and varied practices that straddle the realm of techniques, enterprises, organisations and their progress. Secondly, by linking hitherto separate approaches - from literature to urbanism, from art history to aesthetics, from the history of technics to political history -, they help tackle a series of issues that bring the mobile cultures face to face with some dynamic segments of the contemporary historiography: global history, visual culture, cultural studies, urban history… Thus, this approach, while looking into mobility studies from another perspective – moving

away from the traditional study of technology, transportations and organizations – also looks into mobilities *per se* from another perspective, revealing hidden dimensions that seem today relevant to reread their past as well as to rethink their future. Within this frame, our paper aims to focus on aerial culture. How can such approaches enrich an out breaking research in the field of History of aeronautics? How the investment in an interdisciplinary approach could be developed not only in terms of transformations and transitions but also could help us through comparisons and configurations (social, cultural, political) symmetrical (or non symmetrical) to understand some objects, such as public enthusiasm, technological practices or political supports - and help us to shed a light on legacy on the long run of other issues such as the imaginary of flight, the aerial perception of territory or the creativity expressed in prototypes? Rather to consider a juxtaposition of various disciplinary prospects, we wish to outline the benefit of weaving the approaches from a field to one another. Following the traces of Joseph Corn, Robert Wohl, Christoph Asendorf or David Pascoe, the paper aims to revisit temporalities as well as transversal issues and imaginary processes that forged the aerial culture through a long run perspective. It will emphasize some new paradigms to understand aeronautical culture, while providing some new perspectives for interdisciplinary research. As a case study, the paper will finally revisit the airport artefact, exploring the way its historical construction has reflected and forged the relationships between aerial mobility and the city.

Panel E 2: *The Role of Transport Corridors*

Chair: **Frank SCHIPPER**

Victoria IVANOVA
Technische Universität Berlin/ Technical University of Berlin

Influence Of International Rail Transport Corridors Development On Cooperation, Politics, Economy And Safety Of Germany

The growth of goods traffic in Eastern Europe (Germany) due to globalization as well as discussions about the environmental issues of the transport sector require new concepts to increase the efficiency of

rail freight traffic, corridors, railway system as well development of customer-friendly service on the high level.

Main research goals:

- To create models and methods of the feasibility and advisability of Eurasian international transport corridor applying for the demanded cargo transportation;
- To establish the opportunity and substantiate the feasibility of applying the Russian Trans-Siberian Railway to the containerized cargo transportation on toward South-East Asia - Europe, first of all Germany, in forward and reverse directions;
- To establish the principle of the efficiency improving and increasing of the transmission capacity of the Trans-Siberian Railway through transmission of the part of foreign containerized trade cargo through the rear logistical container terminals located along the Trans-Siberian Railway in major industrial and commercial centers in Russia and Germany and as well as in cross border stations.

Research Methodology

The methodology of the dissertation work will be based on systematic methods and factor analysis, mathematical statistics, theory of the mass service, the warehouse systems theory, modeling simulation methods. The proof of necessity of the complex approach is also that the international transport corridors pass on sites of the most sated national transport corridors. In this research, questions and challenges connected with influence of cooperation of countries along this International Eurasian corridor and on the competitiveness and sustainable development of these countries and regions trough study the questions connected with applying the regional economic development policy and different EU and Russian Federation political and economy programs supporting by EU policy and governments. The main purpose of this work is to describe and illustrate the challenges of the International Eurasian corridor for Germany development by using qualitative and quantitative approaches on the basic of interviews and survey, SWOT- analyses methods as well as official publications, documents and available statistics for the coherent result achievement.

Irene ANASTASIADOU
Technische Universität Berlin/ Technical University of Berlin

Iron Silk Roads: Railways and Europe Asian Relations in the Years of the Cold War

Since the 1970 the development of the Asian economies, specifically of India and China, has led to increasing volumes of freight traffic from and towards Asia. The greatest amount of commerce between China and Europe is today transported by ships. However, this increase of traffic has led to problems such as congestion of ports. In the last decades important national and transnational actors have promoted the establishment of new railway routes from Eastern Asia through Central Asia to Central Europe. Such actors include the Chinese government and the governments of the Central Asian countries (Kazakhstan, Kyrgyzstan and Tajikistan), who promote the establishment of rail freight routes from Western China to Central Europe. Since the year 2006 the United Nations Economic Commission for Asia and the Pacific (UNESCAP, founded 1974) has endorsed many of these projects in the form of the ´Trans Asian´ railway agreement that has been signed by 17 Asian countries.

In my paper I discuss and analyse an early project for the construction of a southern Trans – Asian railway corridor as it was discussed in the UNESCAP during the Cold War years, in the 1970s. The corridor under study would run between Europe, across Southern Asia on to Eastern Asia. According to a study of the International Union of Railways (UIC), such a railway corridor could be competitive to maritime routes by offering faster travel times for commerce from Western Europe to East Asia and it would benefit the economies of the countries through which the corridor would pass. However, its establishment, as contemporaries recognised, presented considerable technical, economic and political challenges. Technically, it would necessitate the construction of considerable amounts of additional mileage of railway line and the solution of compatibility issues between the existing railways that the new corridor would use. Furthermore it necessitated the harmonisation of *regulation* and the establishment of *governance arrangements* at a transnational level (such as multi-lateral agreements for the harmonisation of frontier formalities, as well as the harmonisation of practices for the transport of freight traffic across multiple frontiers). Overall, international actors identified these as *key issues* to be addressed in order to establish a corridor with a competitive

advantage for the transport of freight. I am focusing my analysis on the politics and ideologies of the proponents of the early project for the construction of the Trans Asian Railway in the 1970s, and the challenges its realisation posed in the Cold War context. My aim is to assess the importance of this project in the context of the history of the Cold War, and discuss the reasons that led to its non-realisation. Specifically, my research questions are the following:

- How did the project come to be discussed in the political environment of the time, and how strong was the influence of the Cold War?
- How strong was the European, Asian and Cold War element in the debate about the project?
- What was the role of ´political´ vs. ´technological´ drivers in the project?

Finally, I am assessing the importance of the historical heritage of this project, namely the continuities in ideologies and politics that have led to a revival of the idea of a new southern Euro-Asian rail corridor in the 1990s and its subsequent reformulation in the 21st century as a part of the ´Trans Asian´ railway agreement. I am basing my narrative on official documents of the UNESCAP (specifically its bulletin of *Transport and Communications*, published since the 1940s), archival materials from the United Nations library in Geneva and New York, as well as practitioners' journals, specifically, the *International Railway Gazette*, the journal *Rail International*, and the *International Railway Journal and Rapid Transit Review*.

Daniel OLISA IWEZE
Bayero University, Kano

The Importance of Inter-Modal Transport System in Nigeria with Reference to Onitsha-Asaba Transport Corridor

Transportation system in Nigeria is predominantly uni-modal. It is estimated that over ninety per cent of goods and passengers are transported by road. The over-reliance on road transport has contributed greatly to the deterioration of roads leading to increase in the cost of road maintenance in Nigeria. Scholars and experts on transport sector are agreed that over-reliance on a single means of transport cannot

adequately serve the transportation needs of the people. The cities of Asaba and Onitsha located on the west and east banks of the river Niger are only linked by road through the Niger Bridge. The cities have outlets/potentials for water-based transport services across the river Niger but yet fully to be developed and integrated with the dominant road transport system. Onitsha port was established in 1979 to relieve the conveyance of goods and cargo from the major sea ports of Lagos, Port Harcourt and Calabar by road, but its operations declined in 1983 when the civilian administration of Shehu Shagari was toppled by the military regime of General Mohammadu Buhari. The port was neglected by successive military and civilian governments until 2013 when the dredging of the Lower River Niger from Lokoja to Onitsha was completed. The port was rehabilitated in 2014 and it began to provide skeletal services with ships from major ports berthing there. It is against this background that this paper examines the transport challenges in the area and advocates for inter-modal mix of blending road, water and rail transportation to facilitate easy movement of people and goods. The paper submits that the development of an efficient inter-modal transport system would minimize the frequent chaotic traffic congestion on the Niger Bridge that connects the two cities with other parts of the country.

Komal Anand DOSHI
University of Michigan, Ann Harbor
Maria ROTI
Wayne State University, Detroit

The American Imaginaire of Transport Corridors and Rail's Place Within It.

Manifest Destiny was a central driving ideological force behind the historic settling of the West and railroad corridors were a major factor in this expansion. Political leaders of the time may have understood the importance of the railroads not only as economic and political drivers, but also as cultural formations. Consciously or unconsciously, rail was heavily supported, enabling both a physical and cultural expansion. This talks draws from the Imagine Trains USA study, funded by the Mobile Lives Forum. We will focus on the memories, perceptions and

imaginares that influence decision makers who are conceiving and implementing transport corridors in the United States today using the Midwest and California rail corridors as examples. We will also explore how these imaginaires are symbolically reflected in even present day media and journalistic accounts, as well as in the public zeitgeist. At the same time we will paint a broad picture of the living dynamic of the imaginaire of trains using data gathered through interviews with a variety of decision makers (government officials, elected officials, NGOss, lobbyists and academics) - some advocates and some skeptics. Far beyond trains, transportation is currently being reimagined in the US. New information technologies, new services, and new urban cultural norms and opportunities have enabled new means of access that are inspiring competing imaginaires not only across different modes of transport and types of corridors (Rail, Bus Rapid Transit, Automated Vehicle, Hyperloop etc) but also in the spaces between single mode, whole system, and vision of the future.

Panel F 2: *Policy Impacts*

Chair: **Sven KESSERLING**

Bhuiyan M. ALAM
University of Toledo, Ohio

Politics of Transportation Mobility in the United States in Post–WWII Era: A Critical Review and Some Suggestions for Sustainable Development

Having multiple vehicles per family, living in far-reaching suburbs from downtowns, and driving between suburban homes and downtown job locations are among the features of *American dreams*. These American dreams started to be grounded with white flights from the city to suburban sprawled areas in the post–World War II era. However, this so-called American dreams did not come true without negative strings attached to it. One after another, cities experienced destruction of electric street car and trolley systems. Cities also had been pierced by freeways through their hearts. Advocated by automobile giants General Motors and Ford, and designed by engineers with the vision of Robert

Moses – this trend of building multi-billion dollar highways, which promised to provide more transportation mobility to the city dwellers continued till the 1980s. Mosses' vision was rooted on the supply side of the story – building more roads and adding more lanes to the existing roads would enhance the mobility of the travelers. Contrarily, time has proven that this vision was misleading – it adds taxpayers' more money, pollutes air, costs more natural resources like oil, and leaves lesser time for travelers to spend with their families and friends. Transportation planners, on the other hand, have long advocated for reduced demand for trips. They have put forward triple convergence as the bottle-neck of working only with the supply side of transportation mobility. Unfortunately, engineers have always had the upper hands in the decision making relating to transportation mobility in the United States – resulting in ubiquitous presence of automobile. However, there remain people without cars. As a result, expected and efficient transportation mobility and so-called American dreams remain far cries for these million Americans. This paper discusses the history of transportation policies, planning and mobility in the United States in post–WWII era, and lays out a holistic approach of transportation planning for attaining sustainable mobility and growth. The paper argues that the United States government must take bold and holistic approach to make public transportation available and popular to the general American people to prudently and economically use scarce energy. It should also discourage the usage of automobiles by adding more surcharges to both energy and automobile purchases, and by providing incentives to the public transportation users. The paper argues that now is the best time for the government to reverse the post–WWII (misleading) actions pertaining to transportation planning that preached for exploitation of the limited natural resources like oil and air.

Anne CONCHON
Université Paris / Paris 1 University

The Future as a Scope for Action: the Transportation Policy in the 18th France

The issue of my communication aims to understand the place of the future in the transportation policies in the 18th century France. If controlling the expected effects is determinant for the transport infrastructures which are vocation to last, the question may arise also for the services (for instance when the state should establish the length for the concession of a transportation privilege). Commonly infrastructure development is studied in terms of spatial issues. However focus on the temporal scales and orientations introduces also relevant element for consideration. The future play indeed a key role in the transportation policy. Firstly the issue concerns the measure of the expected utility in the planning projects of new thoroughfares, and the longevity and the time of depreciation for the built infrastructures in a context of a strong increase in mobility. It's largely about like this time horizon that technical innovations or improvements take meaning. Anyway the infrastructure should last much longer than the time required to pay for them. The prospective is also a financial aspect for the management of the infrastructures and for the financing choices able to provide their construction and their future maintenance. The concession and the borrowing are both bets on the future.

The purpose of my communication is to examine how the future is conceived of in the formulation of the transportation policy in the eighteenth century France when precisely the meaning of the coming time is changing affirming the notion of progress? How civil engineers and administrators of the Department of Roads and Bridges are shaping the future? What are the scope of their temporal references and their prospective instruments ? The questions asked by the transportation policy are two sided. Not only do it want to know what will happen in order to deal with the uncertainty and also to drive changes.

Simone FRANCESCHINI
DTU Management Engineering, Lyngby (DK)
Gerardo MARLETTO
Università di Sassari/ University of Sassari

Mapping Sustainability Transitions in Urban Mobility. An Integrated Representation of Supporting Coalitions, Political Discourses and Innovative Strategies.

The study of sustainability transitions (SUSTRANs) is an emerging research field that provides useful keys to understand how more sustainable socio-technical systems (STS) may emerge and develop. All STS are (more or less) stable configurations of economic, technological and political constituents that fulfill specific societal needs and that are reproduced by coalitions of supporting actors. For a SUSTRAN to deploy new and more sustainable STS must be able to destabilize and take over the current dominant position of an unsustainable STS. One of us developed the so-called *socio-technical map* (ST-map) which is a simple graphical representation of of alternative STS (and of their supporting coalitions). By making reference to innovators' strategies and to the demography of their coalitions (not only births and deaths, but also mergers, spinoffs, re-assortments, etc.), the ST-map is used to represent both the current situation of the societal function and its future scenarios. Moreover, the ST-map helps to understand when a dominant position is not created and more alternative STS co-exist. A striking contradiction is implicit in the SUSTRANs literature: it is acknowledged that SUSTRANs depend on favorable policies, but such policies are usually considered exogenous. Understanding how policies endogenously change is therefore a crucial research topic. This paper contributes to such a research endeavor by integrating the political discourse approach into the analysis of future alternative SUSTRANs in the societal function of urban mobility. The paper is structured in three parts. In part one the basics of the SUSTRAN and political discourse approaches are described. In part two the political discourse is added to the ST-map. In part three the integrated ST-map is used to illustrate alternative SUSTRANs of urban mobility.

The integration of political discourses into the description of SUSTRANs shows that policies are endogenously generated. In fact, alternative supporting coalitions perform a "battle on discourses" which is crucial to frame the political dimension of a SUSTRAN. In particular, conflicting discourses nurture the political debate, influence agendas and eventually lead to actual norms and policies. Most important, the integrated ST-map helps to understand that future SUSTRANs in urban mobility depend on a cumulative causation process between the ability of a supporting coalition: a) to influence the political dimension of a societal function, b) to mobilize new resources for innovation, and c) to enlist new innovative members. Further applied work is needed to

understand how such an endogenous cumulative process is relevant for SUSTRANs in societal functions other than urban mobility.

Michael K. BESS
Centro de Investigación y Docencia Económicas, Ciudad de México/ Center for Research and Teaching in Economics, Mexico City

From Great Promise to Uncertain Reality: Resolving the Past and Future of New Mobilities in Modern Mexico, 1876-2015

In July 2014, amid great fanfare and high expectations, President Enrique Peña Nieto announced plans to build a new high-speed railway from Mexico City to Querétaro, an industrial and tech center 210 kilometers northwest of the national capital. The proposed line would carry up to 23,000 daily passengers at speeds of 300 kilometers an hour and begin operations in 2017. The project garnered international attention, emblematic of the ambitious goals the young president set for his term, which also included construction of a 13-billion dollar new Mexico City airport. Within months, however, the railroad plan collided with signification economic, social, and political challenges: falling gas prices cut government expenditures; renewed outcries over violence against students in the state of Guerrero; a corruption scandal that ensnared the country's first lady. Each of these issues contributed, in part, to the suspension of the Mexico-Querétaro project just six months after its unveiling.

The tension between the promises national elites have made and the uncertain realities these projects faced has a long history in Mexico. In 1876, when Porfirio Díaz seized power, the nation witnessed the beginning of a new political regime that lasted more than thirty years. Lead by *los científicos*, a group of positivist intellectuals, this government pursued foreign investment and emphasized the building of railroads as central to its goal to industrialize and modernize the country. Railroads brought significant social and economic change to Mexico, but also occupied contentious space within a public discourse that hotly debated the consequences of modernity and *progress*. The Mexican state that emerged after the 1910 revolution that destroyed Díaz's regime nevertheless inherited its predecessor's embrace of technology and modernization. A new generation of leaders made bold

proclamations about the building of motor highways, railroads, airports, and other mobilities that promised to transform the nation. Later, neoliberal reformers in the 1980s and 1990s crafted developmental policies drawing on language and concepts reminiscent of their *scientific* predecessors from the previous century. This paper studies the long arc of political propaganda and media narratives tied to the promise of new mobilities in Mexico. Beginning with analysis of newspaper accounts about railroads in the late 1800s, it continues into the twentieth century examining the popular discourse around transportation technologies, especially the rise of automobility and the construction of new highways, airports, and metro systems. It uses the recent suspension of the Mexico-Querétaro high-speed rail project as a framing tool to contextualize how the nation has imagined the future of mobility at different times within its history. Sources from official archives in Mexico City and the states of Veracruz, Nuevo León, and Aguascalientes, as well as U.S. and Mexican newspapers form the basis of this paper. It also draws on the scholarly literature of railroads and other mobilities in Mexico to frame the theoretical argument.

Panel G 2: *ICT in Mobility*

Chair: **Julia HILDEBRAND**

Kathrin KONRAD
Technische Universität Dortmund/ Technical University of Dortmund
Dirk WITTOWSKY
Technische Universität Dortmund/ Technical University of Dortmund

Mobility Behavior and ICT Use of Teenagers and Young Adults Connections and Concurrency of Two Dimensions of Mobility

Trends in mobility of young people are one important topic of current mobility research. One main result is the decreasing car use in behalf of increasing public transport use as well as cycling and multimodality. Explanations for this keep mostly on a theoretical level: Among other factors, the increasing use of ICT and (travel) information availability is considered to promote public transport and make public transport and multimodality more attractive and feasible (better

information, possibility of using travel time for e. g. socializing and communication). There are no empirical analyses on the connection between spatial and virtual mobility (especially among young people) and on the ICT use while travelling so far. This is not least because of a lack of data for such analyses. The project u.move 2.0 ties up to this. As one main part of the project u.move 2.0, in 2013 we conducted a survey among 180 young people (14 to 24 years) from three social milieus (precariat, middle-class, and cosmopolitan) in the Rhine-Ruhr area and an online survey with nearly 1200 respondents nationwide. The respondents recorded their trips and ICT use in diaries. Additionally they were asked about their mobility- and communication-related attitudes and how spatial and virtual mobility are interrelated. These data allow for analyses of connections between virtual mobility and travel behavior at an individual micro level. The main results of the analyses of the first part of the survey from the Rhine-Ruhr area are as follows: The respondents spend more than 5 hours per day on the use of ICT, most of this time for communication and social networks (keep in touch with friends and family). About 75% of the ICT use accounts for mobile phone and smartphone use. On average, each person makes 4.4 trips per day. 38 % of these trips are made by bike or on foot, 26 % by motorized private transport and 36 % by public transport. Therefore young people, compared to older age groups, have a high proportion of trips that allow spending travel time on other purposes, such as ICT use.

What are young person's doing on their trip? Actually, the concurrency of virtual and spatial mobility (ICT use in trips) is of considerable importance for young people: About 26 % of the recorded ICT uses take place (partly or completely) on a trip. Linked to the number of trips, this means that on nearly every second trip (48%), young people use ICT while travelling. The purpose of the ICT uses that are conducted during trips is mostly communication (55%), social networks (22 %) and only a small proportion of 6 % trip planning / timetable information. The use of ICT influences the planning and execution of activities and influences the spatial mobility of young people. The ICT diary allows us to figure out whether ICT use substitutes, induces and/ or modifies trips (including future trips). The substitution and induction effects reported are relatively weak, but by tendency the induction effect of ICT use is stronger than the

substitution effect. These effects can be verified with the mobility-related attitudes and the personal qualitative interviews.

In addition to these general results, there are considerable differences between the three social milieus (cosmopolitan, middle-class, precariat) and other characteristics of the respondents, trips and ICT uses. Therefore, we add more differentiated in-depth analyses (multivariate) and extend our analyses on the online survey data.

Luca FRATTURA
Università di Bologna/ University of Bologna
Federico MONTANARI
Università di Urbino/ University of Urbino

Other Senses Of Place: Sociospatial Practices In The Contemporary Media Environment

Mapping, as a practice, represents nowadays a universally shared experience of everyday life, which is increasingly performed by the means of mobile devices such as smartphones, tablets, gps etc. within the context of a pervasive locative media environment (characterized by the widespread of location based social networks, collaborative mapping platforms etc.) Moving from these considerations, we will start with presenting some of the results of an ongoing analysis of a specific and most interesting kind of mapping practice which is usually referred to as *self-mapping*.

Such a practice is identified with the kind of mapping which is performed by social actors – provided with mobile computing devices – while crossing urban territory, by tracking their movements, geo-tagging places, producing and geo-referring cross-medial contents which correlate to their experience of the spaces they are crossing, sharing and/or re-mediating such contents on the internet within a media environment populated by communities of connected mappers. It is thereby a kind of cooperative, grassroots mapping of urban territory: the expression "self" as prefixed to mapping, indeed, is usually intended to depict just this aspect of the practice. Nonetheless, there is more to say about what self-mapping is: the self-mapping is also a way to make sense out of urban territory. The by-product (if not the main output) of this kind of mapping is a sort of dynamic, distributed

description of an abstract, intersubjective space, i.e. the complex sociospatial formation embodied by urban territory and its medial representations.

This paper is indeed intended to report some of the results of an interdisciplinary, ongoing research project, runned by C.U.B.E. (Center for research in ethnosemiotics of the University of Bologna) and Mobile Middleware (a research group which is part of DISI – Department of Engineering of the same university).

The project is focused on two, strictly connected aspects. First we conducted a theoretical analysis intended to output an accurate, non-trivial description of how the self-mapping practice is structured, how it comes to constantly re-negotiate, re-define and re-instantiate the ever changing/relatively stable shapes assumed by the intersubjective space to which the selves of social actors are mapped to. Secondly, with the help of ICT technologists at DISI – experts in the fields of geo-computing and crowd-sensing – we devised a methodological protocol which made us able to promote different *remote driven self-mapping campaigns* within a community of students, using their mobile devices to collect quali/quantitative data related to their experiences/cognitions about the urban spaces that they happen to get across during everyday life, then rendering such data into digital maps. These campaigns turned out to be useful, innovative ways to conduct digital ethnographical surveys, focused on acquiring relevant knowledge in order to explore specific themes and issues related to specific urban territories or even to more general, theoretical problems as well. Finally, in order to render an intelligible picture of how a remote driven self-mapping campaign works, we will briefly illustrate a recent survey focused on the perceived correlation between urban spaces and the inherent temporality of places.

Alla PETRENKO-LYSAK
Kiyevskiy natsional'nyy universitet imeni Tarasa Shevchenko/ Taras Shevchenko National University of Kiev

Homo Mobilis In Transit(Ional) Flows Of Modern Communications

Mobile telephony is an object of modern communications system. Mobile communication is the newest communication form. We

consider mobile telephony as the newest factor of dynamics of social changes in particular communication. Mobile telephone has changed the practices of mobility of modern subjects, and also influenced on their communicative practices. Mobile telephone is an instrumental embodiment of information transfer perfection.

The trouble is Ukraine social science has situation in which sociological analysis of mobile telephony is less developed. It has statistical information and marketing analytics, but it doesn't have any complex social theory. So, we try to overcome this situation. We think, the newest social mobility is demonstrated by Homo mobilis. This kind of mobility is determined by development of informatively-communicative cybervirtual technologies, namely portable devices on the base of microprocessors and services of non-cable network connection. The special sign of such mobilities is their ability to form the nomadic method of social practices. Homo mobilis are like modern nomads. They are the subjects, the practical actors of mobility of this method and lifestyle. They are also the new markers of social inequalities based on this freedom of choice and freedom of spatial moving. Besides, nomadism of modern society is the special method of vital functions of social subjects; those subjects aren't located in some place long due to hands-on practice of the special use of modern technique possibilities. In addition, nomadism practices are plugged in modern stratifications processes.

In our view, very important aspect is private communications in common or public places. We have the phenomenon of "forced listening" and the concepts such as ethics and indifference and mobile etiquette. The using of a mobile phone is leading to transformation or blurring of the private and public dimensions boundaries. The value and nature of public/common/social spaces and features of the modern people behaviour are determined in situations when they are needed or desired to hold a conversation on a mobile phone.

Tamara VLK
Technische Universität Wien/ Vienna University of Technology

Twitter vs. Timetable. Social Media as Mobility Information System for Public Transport

Sufficient information on public transport – especially in terms of unpredictable events – is hardly feasible with current mobility information systems in the Vienna (Austria) region. Due to high costs and lack of reliability of current methods of data collection (and provision) an increased need for alternative methods is given. Status messages on social media like Facebook and Twitter are increasing across smartphone users of all milieus. These (public) status messages can contain information about public transport conditions or personal sentiments. Such status messages provide a higher amount of real-time information and high density event detection. Compared to other mobility information systems, social media provides valuable first-hand and real-time information on public transport networks. Public transport users as well as service's providers can benefit of this information.

For ensuring time- and money-efficiency in terms of mobility in public space, people often require (real-time) information on transport services and various conditions (e.g. schedules, network maps). Usually this information is provided by public transport providers or service operators. Digital devices such as monitors or journey planners simplify short-term journey planning. Information is generated on the basis of static schedules or dynamic physical sensors at infrastructures or in vehicles. However, sufficient real-time information for public transport especially in the secondary network is hardly feasible with current methods of data collection and on-time (publicly) distribution. Furthermore, the distribution of precise real-time travel information depends on characteristics of available channels. Conventional mobility information systems such as maps or digital screens e.g. show limits in terms of accuracy and timeliness. Therefore an increased need for alternative methods to generate travel information within the network of public transport is given. Social media channels such as Facebook and Twitter seem to be adequate mobility information systems for compensating weaknesses in terms of real-time travel information. It was assumed that social media represent a complementary addition to traditional mobility information systems, especially in terms of short-term and un-known deviations of timetables within the network of public transport. Users of public transport as well as service providers can be generators and distributors of such real-time information. Furthermore, both parties (providers and users) could easily receive actual travel information generated by cheap social sensors. The use of

such multidirectional channels could guarantee more flexible, detailed and multi-lingual information flows.

Wednesday, 16 September 2015, 9:30-11:00

Panel A 3: *Open Space The Future of Im/Mobility Studies I: Mapping New Directions, Blind Spots and Challenges*

Conveners:
Anna Lipphardt
Universität Freiburg/ University of Freiburg
Katharina Manderscheid
Universität Luzern/University of Lucerne

Open Space, The Future of Im/Mobility Studies I: Mapping New Directions, Blind Spots and Challenges

    As the three networks T2M, Cosmobilites and AnthroMob engage in closer collaboration, we want to seize the opportunity to initiate a cross-disciplinary and inter-generational discussion on visions, questions and suggestions for the future development of the interdisciplinary field of Mobility Studies. Therefore, we want to use the Open Space format, a non-hierarchical forum of dialogue to involve all interested participants. It is directed explicitly at the junior scholars participating in the conference. While their work is often positioned at the cutting edge in respect to thematic, conceptual and methodological issues, junior scholars usually are not involved in the round tables and board meetings where the future of Mobility Studies is mapped out and negotiated.
    The suggested Open Space is divided into two sessions: The first session will be devoted to mapping new thematic directions, fresh theoretical and conceptual configurations, and innovative methodologies contributing to the further development of Mobility Studies. It will furthermore discuss blind spots as well as current and future challenges.

Panel B 3: *Mobilities Landscapes*

Chair: **Hasso SPODE**

Kristina SKÅDEN
Independent Researcher

Norway - the New Switzerland: Reshaping the Norwegian Landscape

This paper's empiric starting point is the study tour made by the Norwegian road engineer Hans Hagerup Krag. In 1863, he travelled from Oslo to Switzerland on behalf of the Ministry in charge of road construction with the aim to study different Alps pass roads. Back in Norway, his observations were transformed into a published report. This report served as a document of knowledge in the work with a new mountain road between the western and eastern part of Norway. Krag described technical, administrative and economic conditions and gave his own assessments. I will argue that this tour was a key event for introducing the touristic gaze as an argument for road building in Norway and thereby central for the reshaping of the Norwegian landscape into a landscape of tourism. In the later discourse of tourist industry and agriculture development, the perception of the Swiss tourist landscape transformed from a desired model to a symbol of the unwanted modernism. The danger was that Norway became *A ridiculous and futile Switzerland* (Hamsun 1910).

The aim of this paper is firstly to investigate Krag's study tour as transnational practice, as a practice crossing national borders. Secondly, to follow some of the relations imbedded in this practice and at last to examine how this tour shaped the future of Norwegian mobility and reshaped landscape. I will follow the relations between the study tour and Norwegian political conditions, the Norwegian educational system as well as The Great Exhibition in London (1851). Furthermore, Krag's practice on the Swiss roads is studied in relation to the Swiss landscape, road history and tourist history. This paper is drawing on resources from transnational history, Actor-Network- Theory (ANT), Landscape Studies and Transport/Road History.

Maria Alice de FARIA NOGUEIRA
Universidade Estácio de Sá; Istituto Europeo di Design, Rio de Janeiro/
Estácio de Sá University; European Institute of Design, Rio de Janeiro

Potential for Movement and Global Brands' Advertising Discourse. Brazil, 1982-2014.

In a globalized world, people, goods and information are constantly on the move and circulate each day more intensively and widely in a fluid, connected and risky world. When mobility becomes an important element of everyday life experience and physical, geographic, imaginative and virtual displacements take front row in the relationships and radically alter the ways of life in all spheres – social, cultural, political and economic – then mobility culture imposes itself and involves everybody in new possibilities and experiences, as well as, in new constraints, risks and discourses that have to be studied. I take this social scenario as a starting point for the study of mobility culture, its representations and discourses, with special emphasis on global advertising. The ever going intense imbrication between mobility culture and advertising constitutes the basis that sustains this doctoral thesis research, to which this paper refers, and stablishes the two fundamental premises in the study: first, that things in the world reach individuals regardless of their immobility, by means of objects, information and images that circulate globally; second, that regardless of its immediate commercial objective of promoting a product, advertising discourse can also be seen as a product of the culture in which it is embedded.

The articulation of these two premises was the main interest and the object of this investigation: considering advertising, on one hand, as a part of the movement of objects and, on other hand, a product of the culture, we intended to investigate, within the perspective of the New Mobilities Paradigm, how mobility culture is expressed in the global brands' advertising discourse. The hypothesis that there is consumption of potential for movement, when the individuals look for objects that support their everyday (im)mobilities with a certain amount of stability and less risk was validated. The conclusion was drawn from a discursive analysis of global brands' advertisements published in

VEJA, a Brazilian weekly magazine, during the period of three FIFA World Cups: 1982 in Spain; 1998 in France, and 2014 in Brazil.

Mikko ITÄLAHTI
Aalto yliopisto/ Aalto University

Revisiting Historical Landscape Photography of the Finnish Railways – What is the Future of Rail Journey as a Spatial Aesthetic Experience?

Photography and railways share an interesting common history and they have both importantly contributed to the modern way of seeing the landscape. While rail travel allowed experiencing the landscape as a moving panorama, from the perspective of an existential outsider, hor John Urry, photography is seen as a form of mobility. It has the ability to take us to some virtual place across time and space. Similar polarity may explain the attraction of classic train journey as a spatial experience – we feel the excitement of the approaching destination, while still are touched by experiences in the place we entered the train, and the landscape we travel through is an otherworldly, moving panorama in the window – forests, mires, fields, rivers, villages, mountains are passed with dance-like easiness that still impresses after more than 150 years.

Although railway travel has been widely acclaimed as paradigmatic modern experience, the aesthetical change that took place during the 20th century in railway landscape and travel experience, has not received much attention from researchers. In this paper it is asked how has the visual culture of Finnish railways changed from the early 20th century to present day, and how this relates to the change of the rail journey as spatial experience? Most importantly, how does this change look like from the perspective of Heideggerian belongingness? (*Bodenständigkeit*). The method is based on content analysis of Finnish Railways' public relations photography representing the railway–landscape relations, while the perspective of aesthetical change is brought into analysis by revisiting the sites of historical photographs through the practice-based method of re-photography.

The result supports a general hypothesis that the unique material culture once surrounding railways has radically eroded. The tracksides appear today far less pictoresque – they are characterized by thickets

and overgrowth, occasional decaying buildings and sometimes traces of outlaw activities. They are, however, not without aesthetic interest. In recent discussions relating to environmental aesthetics, there is something of a broad consensus that a needed aesthetic attitude is one where the (ecological) understanding and enjoyment (experience) feed on one another. The aesthetic is thus also cognitive and ethical. Still, is this a hopelessly nostalgic view in the context of a railway journey, in an era where ever-increasing speed (and, as a consequence, diminishing resolution of landscape observations during the journey) has become a fetish, like John Urry suggests? According to philosopher Antti Salminen, the critical power of photography as a method is precisely the ability to allay this alienation by drawing attention to these sites of dislocation of experience, literally illuminating the significance of the "underdogs" of thus far neglected object-world.

Panel C 3: *A Global Perspective on Future Mobilities: A Workshop*

Chair: **Peter ADEY**

The goal of the workshop, organized by the members of the research team is to have a debate on the key themes of the conference through the discussion of the insights from this ongoing research project, to reflect upon the challenges and opportunities that such project entails and exchange ideas with other researchers in the field who are tackling similar issues.

The interactive workshop consists of two parts. During the first half the chair will briefly introduce the project and five researchers will present snapshots of their work in different parts of the world. These five minute presentations will discuss how mobilities and immobilities are envisioned and governed in a variety of contexts, pose methodological questions and offer reflections on theoretical challenges of studying mobility transitions across the world. Following the round of presentations and questions from the audience, the team will provide questions for discussion that will bridge the project themes with some of the key themes of the conference. Depending on the size of the audience, groups may be organized with presenters acting as discussion

moderators. In that case after the discussion, groups will be gathered together and common themes will be distilled.

Cristina TEMENOS
Northeastern University, Boston

Researching Moving Targets: Methodological Questions on Studying Transition in Action

Increasingly, social sciences and humanities research models are shifting to large-scale, multi-investigator, comparative research projects in order to examine processes of mobility, environment, and infrastructure. Enlarging the scope of mobilities research to compare urban phenomena such as low-carbon transition across cities in the global north and global south is beginning to produce new ways of understanding urban development, transportation infrastructures and policymaking. Drawing on the case of Santiago, Chile, this presentation considers what can be learned by examining mobilities transitions across the global south and the global north through a large-scale comparative project. Preliminary data collection indicates that the actors, institutions, and stakeholders in a place such as Santiago can vary greatly from cities in the global north. This presentation asks questions such as: what roles do governance institutions play in the implementation of mobility transition policies in Santiago? How do these roles differ in other cities within and beyond Chile? What can be learned from studying transition *policies* and the processes that occur to implement them? What are the practical implications for local policy implementation within large-scale comparative research, and how can they be translated into action? By examining questions such as these, this presentation aims to focus on the methodological breakthroughs and challenges that arise when embarking on new constellations of mobilities research.

Astrid WOOD
Royal Holloway, University of London

Thinking about East London Transit

East London Transit (ELT), a 53 kilometre partly segregated bus priority scheme became the first such system in London when it became operational in 2010. From a planning perspective, ELT enhances accessibility in the local area, betters the environment, supports economic activity in local centres, encourages sustainable development and aids regeneration. Its transport objectives include, improving the quality, speed and efficiency of transport in the local area while reducing journey times and improving reliability thereby attracting car users onto public transport services. ELT is also part of a wider regeneration of the Thames Gateway improving connections with the Tube and National Rail stations as well as movement locally. The scheme also fitted well with the Mayor's overarching objectives to manage mounting travel demand, support economic growth, magnify London's role as a world city, promote social inclusion, improve health and reduce environmental pollution and support the varied transport needs of central, inner and outer London. This paper introduces ELT as London's first BRT system to rethink the international concept of BRT and its role in London's transport network. Concepts from new mobilities paradigm and the transition management literature will be used to reimagine the promotion of a particular transport transformation in London. Such arguments will explain the role of infrastructure in the mobility transition and the influence of (im)materiality on the transformation of a deprived area of East London.

Anna NIKOLAEVA
Royal Holloway, University of London

Unpacking the Happily Ever After of Cycling Futures

During the last decade cycling has come to be seen by policy-makers worldwide as a tool for tackling a variety of problems including congestion, air pollution and obesity. Furthermore, increasing cycling rates is often associated with the imagery of a livable city, a city where it is pleasant to live and move around for everyone. The rhetoric of cycling policies and manifestos of cycling activists in different countries is to a great degree similar while the political, legal, social and climatic contexts are very different. Zooming in on a cycling policy in the London borough of Southwark, the paper, firstly, disentangles the

overlapping scales of cycling policy and imagery of cycling cities, identifying rationales, inspirations and triggers behind the policy. The vision of transition is born out of interrelation between local political set up, pressures from the public, inspiration and expertise brought by foreign cycling consultants, the persistence and knowledge of local cycling campaigners and a variety of other influences. Secondly, briefly attending some other European cities the paper identifies points of friction between the universalistic narratives on livable, happy and healthy cities with the varieties of circumstances where these narratives are transformed into policies. This contribution therefore seeks to open up a discussion of complex geographies of cycling policy, mobility of expertise in the sphere of mobility transitions and a related commodification and aesthetisization of mobility transitions.

Andre NOVOA
Northeastern University, Boston

Mobility Transitions to a Low-carbon Society: the Brazilian Case

In this communication, my intention is to offer an overview of how the Brazilian government, as well as associated key stakeholders and the private sector, are envisioning mobility transitions in Brazil. The first part of the talk is focused on a general scanning of the national policy, where the main trends and themes will be outlined. Brazil is known for its strong State and for its pro-socialist government, but it also counts with a dynamic and rejuvenated private sector. Transitions are being conceptualised from both ends. Secondly, I provide snippets of local, bottom-up responses that have contributed to transitions in some of the most significant urban centres in Brazil. The focus is on the national and federal capital of Brasilia, but action in other cities should also be included. Examples of these transitions include not only bike schemes, electric vehicles and sustainable/green transport, but also flexible working schedules and flexible commuting, which are responsible for reducing and limiting the mobility of individuals, fostering a transition to a greener society. This presentation will be worked so that it contributes to the general topics and problematics of the workshop.

Jane Yeonjae LEE
Northeastern University, Boston

Why Isn't Telework Working?

Creating conditions of sustainability and carbon-free modes of travel is an important and growing vision in transportation policies around the world. In relation to the 'greening' vision of the future mobility, telework (working from home) is an ideal way of living because it reduces consumption of travelling distance and hence will eventually reduce greenhouse gas emissions. With greater technological development, people's willingness to change their work behavior, and a political support, telework would be able to transform work places and have greater impact on reducing carbon emissions. Despite all the economic, social and environmental benefits that telework can bring, various case studies illustrate that telework scheme has received less interest from governments at all levels. This paper seeks to understand why telework scheme has not succeeded in achieving political support by following the trajectory of *Telework New Zealand* – a private company in New Zealand which was once at its peak working with governments and organizations that wanted to create flexible working alternatives. Through the narratives of success and failure, the paper illustrates how a mobility transition can be envisaged as a struggle to implement and what it can teach us about the next step to move forward.

Panel D 3: *Nature matters*

Chair: **Hiroki SHIN**

Stephanie SODERO
Memorial University of Newfoundland

Navigating Disruption: Mobile Society and Hurricanes Juan, Igor and Sandy

In the course of a decade, three record-breaking hurricanes made landfall in north-eastern North

America: *Juan* (Nova Scotia 2003), *Igor* (Newfoundland 2010) and *Sandy* (New York 2012). I explore the social-environmental dynamics that underlie the mobilities and immobilities that result when severe weather intersects with the mobility networks upon which communities rely. The anchoring idea for this research is that fossil fuel-powered transport contributes to climate change and climate change disrupts transport; the energetic boomerang comes full circle with severe weather events disrupting weather-exposed mobility networks. Drawing on official and expert accounts pertaining to diverse case studies, I develop and elucidate three ideas that are valuable in reconceptualizing the social-environmental power dynamics inherent in mobility networks. First, elaborating on Sheller and Urry's work on the mobilities paradigm, I forward the concept of *mobility webs* to describe the adaptability, fragility and environmental exposure of transport networks, akin to that of ecological webs. Second, to underscore the view that networks and ecological flows are interwoven and, in an anthropogenic age, co-constructed, I forward the concept of an *ecopolitics of mobility*. I adapt Cresswell's six dimensions of a politics of mobility – motive force, velocity, rhythm, route, experience and friction – to the interface of the environment with contemporary social-technical assemblages of mobility. I analyze social-ecological dynamics, including related sources of resilience and vulnerability, to disrupt and reconceptualize interactions between mobility and the environment. Finally, I adapt the marine navigation concept of *weather routing,* which refers to the practice of altering a ship's course to take maximum advantage of tidal, current and wind conditions in order to reduce physical resistance of the ship moving through water, and posit the concept of *climate routing*. As conceived, climate routing involves a spectrum of measures – from protecting infrastructure against sea level rise and promoting fuel efficiency to locally sourcing goods and reducing consumption – where a primary consideration is lessening social-ecological contention while maintaining or increasing quality of life.

Giovanni FAVERO
Università Ca' Foscari Venezia/ Ca' Foscari University Venice
Michael W. SERRUYS
Vrije Universiteit Brussel/ Vrije University Brussels

Volcano Routes: A natural Experiment in Ground Mobility

In April 2010, a strong north-western wind blew an ash-cloud from the erupting Eyfjallajokull volcano. Due to the eruption of this Icelandic volcano all air traffic in Europe was made impossible for several days. This in turn affected travellers across the world, amongst which numerous participants of the European Social Science History Conference in Ghent who were unable to return home as planned.

In this lecture we will use the occurrence of the Eyjafjallajokull's eruption to analyse how Europe, *in casu* Belgium, fared without air traffic. It gives an insight of the problems encountered by voyagers in an air-traffic-less Europe. To do so we checked how the participants of the European Social Science History Conference returned home after leaving Ghent. A questionnaire was sent to every participant of this conference with questions regarding their inward and outward journey to Ghent. Thanks to the many responses we received, we were able to make some valid statements about the ability to reach Ghent in normal circumstances, but also when air traffic faltered. This not only gives a good overview of the transport network's weaknesses in times of stress, but also of the actual transport situation in a European country with a very high centrality degree.

After some explanations on the questionnaire and the credibility of this questionnaire as a

source, we will first show how the city of Ghent was reached in normal circumstances.Special importance will be given to when air-traffic becomes pre-dominant, and which are the most important airports to reach Ghent (and for that matter Belgium).

This will be followed by a short narrative of the Eyfjallajokull's eruption and the gradual development of the ash cloud in the European skies, and how this affected air traffic. Then an overview will be given of the possible alternative modes of transportation offered in Ghent to reach the participants desired destinations. Some of these modes of transportation were quite successful in filling the gap created by the grounded air planes, while other modes of transportation failed. Our research has shown the existence of some of these bottlenecks and given us some understanding why these mode of transportations were unable to cope with a situation like this. Yet perhaps the most

interesting result was that different people organised themselves differently to get home, offering an interesting cultural approach to what has been termed by some participants as a 'highly traumatic experience' and by others as an 'interesting and rejoicing journey'. Different approaches to mobility by users under exceptional circumstances suggest some further considerations about the way transportation studies usually conceal the highly subjective nature of mobility itself, and the role of users' agency in shaping its structure.

Ilkka Tapio SEPPINEN
Helsingin yliopisto/ University of Helsinki

A Ring and the Diameter

At least in the European scale forces have appeared, who accentuate the locality. Where are many populist and reactionary parties and organisations, based to popular mood, which longs times past, longs after the lively villages and a peaceful neighbourhoods. It never existed, as a series of Word Wars tells. There are great stresses, the global recession, and the wars in Balkan, Iraq, Syria and now in Ukraine. The solution is never to turn his back to problems, but to present a vision and discuss it feasibility and its benefits.

The vision is a Ring Rail round Baltic See. It have tunnels between Tallinn and Helsinki, Vaasa and Umeaa and Lolland and Fehmarn. The diameter consist of a rail to Nordic Ocean, to Varanger or Porsanger fjords by Ocean and connects to ring rail near Vaasa. In Fehmarn exists connections to Continental European railway net, as from the southern end of the Rail Baltic by Warszawa. Partly this vision is under construction, as the Rail Baltic, or under a serious discussion, as the tunnels between Helsinki and Tallinn and Lolland and Fehmarn.

Technically the whole scheme is feasible, its questions are economy and financing. Where is not much to discuss on the technical questions. Such a Hugh investment and work is not done for fun. What such a construction and a new logistic opening in the North of Europe could mean?

Globalisation, political and material development, competition for ever scarce resources calls for intelligent solutions. The North of Europe have always stayed more or less aside of the world. It is now

scarcely populates and economically poorly developed. That is a consequence of many thousand years of neglect. Now the opening of the Northeast Passage turns focus to the north. That calls for the Ring Rail and its Diameter. It can add a forceful impetus to the development of whole Europe. It opens totally new roads for global logistics and trade. Appendixes to and from Russia belongs to the scheme. Russia is right now in troubles, but it comes along sooner or later. A discussion of the promises of this logistic schema, or vision, for Europe and whole Globe, will be the real content of my paper.

Panel E 3: *Social Background and Transport Injustice*

Chair: **Sven KESSELRING**

Karen DE COENE
Universiteit Gent/ University of Ghent

Marriage, Mobility and Connections. A Cartographer's Travels on a Research Map

Although the implications of mobility and long-distance connections on human relations assume greater significance in the 21st century, the role of transport in social interaction is a very understudied topic in contemporary studies, and it is even more in history. The growing awareness that social capital is not a local area-based phenomenon relates seemingly more to the present-day hyper-connected world than to past societies. However, eighteenth century networks provide many examples of the concerted action between spatial distance and compensating proximities. One of them is the network of Joseph de Ferraris (1726-1814).

Mobility and networking are among the main concerns of Ferraris, an eighteenth century cartographer under whose guidance the artillery corps of the Austrian Netherlands carried out a mapping project of the territory. The resulting large scaled map, the *Carte de Cabinet*, is considered a milestone in the history of Belgian cartography. At the moment of its presentation to the Viennese Court in December 1777, a commercial counterpart was still being set up. This last one, the *Carte Marchande*, was brought to an end during Joseph de Ferraris's

assistance in the War of the Bavarian Succession. The well-regulated warfare of this old-style Cabinet War (Kabinettskriege) needed to prevent the Austrian claim on the Electorate of Bavaria.

Ferraris's military service interfered with his cartographic ambitions in a way that his share of the work was reduced to mere financial and long-distance management, calling on his wife, Henriette d'Ursel, to coordinate the Brussels 's production unit. Soon after they had married in 1776 their relationship became characterized by spatial distance and repeated separation only to be overcome by mutual mobility and many, many love letters. This private correspondence provides an overview of the large aristocratic network of family, friends and acquaintances of the Ferraris couple. Ferraris's social network is distributed allover Europe and illustrates the mobility of Austrian nobility.

Studies in economic geography recently emphasized the importance of both spatial proximity and alternative types of proximity for knowledge networks. From the cartographer's life and letters it becomes clear that spatial distance does not have to be a limiting factor, it can create new possibilities to enlarge and strengthen the bonds of a social network. As such the lack of spatial proximity is compensated by social proximity that appeared to be of more value to the Ferraris 's. Especially the neighborhood of the Viennese court enables them to access high financial and political support. We will make use of a research map based upon modern cartographical techniques and a retrogressive approach to question in different map layers the mobility of Ferraris and the geographical distribution of his social network. The social actors have indeed residences in different geographical areas, some of them travel frequently and their residences determine partially Ferraris's mobility.

Yrsa LINDBERG
Hawaii Pacific University

Seniors and the City. A Study on Mobility, Accessibility and Pedestrian Safety for Elderly in Honolulu

Today, the majority of the world's elderly people (51%) live in urban areas. By 2025, 62% of the world's elderly are expected to live in the urban areas and up to 74% in developed regions. In recent studies

researchers has shown an increasing interest in the topics of the urban mobility of the elderly. The focus is on the relevance of potential problems of social exclusion. More and more elderly are living alone and therefore need good accessibility to various public services. Studies indicate that mobility of the older people holds a fundamental part of total urban mobility and we still know very little of pedestrian mobility of this social category. Research shows that older persons in general are not satisfied with their ability to get around in the community. The elderly rely heavily on the private car, and the elderly have come to rely even more on the car than in the past. While the importance of the private car as declined for those under 60, it has increased for those over 60. When people get older factors such as age and economy decrease the possibility of driving and owning a car. It is therefore crucial that public transportation is available and that walking is safe and convenient.

Honolulu is planned around the car. Due to the geographic constraints of water, hills, and other elements, Honolulu is left with a severe car orientation and congested traffic in and around the city. The large number of cars causes pollution, noise, barriers and accidents, which in the end affect our health. In May 2013, Honolulu was ranked the second worst city in the country for traffic with drivers spending 58 hours a year sitting in congestion according to the traffic services provider INRIX. Hawaii is ranked first in pedestrian and third in bicycle fatalities in the country. Elderly pedestrians are about twice as likely as younger walkers to be involved in accidents. When involved in accidents the elderly are more likely than younger persons to be injured, and their injuries are more serious. But mobility, accessibility, and pedestrian safety are not only affecting us humans' physical health. Mobility is a major determinant of psychological wellbeing among older persons. Many studies have attracted public attention on the issues of perceptions by older persons, housing for the elderly, decreases in both mobility and wellbeing among elderly. Reduced mobility elderly is often accompanied by lower self-esteem, feelings of uselessness, loneliness, unhappiness, and depression.

In a collaboration with the Honolulu Department of Planning and Permitting (DPP) and AARP for the project Age Friendly City, this paper attempts to investigate the conditions of mobility, accessibility, and pedestrian safety for elderly in Honolulu. Observations were made

in Makiki and Kahala Valley and the data was transferred into ArcGIS. The research showed that the conditions of mobility, accessibility, and pedestrian safety for the elderly in Makiki and Kahala Valley are poor and in urgent need to be addressed through proper policy making and the use of urban planning strategies that focuses on the walkability in cities. These maps became a part of the project Age Friendly City to provide information to, and influence policymakers to adopt implement proper policies and urban planning strategies that focus on mobility, accessibility, and pedestrian safety for all.

Panel F 3: *Rusty Tracks*

Chair: **Colin DIVALL**

Peter F. N. HÖRZ
Georg-August-Universität Göttingen/ University of Göttingen

Remembering the Railway's Past, Conjuring up it's Future. What 'Rail Hikers' got in Mind when Walking on Rusty Tracks

A specter is haunting on shutdown railroads – in Germany, in Europe and in the US: It is thespecter of the *railway hiker* or *railway archaeologist*, who turns up anywhere, especially where rusty railway tracks are overgrown with brambles and architectural relics bear witness to the heydays of rail transportation. Some journalists have already seen this specter and introduced it to their amazed audience, stating that rail hiking might become an upcoming trend. However, in the reporting, it was largely overlooked that it makes a difference whether a cyclist or a hiker uses a bicycle path or a hiking trail, which has been built on a former railway line or a railway enthusiast migrates contemplatively along the spatio-material traces of the history of transport. While a cyclist or hiker enjoys the trip on a nice bike path with small inclination angles, the *rail hiker* perpetuates the memory of something that has been destroyed by the transport policies of the 1970s. And while walking along the rusty tracks he is reviving the images of a better past, construed from what he had learned from the books or videos of the extensive market of publications on transportation history. Doing so, the rail hiker is not only committing a

ritual in which a glorified past is invoked and alternative realities are constructed, but also drawing up concrete concepts for a better future of rail transportation on the basis of nostalgic reminiscences. Based on ethnographic research, carried out in 2013, the paper aims to shed light on this particular mode of rail-fandom, which combines performative rituals and historical studies with a nostalgic imagination of the past. The paper especially addresses the interplay between the remembrance of an idealized past and fantasizing about alternate realities and a better future.

Ivona GRGURINOVIĆ
Sveučilište u Zagrebu/ University of Zagreb

Vanishing Tracks: Towards an (Historical) Anthropology of the Railway in Croatia

In December 2013, a Croatian national daily published news that the train connecting the port town of Ploče in Croatia and Sarajevo in Bosnia and Herzegovina (via Metković, a town in Croatia near the border with Bosnia and Herzegovina) had ceased to operate. This railway route with over a hundred years of history started its life during the Austrian-Hungarian empire and survived the Second World War and the 1990s conflict in the former Yugoslavia. However, it was unable to survive the "structural adjustments" of the national railway system in Croatia in recent years. Using a combination of ethnographic methods involving different participants in the history of this route (former passengers and their memories, railway workers), this presentation explores how this restructuring is reflected at the local level, when routes pregnant with histories, stories and memories are closed. It also aims at situating the discontinuation of the line between Ploče and Sarajevo in the wider context of the restructuring of the national railway company which, as is feared by many, is a preparation for its privatization.

Hugo SILVEIRA PEREIRA
Universidade Nova de Lisboa/ New University of Lisbon
Eduardo BEIRA
Instituto Superior Técnico Lisboa/Technical College of Lisbon

The Past and Future of Mobility in the Tua Valley (Portugal)

In 1887, the Companhia Nacional inaugurated the Tua line on the valley of the Tua River. Twenty years later, the line was extended northwards to Bragança, the capital of the province.

The Tua railroad was situated in one of the most backwards regions of Portugal and so the financial outcome of its operation was bleak. Indeed, the company defaulted shortly after the inauguration and was forced to come to terms with its creditors in order to keep trains running. Throughout the first half of the 20th century, the company was kept afloat thanks to the financial support of the State, even though it achieved some encouraging results in the 1900's and the 1910's. Automobile competition – especially from the 1930's on – became a severe threat to the survival of the line and the company that ended up accepting a merger with the largest railway organisation of the country (CP). Despite some improvements in the rolling stock, revenues did not improve. The lack of financial gains justified the lack of investment in the infrastructure, which in turn worsened the service provided by the railway. At the same time, the government invested far larger sums of money in the road and automobile system, rendering some railways almost obsolete. Conditions were gathered to shutdown some railroads. The section of the Tua line between Mirandela and Bragança was closed in 1992 after the derailment of a railcar. The track between Foz-Tua and Mirandela was kept in operation but the decision to build a dam at the mouth of the Tua River that would flood 20 km of track condemned it to closure. A handful of accidents in the track proved that the line was unsafe and made the decision to close it easier.

In this paper we aim to address these issues and also the future of rail mobility in this region. The Tua line is still working in a small stretch of track around Mirandela (served by the city's metro system), but new mobility projects are being developed, including the reconstruction of the track between the dam's reservoir and Mirandela and the use of individual railcars to take advantage of the regions's touristic potential.

Panel G3: *High Tech*

Chair: **Valentina FAVA**

Jennifer K. LEVASSEUR
Smithsonian Institution, National Air and Space Museum

Envisioning a Future Life: How Images of Past Human Spaceflight Set Expectations

Formerly only found in the dystopian creations of Hollywood science fiction films at the A and B levels, the possible need to relocate human life off-planet now comes from even the most respected scientific minds like Stephen Hawking. So when expected/feared needs and accessibility do not match up, what historical precedents are available for understanding the potential shape space travel may take if urgency increases? Expectations for such journeys remains largely optimistic, warranted or not, based in part on a rich visual record, both the imagined one of Hollywood and artists and the real one offered through astronauts and robotic explorers.

Conceptualizing human exploration beyond Earth orbit still rests largely within the realm of artists, designers, and architects, awaiting the psychological or pragmatic push or pull to force action. The initial push of the Space Race of the mid-20th century generated a swath of renderings for launch vehicles and spacecraft, and occasionally a portrait of human existence aboard those craft. Moving and still images allowed public participation alongside astronauts and cosmonauts as they first went to space, began living there, walked on the Moon, and with continued habitation of an orbital outpost. New visionaries are stepping in to the mix now, offering their ideas of life beyond Earth, including entrepreneurs/personalities like Robert Bigelow, Elon Musk, and even Moonwalker Buzz Aldrin.

This paper will explore how the rich visual culture of human spaceflight provides both powerful positive visions of the future, but tempers them through practical and sometimes disconcerting facts about capabilities. These vividly imagined landscapes of both transportation and life transported elsewhere come to life through art, photographs, and graphics, which this paper compares across critical junctures within that history. Based on a close reading of the visual

record, fantastical and real visions both create a significant disruption to traditional calls for continued human exploration.

Larissa SCHINDLER
Universität Hamburg/ University of Hamburg

Flying Bodies: On the Embodiment of Technically Augmented Mobility

Alongside the nearly ubiquitous digital communication, travelling can be seen as one of the most crucial practices of contemporary societies. For a long time transport studies considered travelling to be a phenomenon of bodies being passively moved without paying much attention to its embodiment and performance. In sociology, on the contrary, phenomena of embodied sociality have been researched as a phenomenon of active bodies, without considering technologically augmented movement. These two approaches with their respective disciplinary biases have been fruitfully brought together in the 'mobilities'- paradigm, which is concerned with mobile and mobilized bodies. In this vein my paper adresses the phenomenon of mobile and mobilized bodies in the context of air-travel. How do bodies ajust to a travel situation in which they have to keep nearly motionless, often for hours? How does the infrastructure of airlines support this behavior? How do people try to cope with this situation? Drawing on empirical data of an ongoing ethnographic study on air travel, I will focus on the embodied and performed practice of air travel. The empirical data includes interviews with travelers and staff, field notes from participant observation as well as *logbooks*, i.e. written reports from travelers while they are on their way.

The empirical study illustrates that air travel consists of a wide embodied knowledge enacted by the travelers. Not only do they cope with the situation, but also try to prepare in advance using different strategies. These preparations do not only start at entering the aircraft, but long before, e.g. when booking a place in the aircraft. Findings of the study therefore suggest not to focus only on the actual flight, but consider air-travel as a chain of different mobile practices: It starts e.g. with booking a travel, packing luggage and making the way to the airport. Then, a walking distance within the airport to the gate has to be covered before one enters the airplane, and so on. In the course of the

travel different forms of mobility have to be coupled that include and challenge travelers and their bodies in different ways. The Embodiment of Technically Augmented Mobility is therefore a complex and manifold practice that continuously produces and at the same time requires strategic as well as embodied knowledge from the travelers.

Cornelis van TILBURG
Universiteit Leiden/ Leiden University

Interaction Between Anatomical and Civil Engineering Terminology in History

In 1965, the Dutch traffic expert Hendrik M. Goudappel compared traffic concepts and problems with processes (flow, congestion) in the human body. He argued that a city can be *sick* just like a human body. The contents of streets, aqueducts and sewers must always be in motion, like blood and bowels' contents. Interruptions or even blocking of the flow bring the city or the body into danger. The terms he used were, amongst others, *congestion*, *artery*, *circulation*, and *sanitation*. Already in the Graeco-Roman world, terminology referring to traffic, civil engineering and city planning on the one hand and the human body on the other hand was in use. From the 5th century BC onwards, physicians discovered several new (internal) parts of the human body, and these needed a name. These names were derived from concepts already known, from macrocosm, on the basis of their appearance, and applied to microcosm. A portal vein evokes the image of an approaching road. This medical terminology dates from the end of the 5th century BC and the beginning of the 4th century BC onwards, later than the civil engineering concepts. Some organs were already known by means of dissections on animals (which was reported in literature), such as the portal vein. From macrocosm to microcosm.

From the 6th century BC onwards, new civil engineering constructions were being invented and utilised. Here the reverse took place: they obviously needed names and these names were derived from the names of parts of the human body. The linear measures, the *coelia* (belly) of the aqueduct and the *dorsum* (ridge) of the road, came into existence. They are static, except for *coelia*; this concept refers again to the digestive tract and is dynamic. From microcosm to macrocosm.

During physiological research, the idea arose that movements in the body followed one-way routes (digestion and excretion tracts) or return-routes (the blood vessel system). Unfortunately, there is little information on traffic in the Graeco-Roman period. There are no Greek or Latin words for *one-way* or *return*, or *traffic* in a general sense. Excavations, some statements in literature and in legislation prove that busy traffic was a problem in certain places and traffic control measures were needed. If the French and English words *trafic* and *traffic* are indeed derived from the Latin *transvehere* or *transvehi*, *to convey over* or *to transport*, they refer to a *one-way system*. The Dutch and German words *verkeer* and *Verkehr* refer to a return. Neither in medicine, nor in civil engineering, ancient terms like *circulation* or *circuit* were in use, although the words *kyklophoria* (in Greek) and *circulatio* (in Latin) were used for different purposes. Blood as the supplier of nutrients was already known in antiquity, but the *circulation* of blood was unknown at that time. It was only in the 17th century that this was discovered by William Harvey. From that time onwards, the idea arose that traffic flow in a city can be better compared with the circulatory system than with the digestive and excretion tracts, where 'one-way traffic' prevails. Terms concerning traffic that arose from the 19th century onwards and are still in use today, refer rather to the circulatory system: traffic circulation, traffic congestion, traffic infarct, artery, and bypass. Blood flow is crucial to the functioning of the human body, like traffic to a city.

Wednesday, 16 September 2015, 11:30-13:00

Panel A 4: *Open Space The Future of Im/Mobility Studies II: Navigating Interdisciplinary Collaborations, Disciplinary Profile Development, and Professional Prospects*

Conveners:
Anna Lipphardt
Universität Freiburg/ University of Freiburg
Katharina Manderscheid
Universität Luzern/ University of Lucerne

As the three networks T2M, Cosmobilites and AnthroMob engage in closer collaboration, we want to seize the opportunity to initiate a cross-disciplinary and inter-generational discussion on visions, questions and suggestions for the future development of the interdisciplinary field of Mobility Studies. Therefore, we want to use the Open Space format, a non-hierarchical forum of dialogue to involve all interested participants. It is directed explicitly at the junior scholars participating in the conference. While their work is often positioned at the cutting edge in respect to thematic, conceptual and methodological issues, junior scholars usually are not involved in the round tables and board meetings where the future of Mobility Studies is mapped out and negotiated.

The suggested Open Space is divided into two sessions: The second session will be devoted to the professional development and career challenges of junior scholars and also address future interdisciplinary collaborations and possible training formats geared specifically towards junior scholars. This may also entail the reflections of the compulsion of long-distance, high carbon physical mobility and virtual alternatives to accommodate academic exchange.

Panel B 4: *Cycling Practices and Sustainable Mobility Transitions (I)*

Chair: **Adri Albert de la BRUHEZE**

Martin EMANUEL
Uppsala Universitet/ Uppsala University

Recapturing Interwar Cycling Practices

Current scholarship on 20th century urban cycling largely focuses on the point of view of engineers and urban planners. It sidesteps the fact that bicycle use was far more heterogeneous than those who engineered the city and its transport infrastructure have acknowledged. Moreover, cyclists did not necessarily follow the scripts laid down by experts in the urban infrastructure and traffic laws. Indeed, recurrent portrayals of bicyclists' behavior suggest they often rebelled against the experts' prescriptions. Relatively little is known however about

historical cycling practices. This gap limits our understanding of what makes—or does not make—the reintroduction of the bicycle successful and durable in the long run. This paper will be the result of an exploratory study of the trajectories in cycling practices, focusing on Stockholm in the interwar period. Since tracking historical (rather than contemporary) practices is a qualitatively different task the paper aim to assess the usefulness of different sorts of sources for this purpose. Photographs, picture postcards; sales, promotional, and educational material; documentary and fiction movies; court cases; folklore collections; and artifacts will be approached in an attempt to detail the elements (materials, competences, and meanings) of the multifarious historical bicycle practices.

Ruth OLDENZIEL
Technische Universiteit Eindhoven/ Eindhoven University of Technology

The Politics of Counting Traffic

Quantification is never a matter simply of discovery, but always of administration, social and technological power. In my contribution, I reexamine the concept and use of traffic counts since the interbellum period to understand how pedestrianism and cycling became framed as old-fashioned mobilities that ran against the inevitable currents of modernity. I argue that these historical-based politics of quantification of what is considered *old* and *new* continue to shape current transitions towards more sustainable mobility.

Peter COX
University of Chester

Social Movement Activism, Social Change and Bicycling in the UK

At a number of points in British history, there have been concerted movements consciously both to defend and to promote cycling as an everyday practice. Using insights from social movement theory, this paper compares the actions and roles of cycle activism in three separate cases, first in the 1930s, then in the 1970s and then in the twenty-first

century. The study examines both at the resource mobilisation dimensions of each wave of movement activity and the ways in which different sets of mobilisation sought to create value and identity. It evaluates the relative strengths and weaknesses of each instance and the extent to which each managed (or not) to produce the kinds of changes it consciously sought, but also pays attention to unsought consequences of these mobilisations and the arguments pursued, within the wider context of social change. It draws primarily on insider accounts of campaigns and frames these not only within the context of roads and transport policy, but also within the contestations of class and gender.

Panel C 4: *Shared Taxi Services in Different Regions of the World (II)*

Chair: **Richard VAHRENKAMP**
Discussant: **Hans-Liudger DIENEL**

Yusuf Umar MADUGU
Bayero University, Kano

Shared Taxi on Bus Routes: An Alternative to Intra-city Urban Bus Transport Service in Nigeria, the Case of Kano State 1986-2015

This study examines the evolution and development of intra-city "shared" taxi transport service as an alternative to intra urban public bus transport service. At the beginning of their operations in 1960's, the taxicab only operated individual passenger city transport service based on the arrangements between the driver and the commuter. That was why the taxis were mostly stationed at public places such as the airport, hotels, markets and so on. From 1980s, competition between the buses and taxis in Kano became very common. This was as a result of the government policy to curtail the global economic crisis of the 1980s which also affects Nigeria by introducing the Structural Adjustment Program (SAP) in 1986. Instead of solving the economic crisis, SAP further aggravated it and the end result was inflation. Inflation was a major factor that led to the collapse of the intra-city bus transport system because it affected the exchange rates and prices of imported automobile. This condition makes it difficult for the bus owners to

replace their aging vehicles with new ones. However, the gap created in the transport sector was to some extent filled up with the development of the *shared* taxi system in which the taxi drivers augmented their income due to the problem of inflation by operated a full scale city pick and drop transport system along the bus routes. With time, the Shared taxi system survived the test of time. It was at this end that this study intends to uncover and analyze how the development of a shared taxi transport system served as a supplement to the urban bus transport service in Nigeria.

Basak TANULKU
Indipendent Researcher

The Dolmus and Minibus in Istanbul: Two Different Cultures of Public Transportation in Istanbul

This paper will analyse the *dolmus* and *minibus* system in the case of the city of Istanbul, Turkey through a socio-cultural approach. In Turkey, this system firstly emerged in Istanbul in the form of shared taxis during the 1940s to meet the city's increasing need of cheap transportation for a growing population. In Istanbul, the first shared taxis were called dolmus, foreign (predominantly) American cars. However, with increasing immigration to Istanbul, the city necessitated more and cheaper public transportation. In the case of the shortage of public transportation, a larger vehicle emerged: they were called minibuses which carried passengers from outer zones to the city centre. There are few studies which analyse the factors shaping the emergence of dolmus and/or minibuses. They, particularly the minibuses, are seen as symbols of immigrant culture and *arabesque*. There have also been studies on the reproduction of drivers' identities inside these vehicles. By adopting a socio-cultural approach, the paper will analyse the data collected through observation of the author, a long-time resident of Istanbul and frequently and regularly user of dolmus and minibus in Istanbul as well as media and desk research. More particularly, the paper will look at the tensions emerging between regulators, drivers and users, various images of dolmus and minibus and their drivers used in the media.

The paper will look at how they contribute to the culture of the city, reflecting different identities, jargon and particular forms of communication between passengers and drivers. The paper will indicate that both vehicles became part of a highly complex and changing network of formal and informal routes. The paper will also indicate that the dolmus and minibuses in Istanbul created a dual structure of transportation and reflect particular cultures: The minibuses have become symbols of the culture of immigrants foreign to urban life and are usually regarded as symptoms of a badly-developed and planned public transportation system.

Instead, dolmus have become associated with an established urban culture and are seen as a more *civilised* vehicle symbolising modernity and progress.

Mathieu FLONNEAU
Université de Paris Sorbonne/ University of Paris Sorbonne

The Taxis Collectifs in Paris during 1930s, Lost Opportunities in Metropolitan Mobilities

Recent *Uberization* of Parisians taxis raised massive and old troubles. Paris is the city where *"Hey taxi!"* doesn't exist…

A historic analysis of ways of functioning in the last century of the system of the Parisian taxis explains perfectly that it is not possible to hail easily, in the middle of the street as in New York for example, a taxi. Subject of permanent recrimination, the Parisian taxis are in the in their early stages heroic connected particular heart of a mythology, themselves bound to the first very Parisian ballots of wheel of the world car industry.

During the thirties, collective uses of taxis did exist. These services disappeared due to severe monopolist reglementation. This paper will try to explain in the new game of concurrential mobilities why and how innovations have been stopped.

Panel D 4: *Futures of Mobilities*

Chair: **Paul TIMMS**

James WICKHAM
Trinity College Dublin

Trajectories of Mobility in European Cities

The paper presents an initial account of changing mobility in European cities since the onset of mass motorization after World War II. It argues that the 1970s form a crucial switching point in which in some cities (especially in Europe) the apparently inexorable advance of automobility was challenged and to some extent diverted. The paper links to recent work on path dependency and switching points within political economy and to historical studies of the European welfare state. It develops from earlier work on the history of mobility in four European cities (Athens, Bologna, Dublin and Helsinki). There are intriguing parallels between the history of mass automobility and the history of the welfare state. In the immediate post-war decades there appeared to be a growing convergence between the USA and (Western) Europe in terms of social policy. However, from the end of the 1960s and the failure of the *War on Poverty* welfare state expansion was reversed in the USA.

From the 1970s onwards in the USA the trend towards greater income equality was halted and then reversed. By contrast the 1970s saw the consolidation of the classic welfare states of Western Europe. For all the differences between European welfare states (cf Esping Andersen's *three worlds of welfare*) a new division opened up between Western Europe and the USA: *we* had a welfare state, *they* did not. This would seem to be related to the continued power of trade unions and social democratic political parties, but also the very different political orientation of Europe's new social movements.

In the 1970s for the first time new political movements emerged which challenged the continuing construction of urban motorways. Outside of Europe the paradigmatic case was that of Melbourne. In his study Davison (2004) shows how new urban ideologies and new bohemian urbanites allied with the established local working class to defeat a new urban freeway system. Similar developments occurred in some European cities, with for example urban ring roads abandoned in

Glasgow and in a planned massive system of inner urban motorways defeated in Helsinki. This period also saw new investment in urban public transport after the long post World War II disinvestment. After this historical switching point *some* European cities rebuilt public transport and restrained further motorisation. This produced substantial and continuing variation in the extent of public transport provision in Europe and hence in the extent of car dependency (defined as a situation where car ownership is essential for social participation). This distinctiveness of European urban mobility can be seen as one element of the European Social Model. Nonetheless, whereas discussion of welfare states focuses on *national* level policies, discussion of automobility has to pay far more attention to *urban* level policies. Finally developments in the current decade are contradictory. On the one hand ideologies of urbanism remain powerful and some investment in public transport has continued. On the other hand, motorisation appears enhanced both by greater dominance of private interests in land-use planning and by new forms of financing for infrastructure. To the extent that these flow from developments in European competition policy, it can be argued that (as is clearly the case in other areas of social policy) the European Union is itself undermining the European Social Model – including its distinctive mobility.

Greet DE BLOCK
Universiteit Antwerpen/ University of Antwerp

From "Spaces of Place" to "Spaces of Flows"? Mobility, Space and the (Post-)political: A History of the Future

In the wake of theorists like Augé, Virilio, and Castells, researchers have tirelessly drawn attention to technological networks transforming a sedentary society to one of passage, in which *non-places* flourish alongside heightened local place-making and the traditional conception of solid *state space* stands in direct opposition to a-political, placeless fluxes knitting a fluid network of global-local relations. While the implications of the breakdown of *spaces of place* and the rise *spaces of flows* on the contemporary world are widely debated, the specific historical-geographical relations between the concepts, the genealogy, and even their precise meaning have received less attention. They

commonly serve as either taken-for-granted and static backdrop over which socio-economic processes play, or as newly defined, though separate, entries into the analysis of the complex geopolitical (re-)structuring associated with postwar globalization. By studying the conception of the Belgian railway network as object of governance simultaneously geared towards globalization and territorialization, this essay seeks to contribute to the history of present, and above all, future geopolitical (infra-)structures. More specifically, drawing on Harvey's spatial fix, the historical and spatial interactions between dynamic territorial (re-)structuring and immobile sociotechnical networks are analyzed as mutually constitutive, socially constructed processes, thus overcoming the binary between fixity and motion; nation-state and inter-state systems; borders and flows; regularity and regulation. I will investigate the sociotechnical production of the railway network, arguing that the inscribed ties between fixity and motion are key to a historical-spatial specific understanding of the (re-)structuring of territory and global (capital) flows, thus re-evaluating basic assumptions about mobility in relation to state space – or space and the political – that have long underpinned modern political theory, mobility studies, social research and urban studies.

Merja HOPPE
Zürcher Hochschule für Angewandte Wissenschaften/ Zurich University of Applied Sciences

Addressing the Future of Mobility Beyond Sustainability

Sustainable mobility – similar as the general notion of sustainability – is often mentioned as a solution addressing todays' problems by considering the needs of future generations. Economic and population growth as well as higher living standards increased traffic loads affecting human society, global climate and regional living environment. Policy and planning have to face these global and regional challenges in order to address climate change by reduction of greenhouse gas emissions while providing accessibility for all population groups. Sustainable mobility in this context should provide guiding vision towards a better future. This would need a fundamental transformation of thinking, decision making and acting. Learning from

the effects of past best and worst practice should help to support decisions towards sustainability in mobility – as everywhere else. So far this approach has been one of poor performance. Political strategies, economic and infrastructure investments are not only still but increasingly supporting fossil fuel driven systems.

The paper gives an overview about the related trends contrasted with the claim of sustainability. It argues that the global dimension, the long term scale and broad systemic and stakeholder landscape of both the challenges and the notion of sustainability overstrain human consciousness. Sustainability doesn't help to deal with the complexity due to several shortcomings. Sustainability as an approach would need a further elaborated theoretical basis as well as applicable solutions. Thus, methods to operationalize – or at least the expression – of the basic norms and values are needed. Related to this the paper wants to provide starting points in order to *transform the notion of sustainability* in order to support sustainable mobility *or to overcome* it, going beyond and developing more useful paradigms. The following questions could be discussed based on the paper input:

- How could we – better – link past experience with present situation for future mobility solutions?
- How could we put the sustainability approach into practice?
- Do we need a new paradigm going beyond sustainability/sustainable mobility - and if so, which key points would it have to address?

Mimi SHELLER
Drexel University, Philadelphia
Julia HILDEBRAND
Drexel University, Philadelphia

The Future of Rail Systems in the USA: Legacy Infrastructure and Unachieved Visions

This talk reports on the Imagine Trains USA study, funded by the Mobile Lives Forum. The research focuses on the future of trains and rail travel in the United States within the wider context of changing mobility cultures and regional and national transport visions. It will focus on data gathered from interviews with key decision makers,

advocates, and policy groups involved in planning for the future of the inter-city rail system with a special emphasis in this talk on the Northeast Corridor (NEC). This is one of the most heavily used rail corridors in the world, connecting Washington, D.C., Philadelphia, New York and Boston.

We will explore recent rail policy and highly partisan debates over transport funding in the United States; the thinking behind the current NEC Futures project, a rail investment plan launched by the Federal Rail Administration in 2012, including both its proponents and opponents; current ideas about the value of high (or higher) speed rail, and its imagined transformative relation to urban and regional land use and economic growth; and how these recent debates fit into competing visions of the past, present and future of rail in the United States.

Panel E 4: *The Stepchild of Modernity? Waiting in Mobilities: Factors, Evolutions, Interventions*

Chair: **Robin KELLERMANN**
Discussant: **Massimo MORAGLIO**

Victor MARQUEZ
Universidad Iberoamericana, Ciudad de México/ The Ibero-American University Mexico City

Mode Versus Speed: Is security Limiting the Future of Travel?

Apparently the security paradigm will remain active for a long time. Although societies and individuals increasingly tend to interconnect and interact more freely through the web, countries –or perhaps the international system that enables the existence of *sovereign states*, keep over imposing a paranoid state of security when we travel. The inertia of the 20th century's race for speed has been gradually slowed down by factors like *passenger processing*, *congestion*, *security policies* and other undesirable situations. In fact we still travel, basically at the same speeds of the previous century, although now we spend way more time in changing location. This is becoming increasingly a paradox.

In this paper, I make an account of key moments in the history of

transport, particularly in those when travelling fast and shortening distances was relevant. I discuss why many of them have failed and how the security paradigm became a game changer in this pursue. I speculate about, how these historical events can be used in order to build future hypothesis that speak of social aspects that eventually *will* shape technology. As a way to illustrate, I describe some cases of point-to-point travel in detail, comparing the diversity of modes and real times of travel. I also comment on how scanning technologies have been changing since the 1970's. How important is time and comfort when we plan our trips in the 21st century? Is mobility changing the old conception of travel –when transport systems used to look for *efficiency*? If so, are we about to develop a counter culture of mobility that privileges other incentives? This essay concludes with some intriguing hypothesis that imagine what users could be looking for in terms of displacement, at least in the next few decades.

David BISSELL
The Australian National University, Canberra

Rethinking Waiting for Mobilities

The everyday mobilities of commuting present an exciting opportunity to reflect on the temporal dynamics of waiting for mobilities research. The paper argues that the temporalities that make up commuting journeys give rise to a very specific expression of waiting that is qualitatively different from other forms of mobility. It is based on a research project that has been exploring how commuting journeys in the city of Sydney, Australia are involved in transforming social life in the city in both subtle and spectacular ways.

The paper draws on fieldwork undertaken with commuters in the city to explore how people reflect on their experiences of waiting. It shows how such reflections during the interview encounters created comfortable and uncomfortable experiences in the process. It argues that it is these comforts and discomforts that can tell us something about the sorts of disposition that waiting gives rise to. Based on these encounters, the paper shows how the micro-temporalities of waiting during commuting journeys, where seconds and minutes count, are

powerfully implicated within the larger-scale temporalities that are associated with people's work and home lives.

Arnaud PASSALACQUA
Université Paris Diderot/ University Paris Diderot

What Do Bus Stops Tell Us? A Long-term Perspective on a Family of Objects (not only) Designed and Used for Waiting

The bus system is probably the old-established public transport system in the European cities. Directly linked to the processes of industrialization and urbanization, it has been operated during the XIXth century with horse-drawn vehicles, before getting motorized during the first decades of the XXth century. By the way, the bus system has slightly become the slowest one, in comparison with the underground and the tramway, but also with the car. As a consequence, buses have built a peculiar relationship to speed, and more generally to time. This paper proposes to shed light on this relationship by addressing the problem of waiting for buses and the historical evolution of technical devices designed for this activity. Different generations of bus stops can be identified : small connexion stations with employees, bus poles, bus shelters of different scales, etc. These objects raise different questions. Who are the actors behind them and how are they conceived, designed and financed? What are the uses developed by people around them? How do they integrate the landscape of the city and become a constitutive element of the local identity?

This paper will discuss these points mainly through two focuses. On the first hand, the relationships between stakeholders of this small sector will be more particularly analysed (local authorities, transport operators, street furnitures providers). On the second hand, uses will be considered thanks to sources on Paris and London during the Interwar Period, in order to understand how behaviours have been controlled by authorities and how travellers have found their own way to wait. The general idea discussed in this paper is that waiting has always been a key factor in the functioning of bus systems, with specific stakes linked to information of users but also to control of behaviours. If changes are to be noticed on the recent decades, they are linked to different dynamics: the new role or private companies able to find an economic

and political interest in bus furnitures, the processes of standardization between cities and the transfers from transport systems to another (from undergrounds and tramways to buses). This paper will be based on primary sources as well as bibliographical data, collected during my doctoral researches and afterwards through specific surveys. It will mainly address French examples (Paris, Lyons) but also European ones (London, Rome).

Mark van HAGEN
Nederlandse Spoorwegen/ Dutch Railways

Light, Colour and Music Shorten Perceived Waiting Times at Stations

When light, colour, music and digital video screens are used in the right way, it is possible to make time spent waiting on station platforms pass more pleasantly, and even to shorten perceived waiting times. The rail sector has long been measuring objective waiting times, but has never really gone into the question of waiting times perceived by travellers. Travellers dislike having to wait and often overestimate how long they have actually been waiting. However, research has shown that it is not how long they think they have been waiting that determines travellers' satisfaction, but their assessment of the quality of that time. A range of field and laboratory studies showed which measures can make waiting at stations more pleasant and shorten waiting times. Finding the right balance between different forms of stimulation is essential. Travellers perceive their waiting time at the station most positively when the stimulation they receive corresponds inversely to how busy the station is at that time.

The most effective method is to add more stimulation when the platform is quiet, and less stimulation when the platform is busy. The research also showed that the motivational orientation of the traveler is also responsible for the waiting experience. Some travelers simply want to get from A to B, while others enjoy their journey. The utilitarian *must* traveller is in more of a hurry, concentrates more on getting where he or she is going, and is less open to distractions from the environment. The hedonic *lust* traveller, on the other hand, is in less of a hurry, less focused on getting where he or she needs to go, and thus more open to distractions. Must travellers thus feel better when there is

less stimulation, but lust travellers will prefer more. In rush hours when it is crowded and more (must) commuters are travelling, stimulation must be low, because they feel happy when they are cooled down. In off peak time on the other hand when it is less crowded and more (lust) leisure travelers are at the station who are eager for stimuli and distraction to feel happy. And we all know that time flies when we are having fun…

Panel F 4: *Beyond High Tech*

Chair: **Andrea GIUNTINI**

Tomás ERRÁZURIZ
Universidad Católica del Maule, Talca/ Catholic University of the Maule, Talca

When Technology Colides with Culture. The Arrival of Mobility Artifacts to Non-metropolitan Cities

The motorized trip through the city is a contemporary phenomenon that has naturalized a number of artifacts and technical devices. Cars, buses, traffic lights, automated traffic control systems, etc., each has been introduced as a promiss of progress, of greater efficiency, speed, security and control. While their history of development and legitimation has been mostly associated to those territories leading the modernization process, during the last decades, these technical devices have been arriving in great number to the global periphery. In this context, our interest is to study what happens when these objects reach those remote cities, those villages where everyday life has little relation to that which animates the great metropolis? What happens when civilizing promises and ideals of order designed from the metropolis are installed in the intermediate or small town of agricultural base? Is it possible to speak in these non-metropolitan cities of synergy between technical innovation and social change or rather is the sum of artifacts which ends up forcing and triggering social transformations, frequently in a traumatic way?

By analyzing qualitative and quantitative material (interviews, photos, news, statistics, surveys, etc.), this presentation will examine

the introduction and reception of mobility artifacts and devices in a non-metropolitan city during recent decades. Particularly, we seek to understand what elements distinguish this process in the city of Talca, Chile, and outline possible differences when compared with the same process in the capital city of Santiago.

Wayne FIFE
Memorial University of Newfoundland

Signs of Steampunk: Mobility as Social Criticism

In *The Steampunk Bible*, Jeff Vandermeer suggests that one of the defining features of this cultural movement is that its members celebrate divergent and extinct technologies as an indirect way of speaking about the future. Beginning in novels during the 1980s that drew upon a neo-Victorian England for inspiration, Steampunk now includes global dimensions. It has also moved more deeply into the past and penetrated further into later periods of industrialism. What remains is a refined sensibility that is expressed through literature, fashion, music, cinema, television, art, and events (e.g. tea parties, conventions, lawn parties). Participants are driven by a Do-It-Yourself (DIY) ethic, an environmentalism that is not anti-technological, an exploration and indictment of social inequalities, a concern about and excitement for the potentials of genetic engineering, a desire to be adventurous and inventive, and a sense of dramatic style that embodies a punk-inspired, gear and goggle-enhanced, neo-baroque elegance. These preoccupations are expressed through many avenues, not least of which are multiple forms of transportation that become re-imagined through a Steampunk lens. Prominent among these are collective forms of transport, with special emphasis given to steam-powered airships, trains, and ships. Individual transportation varies greatly, from powered bicycles to singular methods of individual mobility (the genius of the inventor and one-of-a-kind feats of engineering are Steampunk ideals).

In this paper, I will be using examples from Steampunk mobility to suggest that adherents necessarily engage in a kind of stealth politics. Steampunk offers its practitioners a huge cultural umbrella, under which many seek to shelter without necessarily embracing or even being aware of overt political positioning. Nevertheless, the assemblage

of values embodied in a Steampunk sensibility and the more activist members (especially the writers, musicians and artists of the movement) ensure that its adherents are swept along in, and offer a *de facto* support for, particular political messages encoded in the ways that forms of Steampunk transportation are enacted. This suggests that Steampunk offers its practitioners a double disguise; firstly as a cultural movement, and secondly as an aesthetic sensibility. This disguise helps to mask, even from many of its own members, the extent to which the participants also project radical political messages through their retro-futuristic explorations of human movement. Perhaps Steampunk can help put us on the path to recognizing the future of political organization among people who largely reject standard forms of political parties or expression.

Eva FRAEDRICH
Humboldt Universität Berlin/ Humboldt University Berlin
Barbara LENZ
Humboldt Universität Berlin/ Humboldt University Berlin

Taking a Drive, Hitching a Ride: How is Autonomous Driving Going to Change the System of (Auto)mobility?

Autonomous driving – meaning fully automated road vehicles that need no human supervision while driving – has recently gained broader public and scientific attention. The technology is supposed to be coping with problems that many of the western transport systems face – and furthermore radically change the way we drive, commute or even live in a not so distant future. Apart from technical issues, also legal and liability frameworks, future human-machine interaction, urban and regional planning, transport infrastructure, challenges of data security, questions of ethics and acceptance, etc. seem to be of importance in relation to the technology and presumably require cooperative (scientific and societal) approaches. Moreover, examining new technologies without considering their context remains fragmentary as technology only becomes relevant in relation to human practices and societal structures. Autonomous driving technology therefore has to be viewed as embedded in a larger, long-term sociotechnical transition

process that includes several actors, levels, etc. This presents challenges on both scientific as well as societal levels.

So far, autonomous driving has been – besides from technical aspects – researched scarcely, and considerations of possible development pathways mostly originate from technical perspectives. Yet, the technology could have manifold implications, not only in relation to the technical artefact (i.e. the automobile) and its future users but for the *system of automobility* as a whole. Autonomous driving could even eventually lead to a fundamentally different system of mobility, transforming what is today regarded as a *car* (and how it is used, related to, etc.) in a more revolutionary sense. Thus, a broader societal dialogue on this emerging technology is needed that focuses on technology options, individual and societal needs for mobility and access, spatial and infrastructural characteristics as well as cultural norms and institutions.

In the session, we therefore want to address and discuss the following questions:

- What are significant discourses in the current debate on autonomous driving? What and who are drivers (and why)?
- What are possible consequences in relation to the 'system of automobility', and how is autonomous driving linked to recently assumed changes in this system as well as to the possible emergence of new mobility regimes?
- Where do we see relevant research needs for autonomous driving, specifically concerning future (of mobilities) studies?
- What are appropriate working concepts, theoretical and methodical approaches that fit social sciences, engineering and the sciences likewise to deal with challenges that come along with research on autonomous driving?

Wednesday, 16 September 2015, 14:00-15:30

Panel A 5: *Technique's Transfers: Yet Another Concept of Mobility*

Chair: **Carlos LOPEZ GALVIZ**

Alexandre Luis Dionísio DOS RAMOS
Instituto Universitario de Lisboa/ University Institute of Lisbon

Portuguese Merchant Steam Navy (1850-1939)

Although the Portuguese navigation corresponds to a theme with great national and foreign literature, little is known about the navigation between the overseas colonies and the capital (Lisbon) during the modern period, particularly after the introduction of steam technology in the merchant marine. Our projet is focused on knowing the technological transition process (from sail to steam) operated in the Portuguese merchant navy, we analyse the contribution of these changes in Portuguese Overseas Empire until the eve of World War II.

In the nineteenth century, we witnessed the largest transformation in the history of commercial shipping: the iron and steam technology. The worldwide shipping companies seeking to adapt to this new technology, which allowed them to establish new careers and gradually increase the tonnage. In Portugal, this transition happens sluggishly compared to other European countries, in part due to the strength of sailing vessels in the fleet of Portuguese trade shipping companies. The Portuguese shipping companies lost, in the first half of the nineteenth century, a big part of the freight of the transport of goods and passengers to the overseas colonies, adjacent islands and countries with strong Portuguese presence, such as Brazil. In 1851, it is suggested, in Portuguese Parliament, that the should state itself explore commercial maritime careers connecting Lisbon to overseas provinces. The proposal is not approved. In 1880, the first steam long-course national company (National Navigation Company Steam for Africa), which comes to be known as National Navigation Company and later as a result of mergers and partnerships, becoming the Companhia Nacional de Navegação. Together with the Companhia Colonial de Navegação established in 1922, celebrate contracts with the State, gradually returning to the national shipping companies the freights connecting the colonies. The Second World War destabilized world trade, Portugal, though neutral, found itself grappling with supply shortages of raw materials and fuels throughout the Empire. However, the fact that the national shipping lines have maintained trade and passenger routes allowed the stability of the merchant navy. After the war the Portuguese

Merchant Navy flourished till the 1980, we will present this evolution till the end of the last Portuguese Merchant Company.

Tânia Alexandra ANICA FERNANDES
Municipalidade de Lagos; Université Paris 1 Panthéon Sorbonne/ Lagos Municipality; University Paris 1 Panthéon Sorbonne

Linha do Algarve: A Railway Line as an Example of Technique Transfers in Portugal? (19th and 20th Centuries)

The introduction of the railway in Portugal, in the 19th century, was a widely debated topic, coinciding with increasing turbulence in the Portuguese political landscape, at the dawn of a severe economic crisis.

Algarve's Railway Line represents the metamorphosis of time, where train stations, completely new, coexist with a railway structure that began to be planned at the last stage of the Constitutional Monarchy, and integrated in a unique geographic reality.

Although several macro studies have been made, concerning the railway implementation in Portugal, such as the ones conducted by Maria Fernanda Alegria, Magda Pinheiro or Hugo Pereira, as well as sector studies, regarding other railway lines, there are no specific studies regarding the Algarve Railway Line. Several factors contribute to the interest in the analysis of the implementation of the railway system in the Algarve. Firstly, the dilution in time; starting from Tunes and São Bartolomeu de Messines, the phased construction was extended in time and, while the first train arrives to Faro in 1889, the construction of the final section, between Portimão and Lagos, would only occur in 1922, i.e. 33 years after its inception; then, the importance given to the implementation of a rail system, by economic, industrial and political agents in the region, at that time, as an essential element in the development of the region. Finally, knowing that it is the only line built in the Algarve region and that is still in operation, it is urgent to understand the reasons for its continued operation and its potential, whether as a means of transportation or as a testimony and hallmark of Portuguese railway industrial heritage. Through the analysis of the development of this railway line, our aim is to convey the reasons that sustained the building of this railway line, the constraints that defined the path, as well as the technique and knowledge transfer that this type

of engineering work allowed. Moreover, how can we valorise and enhance this railway line, sill in function, as an industrial heritage?

Irene GIUSTI
Université Paris 1 Panthéon Sorbonne/ University Paris 1 Panthéon Sorbonne

Autorickshaw's Technology: Italo-Indian Joint-ventures as a Technological Transfer's Vector (20th Century)

In my opinion the most interesting aim of this research is to understand the reason why an ancient technology (born in the far-East, probably in Japan, in a far-away period), came back to India (after had been implemented in Italy in the first half of the XX century) only after the Second World War, to assume a central role in the motorization's development of Asia and Africa. In fact, considering that nowadays India is the biggest producer and exporter of motorized 3-wheels vehicles (petrol; geo-gas; hydrogen) and that China is the largest designer for electric 3-wheels, I would like to understand and describe the historical term of this significant technological transfer from Italy to India. I will try to explain the chronological steps of this event, analyzing in a special way the three joint-ventures created from an Italian society with three different Indian factories during the second half of the last century, before the neoliberal period, to produce scooters and motorized auto-rickshaws.

It's important to remark that those Indian societies, in the 30 years after the break-down of the joint-ventures, have became giant manufacturers and exporters of 3 and 2 wheels, serving almost all the Asian and African markets. So my purpose is to focus all the elements that have been involved in this pattern and to organize in a logic scheme the process that they have improved. By elements I mean: geo-politic context; sociological behaviours and economic market changes, particularly in term of Indian and Italian internal market. The *first actors* of this story will be the enterprisers' engineers and techniques employees, but also the decision makers as well as the political players, to show how the *winning technology* it's always the result of many complex events, flowing in an apparently chaotic system, that the historian must study with a strict methodological approach to destroy

stereotyped theory linked with the view of progress as *Invention VS Innovation*.

Panel B 5: *Cycling Practices and Sustainable Mobility Transitions (II)*

Chair: **Adri Albert de la BRUHEZE**

Matt WATSON
University of Sheffield

Infrastructuration: The Co-constitution of Urban Transport Infrastructure and Everyday Cycling

It is well established that infrastructures make a difference to the likelihood of people taking up cycling. This paper interrogates this relationship, through the concept of infrastructuration, represents the recursive relationships which exist between patterns of change in apparently obvious material infrastructures, and the dynamics of the practices which constitute everyday life and social order. The concept is engaged here to see what difference it can make to understanding interventions to increase the modal share of cycling for utility transport. Working from the profound contrasts in the history and present of infrastructures and practice between Sheffield (UK) and Delft (NL) the paper excavates the ways in which patterns of cycling practice and of infrastructural change have iteratively co-constituted each other over time; and considers what distinctive insights might emerge for intervention as a result of that analysis.

Njogu MORGAN
University of the Witwatersrand, Johannesburg

Governing Cultures of Cycling

A growing body of studies show how social perceptions, beliefs, meanings, and norms influence transport modal choices. In the cycling literature, these socio-cultural attributes are now recognised as an

important component shaping societal acceptance of everyday cycling in addition to others such as the nature of built environment, urban form and topography. In this light some scholars have called for cultural transformation in order to improve the public image of cycling. It is not clear whether such an agenda lends itself to intentional agent intervention or if it is a product of long term systemic transformations in political-economy, technology, or societal dynamics. Drawing on insights in part from transitions studies this paper contributes to these debates by offering a theoretical approach to study changes in societal orientations towards everyday bicycling in urban contexts that also carries actors in its frame. It deploys this approach to analyse the collapse of cycling in Johannesburg from the mid-1930s onwards. In the late 20th century, Johannesburg, like many other cities in this period, was described by observers as being in the grip of a cycling *craze* and *mania*. The only other competitor other than sports cyclists exciting the public imagination of residents was the birthday of Queen Elizabeth. While sport racing was popular, bicycles were also widely used as a means of transportation into the 1920s. However in the subsequent decades, there was a precipitous decline in the use of bicycles for transport.

Nowadays cycling for everyday purposes occupies a marginal position in relation to other modes of mobility although there maybe very early signs of a revival.

Daniel NORMARK
Uppsala Universitet/ Uppsala University

Cycling and the Traffic Separation Regime

Mobility is in many ways an interdependent relationship between things that move (vehicular units) and structures to move through (infrastructure). The 20th century mobility has been dominated by a car regime with regard to vehicular units but also by a traffic separation regime when considering the infrastructure. This essay will describe this duality of regimes and how it has pushed cycling practices into a liminal and marginal space followed by a discussion on the bicycle as a disordering technology that not only opposes the car regime but even more so objects to the traffic separation. Seeing the bicycle as

amorphous – with qualities resembling both a pedestrian and a road vehicle – reveals how bicycle politically (or as politics by other means) questions both the mobility regimes of the 20th century.

Through historical accounts and ethnographic observations on cycling the traffic separation regime will be described and the disordering practices of biking will be highlighted as a potential for 21th century mobility.

Panel C 5: *A Mobility Turn in Transport History: More Than a Postulat?*

Chair: **Hans-Liudger DIENEL**

Ueli HAEFELI
Université de Berne/ University of Bern

Comprehensive Mobility Studies: A Theoretical Framework for Historical Analysis

A Swiss research-project launched in 2015, attempts to write a proper mobility history for Switzerland between 1848 and the present (see: http://www.hist.unibe.ch/content/forschungsprojekte/mobilitaet_im_sch weizerischen_bundesstaat/index_ger.html). The project focuses on the mobility of individuals: Their mobility needs, their attitudes towards mobility, their access to the mobility system and so on will be analysed in a comprehensive way. For that purpose, a sound theoretical framework was developed which we would like to present for the first time at the 2015 T2M/Cosmobilities Congress in Naples.

The approach integrates important and well known concepts discussed in the field of the so-called *New Mobilitis Paradigm*. In addition to that and in due consideration of the empirical restrictions of historical research mentioned above, a model of human action, originally developed in a Swiss transdisciplinary research program by Ruth Kaufmann-Hayoz, proved to be useful. One of the advantages of this model – which incorporates some of the most important findings of ecological and social psychology – is the systematic linking of the internal structure of individual actors (their perceived reality, intentions,

goals and knowledge) with the external structure (physical environment, legal political and administrative institutions, socio-cultural and socio-economic background).

Gijs MOM
Technische Universiteit Eindhoven/ Eindhoven University of Technology

Atlantic and Non-Western Automobilism

In his contribution to this panel, Gijs Mom will give a brief overview of Western-style (auto)mobility based on his recent book Atlantic Automobilism, and will then sketch a tentative comparison with the non-West.

Offering a sweeping transatlantic perspective, Mom's book explains the current obsession with automobiles by delving deep into the motives of early car users. It provides a synthesis of our knowledge about the emergence and persistence of the car, using a broad range of material including novels, poems, films, and songs to unearth the desires that shaped our present "car society." Combining social, psychological, and structural explanations, the author concludes that the ability of cars to convey transcendental experience, especially for men, explains our attachment to the vehicle.

Robin KELLERMANN
Technische Universität Berlin/ Technical University of Berlin

Towards a Phenomenological Turn? The History of Waiting as an Approach for a New Perspective in Mobility History

The role of historians in contributing to the new mobilities paradigm is as inevitable as essential. Whenever the seductive term 'new' is used in postmodern history of science, historians should feel stimulated to a) validate, verify or relativize the proposed innovativeness, and b) to integrate new impulses of how to look on the past. If the new mobilities paradigm is based on the assumption that today all seems to be *on the move*, this indirectly refers to the need of historical analysis of mobility and transportation.

This paper aims to enrich the current debate on how to overcome the stagnation in mobility history by referring to an on-going PhD research project about the *history of waiting in public transport 1850-2000* that may be exemplary of matching with many of the recent claims for re-thinking the discipline's scope and self-conception.

New theoretical approaches from cultural studies and cultural history as well as a thematic focus on the manifold resources of mobility-relevant phenomena - that e.g. are intermodal by nature - may become an inspiration for how to adjust and to enrich the agenda of mobility history and not least how to attract broader interest for history in general. Presented by the case of concentrating on the waiting mobile subject, a temporal region - rather than transport means or transport technologies - becomes the clamp that enforces to overcome modal bias, stimulates cultural or regional comparisons and invites for actual interdisciplinary research. In this vein, we might need a *phenomenological turn* in mobility history that, based on stronger focus on phenomena bridging for the whole mobility realm, stipulates interdisciplinary, intermodal and subject-oriented research.

Anna Lipphardt
Universität Freiburg/ University of Freiburg

Tracing Travelling Artists. Insights from Cultural History and Cultural Anthropology on the Shifting Epistemology of Creative Labor in the Age of Mobility

In the past decade the artist has emerged as a theoretical key figure in academic discussions about the interplay of labor and mobility in the 21st century. This presentation traces the changing fortunes of the mobile artist as a figure of thought in social and cultural analysis. The guiding questions are: How has the artist, who for a long time figured as the epitome of *irregular labor*, become the most prominent role model or even the *new normal* of the brand new labor world? And what role has mobility played in this transformation?

The second part of the presentation explores how the theoretical discourse on mobile artists relates to their lived realities by introducing some snap shots from historical research, cultural policy analysis and my on-going ethnographic fieldwork with artists.

Arguing for a critical analytical stance towards neoliberal thought that informs much of the current political, economic and academic discourse on mobility in general and on mobile labor in particular, this presentation lays out some conceptual alternatives that allow for a multi-dimensional investigation of mobile work-life arrangements and an assessment of the complex power-relations these are embedded in.

Panel D 5: *Metropolis between Past and Future*

Chair: **Massimo MORAGLIO**

Paul TIMMS
University of Leeds
David WATLING
University of Leeds

Using Urban Transport Histories to Help Construct Narratives of the Future

There are many indications of a current increased interest in thinking about the future of urban transport, where the futures being considered are, in important senses, significantly different to the present. Such futures thinking typically emphasises uncertainty as being a function of ontological contingency rather than a lack of knowledge, and should thus be distinguished from the more positivist-oriented type of futures thinking that was widespread in the latter half of the 20th Century, facilitated by *extrapolative* forecasting models. Typically, such future thinking involves the creation of images of the future for specific years such as 2030, 2050 or 2100: various terms get used for such images such as *exploratory future scenarios*, *backcast scenarios*, *visions, utopia* or *dystopia*. The portrayal of the transport futures presented in these images varies between *thick descriptions*, with a large amount of illustrative detail, and *thin descriptions*, often involving little more than a target for CO_2 emissions. Compared to the amount of literature describing such images of the future of urban transport, there is a relative scarcity of (academic) literature providing narratives as to how these futures might evolve from the present day. This is curious, given that arguably one of the main motivating factors for futures thinking is

to help locate the present in a long term perspective, using any consequent insights to help think about short term change. Thus a narrative describing how a city changes from the present to the future is potentially of more interest than a description of such a future. Even when such narratives have been constructed they tend to be thin descriptions, often involving little more than milestones on the way to the desired future, thus replicating the output widely used by traditional forecasting models. Given this background, the objective of the current paper is to provide an impressionistic overview as to how the construction of 'thick narratives' of future urban transport might be facilitated by examining methods for constructing historical narratives of past urban transport. Given the existence of a large number of the latter, the paper will not aim to be fully comprehensive, but will rather provide comments on examples of narratives of the past (provided in papers from a variety of academic journals) and suggest insights, following such comments, concerning issues that could usefully be addressed when constructing narratives of the future. Five broad types of question will be posed when looking at narratives of the past:

- If the narrative concerns a single city, is this city seen as being exceptional (for example as a *best practice city*) or as an exemplar for a specific city-type?
- Does the narrative emphasise determinism or contingency in terms of its overall flow? What importance is attached to significant events and individual people or social groups in the unfolding of such events?
- Do narratives contain a *minor voice* which presents an alternative story that conflicts with (and is not 'under the control' of) the story being told by the *dominant voice* of the narrative? If so, what is the strength of this minor voice?
- What *periodisation* of history is being used in a narrative and is this periodisation made in terms of 'exogenous' historical periods or stages in development of the transport system? If the former, does the narrative indicate that such exogenous periods are geographically-specific?
- How does the narrative treat the endemic tension within transport planning between top-down and bottom-up

philosophies, often framed as a conflict between 'communicative and rational planning' in transport?

Serge WACHTER
École nationale supérieure d'architecture de Paris La Villette/ National School of Architecture of Paris La Villette

Mobility in Post-carbon Cities

A prospective study was conducted from 2009 to 2013 under the French Ministry of Ecology to consider the possible trajectories of energy transition that can be followed by French cities in 2030-2050. I have participated in this research as a scientific advisor. This reflection is titled *Rethinking cities in a post-carbon society*. It mainly concerns some french cities with which partnerships have been established but applies more broadly to various models and sizes of European cities.

This discussion includes a series of scenarios in which the assumptions, analysis and modeling focuses on mobility that will emerge in the future. An important part of the thinking is also about the different modes of regulation that can be implemented in the context of a post-carbon city. I propose a communication on the content of this research program which will aim at: present the energy transition scenarios developed in the post carbon city program; highlight trends and issues related to mobility in these scenarios.

Magda de AVELAR PINHEIRO
Instituto Universitario de Lisboa/ University Institute of Lisbon

Deconstructing the Thresholds and the Time-frame of Evolution from Suburbs to Metropolis through the Study of Transport Flows: a Comparative Approach

The aims of this communication are to propose new threshold and dates for suburbanization and metropolitanization phenomena in Lisbon. Using a comparative approach will be determinant. In the seventies, when Portuguese urban planners began to speak about the metropolis of Lisbon, Modern Urban History was largely unknown in Portugal. Comparative perspectives in History were absent. A

perspective exclusively centered on the better known city in the center of the metropolis was the result. Only the north bank of the Tagus river was taken into account and included in the Great Lisbon, the south bank was largely ignored. The role the river, and of its steam boats, in the transition from the old *arrabaldes* to the modern suburbs, was not acknowledge. Suburban identities were despised. We must reconsider the thresholds of suburbanization and metropolitanization in Lisbon as they were older than normally assumed. Lisbon had, in the steam boats, relatively inexpensive means of transport since 1820. A suburban strong identity is born in strict relation with urban shape in the different suburban centers. Some of them were municipalities since the middle ages.The analysis of the intense flux of persons and merchandise over time in the Lisbon's region will help us to modify the description of the origins of the metropolis.

An Age of old *Arrabaldes* (faubourgs)– The population in the outskirts of Lisbon is growing slowly or even going down. The steam boat multiplies the capacity and speed of voyages from the centre to the peripheral zones. Leisure and merchandize displacements are dominant. From 1820 to 1900 steamboats remained expensive for commuters. There is a growing role of railways.

An Age of commuting suburbs beginning in 1900/1910 may be described. Certain suburbs begin to grow faster than the city centre. A part of the population of the suburbs works now at the city centre.

An Age of Metropolis after 1950. Suburbs begin to grow very quickly while the centre goes down thanks to large population arrivals from the provinces. Since1950 to the present bus and cars develop. Emergence of other city centres and industrial poles that mean fluxes of people and marchandises that are no longer going to the centre. A better knowledge of history could help a better understanding of the population by transport planners with positive consequences.

Peter JONES
University College London
Clemence CAVOLI
University College London

The Evolution of Urban Mobility: Identifying a Development Cycle

This paper proposes that there has been an evolving pattern of urban transport policy and planning in many Western cities, which has been associated with changes in mobility patterns and attitudes to different transport modes and to city living in general. Looking over the past 50 year period, a three-stage transport policy development cycle is proposed, starting with Stage 1 – a rapid increase in car ownership and use in Western cities from the 1950s, often associated with the growth of a domestic car industry. This led to a policy response that involved catering for vehicle use by building urban motorways and large car parks, reducing investment in public transport and with more negative attitudes towards cycling and walking. After some time the negative aggregate consequences of increasing car use and provision become widely apparent, through increasing congestion, air pollution, traffic accidents, etc. Now the policy priority switches in Stage 2 - from accommodating motor vehicles to providing for people movement, particularly through improvements to public transport. Beijing has recently made this transition, with a 5 year programme to build 550 km of new metro lines, instead of further increasing road capacity. Several cities (e.g. London and Copenhagen) have moved beyond this to a Stage 3 in which the priority is to provide a liveable city with a focus on activity and interaction, in which car traffic is reduced, some elevated roads are demolished and roadspace is reallocated to sustainable modes of transport and to provide enhanced public space.

Finally, the paper considers whether developing cities that are in Stage 1 and experiencing rapid motorisation could learn from this evolutionary model:

1. By ensuring that they do not promote land use polices which may lead to a 'lock-in' that prevents evolution beyond a car-based city, and

2. By compressing the development cycle – speeding up the implementation of more sustainable transport policies and avoiding wasted investment in roads-based infrastructure.

Panel E 5: *Car Allure*

Chair: **Peter LYTH**

Egor MULEEV

Ekonomika i Transporta Institut Transportnoy Politiki, Moskva/
Transport Economics and Transport Policy Institute, Moscow

The Methodology of Car Dependence

Car dependence concept is often treated as an urban planning issue. The pattern of automobility dominates in advanced countries and the process of *westernization* also suggests an increase in automobilization rate and road infrastructure construction. As a result all cities introduce transportation policy measures after they face traffic jams and parking problems. Governments spent enormous budgets on roads but later experts provided some research and concluded that a car-oriented transportation provokes tragic economic and social consequences. Despite the questionable attitude to car-based mobility there are a lot of examples of spending public funding on automobile infrastructure maintenance and development. So how this situation became possible?

The methodology of transportation studies is based on external characteristics of vehicle movements. Scholars investigate the distribution of traffic flows by the transportation network trying to develop an approach to manage them. The research focuses on the appropriate intensity of vehicle usage but not on people behavior. It does make sense for the tasks such as timetable alteration or fare adjustment, but it fails for future prognosis because of unpredictability of people behavior. The effectiveness of infrastructure development is based on numeric prognosis of positive consequences such as reducing the driving time and therefore the economic growth. So the method is used to prove the necessity of building for appropriate capacity of vehicles. According to John Urry automobility is a *path-dependent* tendency *locked in* social life in an irreversible manner. Similarly the methodology of transportation development reproduced itself. There is a lot of participants in contemporary economy who depend on automobile usage. So the construction of companies guarantee the demand for oil-companies, car manufactures and distributors, repair services, etc. The locked-in nature of car dependence is produced by social relations of production and isn't an urban or transportation planning problem only. The political issue of methodology usage is a key feature for a car dependence phenomenon investigation. On the other hand the analysis of car dependence should involve the

consumption issue as well as production. People can reject car usage but they do not really want it. A lot of examples show the importance of car ownership in the life of millions of people. Automobility provoked a cultural shift and the car can be treated not as a transportation alternative but as a social sign as well.

To sum up the methodology of car dependence is not limited by urban planning framework. Land use policy and the transportation aspect is just the top of an iceberg. Hypothetically the specifics of decision-making processes are far more important and methodology of transportation studies plays the crucial role in car dependence phenomenon. On the other hand the social intensions of automobile ownership play the significant role in the consumption of car culture.

Dan PODJED
Univerza v Ljubljani/ University of Ljubljana

Gamification of Eco-driving

Eco-driving is a relatively new term. It refers to a driving style which minimises the negative impact of mobility on the environment. We can promote eco-driving in different ways, e.g. by including it in public awareness-raising campaigns or regulatory actions, and by implementing technologies which can influence driving habits. A simple and effective example is Toyota's iPhone application *A Glass of Water*, which shows water in a virtual glass, with the water level reacting to decelerating and accelerating. The quantity of the water that is spilled is recorded, which provides feedback to the driver about his or her driving efficiency. According to the manufacturer, the use of the application can lower fuel consumption and CO_2 emissions by 10 percent. Other eco-driving technologies are already implemented in vehicles, e.g. BMW's ECO PRO Mode, which improves fuel efficiency, reduces harmful emissions, and encourages proactive driving, or the Honda Eco Assist system, which indicates the driver's efficiency by displaying different colours and images of falling leaves on the dashboard.

Studies show that most such applications and technologies designed thus far do not have a lasting effect on drivers, because they tend to grow dull, uninteresting, and even irritating. This challenge can be

solved by introducing *gamification* (a concept similar to M. Csíkszentmihályi's *the Flow*) in the design of eco-driving solutions, which means that efficient technologies should use various motivational approaches to encourage the driver to change and improve his or her behaviour on the road. One such approach to transforming driving habits is at the centre of this paper: the mobile application *DriveGreen*, which is being developed in an interdisciplinary project. The R&D process of the project is based on identifying driving habits in four urban centres – initial research started in Ljubljana (2014 and 2015) and will be followed up by studies in Belgrade (2015), Budapest (2016), and Istanbul (2016).

The main research approach of the DriveGreen project, dubbed as *participant driving*, combines ethnographic research methods (e.g. participant observation and interviews) with driving style measurements and route tracking by telematics devices, video-capturing by dashboard cameras, and measurement of body functions (heartbeat, perspiration etc.). In this way researchers can identify socio-cultural, technological, economical, and other factors that shape driving styles. Consequently, the mobile application can be designed in a way that enables the selection of the optimal motivational approach for eco-driving, based on the user's driving habits, preferences, gender, age, and other individual factors, as well as on the user's location, road conditions, the climate, the type of vehicle, etc.

Hilda RØMER CHRISTENSEN
Københavns Universitet/ University of Copenhagen

The Lure of Car Culture. Gender, Class and Nation in Chinese Car Culture

The paper addresses how cars, new mobilities and changing ideas of gender have interacted in 21st century China and it is shown, how gender and the emerging middle class has been central in the making of the new car-culture. At the conceptual level it is argued that notions of gender and cars are located and interwoven in both global and local assemblages and gendered interpellations. Based on articles in *China Daily*, the article analyses how discourses of mobility and gender have come to be intertwined with new ideas of nation and of cars as

imagined communities. Furthermore, car culture is tracked both as a means of transportation and as a new site for the cultivation of bodily senses, of life styles and new moralities in Chinese society. It seems as if, due to historical currents and particular ideas of gender equality, Chinese cases of auto-mobility both amplify and challenge existing trends centred in Western contexts.

Wednesday, 16 September 2015, 16:00-17:30

Panel A 6: *Knowledge and Technology Flows in the Past and Present of the (post) Socialist Automobile Industry*

Chair: **Lyubomir POZHARLIEV**

Marko MILJKOVIĆ
Central European University, Budapest
A Taste of the Western Lifestyle: Fiat Technology in the Crvena Zastava Factory, 1955-1962

The process of the post-war reinvention of the *Crvena Zastava* [Red Flag] factory as the biggest Yugoslav automobile factory (previously famous for the armaments production) was based on cooperation with the Italian automobile manufacturer Fiat. Considering the Cold War context, this great shift reflected the country's now almost proverbial position «between the East and the West». At the same time, the most important result of this cooperation was the Yugoslav people's car - *fića* – which initiated the process of mass motorization in Yugoslavia, while at the same time served as a powerful symbol of success on the country's independent road to communism.

My paper will be based on the archives of the Crvena Zastava factory and the Yugoslav Association of Motor and Motor Vehicle Producers. Focusing on the initial phase of the development of the Yugoslav automobile industry, I will analyze the bidirectional process of implementation and adaptation of foreign technology to the overall Yugoslav economic, political and social setting, and the impact it had on shaping of the Yugoslav industrial practices and strategies of

development. I will argue that the contradictions stemming from the clash of the capitalist model of automobile production, and the Yugoslav system of workers' self-management of the factories were eventually funneled into *fića*, which offered the taste of the Western lifestyle to the Yugoslav population, but with an aftertaste well known to their Eastern bloc counterparts.

Valentina FAVA
Helsingin yliopisto/ University of Helsinki

A Factory at the Crossroad: Italian and Soviet Engineers Confronting on Mobility, Work and Environment in Togliatti and Turin (1965-1972)

In 1965, Fiat and the Soviet authorities signed the cooperation agreement that led to the construction of a giant automobile plant on the Volga river, later called (Avto)VAZ, and of the new town called Toljatti. The huge factory became the symbol of the entrance of the Soviet Union in the epoch of mass motorization and was one of the last successful efforts by the Soviet authorities to mobilize people's energies and enthusiasm through ideology.

This paper looks at how the newly built automobile factory became the physical place where different material and immaterial flows converged, transformed themselves and, often, clashed. It looks at how those flows of ideas and goods contributed to shape the future of Soviet automobility and auto-making, or according to a different disciplinary jargon, the nature of Soviet and post-soviet fordism. Using as a main source travel and technical reports written by Russian and Italian engineers and some interviews, the paper analyses the most critical phases of the Italian\Soviet cooperation. Disagreements and misunderstandings did concern not only product and process technology (engine; model; equipment) but also the need for infrastructures (petrol and service stations and routes) and the conditions of work and life in and around the factory (safety, gender, food).

The paper intends, on the one side, to explore how the clash between the Italian and Soviet views and expectations determined the fate of Soviet automobile industry, on the other, it looks at how the *Soviet experience* went back to Italy, having repercussions on the

technical and organizational choices of Fiat management and experts at home.

Luminita GATEJEL
Institut für Ost und Südosteuropaforschung, Regensburg/ Institute for East and South East European Studies, Regensburg

A Capitalist-Socialist Joint Venture. Citroen in Romania in the 1980s

During the last decade of the Cold War, Ceausescu and his ruling circle were best known for their austerity measures enforced upon the population. Contrary to this policy towards economic autarky, the Romanian government signed an expensive deal to establish a joint venture with the French automobile manufacturer Citroen. As of 1982 the first cars built after a Citroen Axel license, called Oltcit, left the assembly lines in southern Romania. Other than the Dacia-Renault project in the late 1960s, it was not intended to boost the country's motorization figures, as most of the produced cars were exported. And again different than in the Dacia case implementing the French technology into the Romanian economy proved to be much more challenging.

Using mainly documents from the Romanian Central Committee archive, this presentation looks at the tactics used by the government to establish a fully functional factory under the conditions of economic recession across the Eastern Bloc in the 1980s. Further disturbances of the negotiating process were caused by the numerous misunderstandings between the two side caused not only by language barriers but by different ideological, political and cultural predispositions. Thus, the Citroen-Oltcit cooperation shows in a nutshell the contradictions between dogmatic socialism and cooperation with capitalist partners, between a tight grip on domestic spending and lavish expenses on prestigious economic projects, and finally between planning and outcomes.

Christian MADY
Ruhr Universität Bochum/ Ruhr University, Bochum

Coordination vs. Competition: Hungary, the Comecon and Western Licenses

From the 1960s onward, the socialist states of the eastern bloc increasingly relied on technology transfer from the developed capitalist states in their attempt to close the ever widening technological gap between east and west. In theory, the Comecon, whose principal integration instruments were plan coordination and specialization, was to coordinate the license purchases by its member countries through its subcommittees. However, there were numerous cases were socialist countries ignored the Comecon's coordination efforts, buying licenses similar or identical to ones purchased by other member countries. The reasons for this *parallel licensing* phenomenon within the Comecon vary: sometimes it happened due to lack of knowledge, in other cases it was seemingly done on purpose, either in order to modernize the domestic industry or even to gain a technological advantage in the often surprisingly tough competition between socialist countries on capitalist markets. Based on archival material from Hungary, my presentation explores the rationale behind the license purchase in the Hungarian automobile industry as well as the Comecon's efforts to improve coordination among its members and to limit *wasteful* parallel licensing.

Panel B 6: *Cycling Practices and Sustainable Mobility Transitions (III)*

Chair: **Adri Albert de la BRUHEZE**

Fanny PASCHEK
University of Greenwich

Structure and Agency in Transitions Towards Cycling

Urban policy documents evidence European cities' high aspirations to transition from car-dependence, by making cycling «an integral part of the transport network» (Greater London Authority, 2013). London, under Mayor Boris Johnson has committed itself to delivering «substantial – eventually transformative – change» for current and

aspiring cyclists in the capital by treating the mode «not as niche, marginal or an afterthought, but as […] an integral part of the transport network». Mayor Johnson's lingo suggests aspirations for a genuine socio-technical transition towards more utility cycling in London. To better understand the potential of this ambitious vision translating into a successful transition this paper analyses urban cycling as embedded within the wider London transportation system. Specifically the research employs a strategic relational extension of the multi-level perspective (MLP) to interrogate strategic structural selectivities, i.e. institutions preferring some actors and actions over others and likewise agential selectivities, i.e. the differential ability of actors to read and exploit or circumvent structural selectivities. The research thereby draws into focus spatio-temporally contingent structural and agential selectivities, resulting power relations and their role in the co-evolutionary (re)-production of the dominant regime and/or its effective contestation at the niche-level.

Frans SENGERS
Technische Universiteit Eindhoven/ Eindhoven University of Technology

Cycling the City, Re-imagining the City: Envisioning Urban Sustainability Transitions in Thailand

Decades of unrestrained motorization and car-oriented development have made sure that Thailand's cities are a challenging habitat for the bicycle to flourish. In recent years, however, cycling has been on the rise and a new vibrant subculture of bicycle enthusiasm and advocacy has emerged. This paper follows a number of cycling campaigners, for whom the bicycle represents a tool to achieve 'the good city'. A variety of urban imaginaries – ideas and ideals about what this good city constitutes (i.e. the living city, the sufficient city, and the creative city) – are discussed as a way to understand the recent re-emergence of urban cycling in Thailand and, more generally, to understand the process of envisioning in sociotechnical transitions to sustainability in cities at large.

Damien O'TUAMA

Trinity College Dublin

Understanding the Emergence of a Public Biking Regime through the Lens of a Multi-level Perspective (MLP) Transitions Framework

The emergence of a public biking regime can be understood in new ways through using a transitions lens and, more specifically, through applying the Multi-level Perspective (MLP) conceptual framework to a case study. The MLP framework guided an exploration of the *dublinbikes* public bike sharing scheme (PBSS) with the aim of, firstly, mapping out the domains shaped or disrupted by the arrival of the new socio-technical system and, secondly, understanding the nature of these complex processes of change. This systems framework was combined with an ethnographic approach to prise open the journey experiences of users of the PBSS. By blending the two approaches, both micro and macro, new insights and propositions are developed as regards the stabilisation and locking-in of the new public biking regime, and in regard to the significance of the other *ripple effects* generated by the introduction of the PBSS.

Panel C6 : *Stop & Go: Rhythms, Spaces and Temporalities of the (Im)mobile Subject*

Chair: **Robin KELLERMAN**
Discussant: **Daniel NORMAK**

Andrey VOZYANOV
Universität Regensburg/ University of Regensburg

The Digital Age of Equipped Waiting: Capitalizing the Attention and Revision of Passengering in Russian Largest Cities

As early as in 1995 Giovanni Gasparini offered the term *equipped waiting* to describe the in-between time periods that are filled by various means in order to reduce its costly or unpleasant effects. The present research seeks to understand the role of portable gadgets in how passengers equip and experience the transit. The potential of pocket digitalization was seen as at least twofold: mobile apps provide new

options for trip and route planning, as well enabling *to loose time in waiting* in a more pleasant or tolerable ways.

The field stage of the research was carried out in St. Petersburg in summer 2014. Participants agreed to conduct a one-week long auto-ethnography of their time and at the stops and in vehicles, using digital time tracking apps or a regular copybook in their discretion. Half of those initially engaged in data gathering were persistent to complete their task and allotted the researcher with an interview.

The data obtained are unveiling something more (or other) than just the enriched toolkit for *productive waiting*. The paper will try to demonstrate that the ways of exploring the new options of waiting equipment are non-linear, non-strategic and partly enrooted in individual *digitalization biographies*; at the same time, the imagined possibilities of managing the waiting play as important role as those factually employed. Behind the evolution of waiting practices a shift can be observed in perception of passenger`s position in the city.

Attention becomes the significant kind of capital that is predominantly concentrated in transit and waiting time. Within this new optics of resource distribution the passengers are one of the most lavishly vested actors of urban mobility. Drawing on interview part of material, my talk will present the reconsideration of car-ownership and public transit usage among the residents of two biggest Russian cities.

Peter COX
University of Chester

Moving and Not Moving: Rhythm, Flow and Interruption in a Sensory Ethnography of Urban Cycling

Recent work in sensory ethnography has drawn attention to the integration of both corporeal and cognitive dimensions in the experience of mobile practices. Drawing on fieldwork conducted in Munich and its immediate surroundings, together with comparative data from Munich and London, this paper follows on from work by Edensor (2010) in linking a Lefebvrian consideration of rhythm with a concern for the sensory dimensions of mobility. In this case, the central concern shifts towards a greater focus on an exploration of the intertwined physical and emotional sensations imposed on the mobile body by its

immediate surroundings and the physical environments of movement. In the sensory world of journey-making by bicycle, a process reliant on repetitive, rhythmic physical motion restricted by the mechanics of the machine itself, stopping and starting has a significantly greater impact than it does for walking. The paper therefore considers the import of the not-moving experience for journey-making by the cycle commuter. By focusing on the sensory dimensions of travel, differentiation can be made between stillness, not moving, pausing and waiting. Consideration is given to how these relate to the sensory environments of non-motorised urban mobility.

Valentina MARZIALI
Université libre de Bruxelles/ Free University of Brussels

Plurality of Waiting Time-spaces in Contemporary Urban Railway Stations

In the XIXth century, the tall tower topped by a large clock, an icon of some European railway stations, symbolised a new rational time applied across the territory. The rhythms of this new time, *pagan and technological* unfolded, day after day, in the railway station.

Since then, time has changed: it has accelerated and, with the time, also the buildings of contemporary railway stations go through changes. These changes happen in the framework of European railways' renovation, which, according to Urry, responded to the competition posed by cars and airplanes in three main ways: by developing high-speed trains, through neo-liberalism, and by transport integration. Firstly, it is only after the *TGV Atlantique* high-speed trains were invented in 1986 that, in Europe, some railway stations could again play a major role in cities. The two other responses take place mainly in the space of railway stations. The neo-liberal option offers service packages tailored to the various types of clients. This option has entailed a shift in the railway stations, which have equipped themselves with new spaces devoted to the passengers of high-speed trains, to trades, as well as to services and culture. Finally, transport integration transforms railway stations into a hub of different means of transport, which are all integrated into a public system of urban circulation. All these changes transform the railway station into a place where circulations take place

at different times and speeds. These circulations contribute to creating a plurality of pauses resulting in waiting times. My contribution aims at reflecting on the waiting time-spaces entailed by these circulations, which shape the contemporary railway stations. To this end, I shall base myself on the first findings of an ethnographic study of two railway stations, namely Brussels South and Milan Central Station. This comparative approach between Brussels and Milan is particularly heuristic, as it gives me the possibility to identify international divergences and convergences *between* the spaces and *within* the spaces and, therefore, to propose an interpretation that is open to different social times and to possible future developments of contemporary cities.

Panel D 6: *Labor and Transport Regimes*

Chair: **Federico PAOLINI**

Sharon ROSEMAN
Memorial University of Newfoundland

Arbitrating Mobilities: Newfoundland Ferry Crews Confronting the State

This paper analyzes a series of objections over labour conditions documented and grieved by unionized crews working on public ferries in the Canadian province of Newfoundland and Labrador. The cases cover the period of 1985-2014. The publically-operated, intra-provincial ferry system that is the focus of this research has 14 different routes. The crews are represented by a large labour union, the Newfoundland and Labrador Association of Public and Private Employees (NAPE). Like other transportation employees, these ferry crews' work lives are inherently mobile as well as spatially and temporally compressed and extended in various ways. In this case, the crews reside and work on sea-going vessels for either one- or two-week shifts. This research demonstrates that formal resolution processes in unionized contexts provide an important platform for individuals employed in transportation modalities such as this one to highlight the intricacies of the (im)mobilities and rhythms that characterize their

work assignments. Through my examination of the data from those cases that reached formal arbitration hearings, I have developed an analytical schema for the core issues of unfairness raised by these ferry crews and their union officials. This schema highlights how the detailed arguments brought forward by the workers and their union, countered by the employer, and ruled on by the arbitration board, centre on conceptualizations of the nature of what I term *surplus mobilities*. I demonstrate how these are subdivided into surplus mobilities on sea and on land. In the broader context of a neoliberal globalizing economy, the intersections between mobility and employment are often associated with either élite *globals* or the growing numbers of precariously-employed mobile workers. This paper highlights the significance of equally attending to cases of transportation workers protected by collective agreements. In such contexts, specific mobility rights and obligations are defined and redefined over time in the language of successive collective agreements and then continually debated through labour relations processes. Overall, this study shows that, whatever the outcome of specific arbitrations, the ferry crews have developed a collective *moral economy* set of expectations that guides their view about the conditions under which specific mobilities expected from their public sector employer are fair and which ones are not.

Asha S. BEST
Rutgers University, Newark

On First World Imports: Caribbean Cargo-Mobilities and The Political Economy of Sending a Barrel

The enumeration and shipping of barrels is a popular image in the literature on the trans-atlantic slave trade. An early model of what David Harvey refers to as *containerization*, barrels were integral to the colonial economy. The movement of barrels tangibly links the colonial to the post-colonial world, as the shipping of barrels from the U.S. to the Caribbean has become a popular practice amongst Caribbean immigrants and nationals. It is not uncommon to see shipping drums in someone's home for weeks or months, waiting to be filled with relatively inexpensive food and household products. Once the drum is filled, it is shipped via cargo container to be delivered to family or close

networks. The movement of barrels between the U.S. and the Caribbean illuminates not only familial links and kinship networks, but also calls our attention to the uneven economic structures that make these Caribbean cargo-mobilities both possible and necessary.

These circuits of import and exchange between Caribbean immigrants and nationals requires analytical attention, particularly in the field of mobilities studies, as the circulation of goods and capital via barrel shipping asks us to account for a confluence of *mobilities and moorings* including the flow of post-colonial subjects to global cities of the U.S. and the markets (both subaltern and dominant) that have developed around food production and import to the islands, systems that are both reflective of and produced by the fraught geo-political relationship between the U.S. and the Caribbean. Bringing together Arjun Appadurai's work on culture and globalization, David Harvey's previously referenced work on containerization, and current scholarship on cargo-mobilities, this paper examines how post-colonial people, living in the Caribbean and as immigrants in the U.S., participate in and take advantage of global processes of exchange when *sending a barrel*. Further, the paper argues that the circulation of food, goods and capital (through the practice of shipping barrels) is a popular, cultural practice and therefore asks us to think about the relationship between movement and culture in the post-colonial world.

Ibrahim Khaleel ABDUSSALAM
Bayero University, Kano

Colonial Legacy and Development: Rationalizing Colonial Transport System for Present and Future Development of Nigeria's Agricultural Sector

Transport infrastructure is a critical factor at every sector and stage of development. An efficient transport system provides economic and social opportunities and benefits, results in positive multiplier effects such as better accessibility to markets, employment and additional investments. It also reduces costs in many aspects of the economy of a country. This is especially so in the agricultural sector, which relies mostly on transport for its survival and growth. Efficient agricultural production requires an equally efficient mode of transport. It was in the

light of this that the British colonial authorities in Nigeria established and nurtured a network of modern transport systems. Notable among these new forms of transport infrastructure was a road network, which had a considerable impact on the development, movement and export of agricultural products.

This paper analyses that the basic transport infrastructure investment by the colonial state opened up the regions and interiors of Nigeria for the growth of commercial agriculture. It also ensured effective exploitation and efficient movement of the products. It as well resulted in relative development in the various rural regions, although this was only a by-product of the main motive of the investment by the colonial state – its own interest.

The paper argues, and submits, that adopting the colonial system of investment in road transport infrastructure in a renewed form is a strategy that will guarantee the required development in the agricultural sector now and in future.

Panel E 6: *Hybrid Mobilities*

Chair: **Arnaud PASSALACQUA**

Paola PUCCI
Politecnico di Milano/Polytechnic University of Milan

Mobilities in Peri-urban Areas: Between Past and New Processes of Urban Regionalization. Peculiarities of the North Italian Case

The paper focuses on user behaviours, modal choice and mobility patterns as experienced in peri-urban areas to investigate whether and how new processes of urban regionalization, can be better understood through a reorganization of the mobility practices and through the emergence of new geographies of movements, also in some Italian contexts. Mobility practices in peri-urban areas are used as interpretative key for investigate the diversity of lifestyles characterizing such areas in Lombardy Region (North Italy), highlighting possible transformative scenarios. New research evidence suggests that patterns linked to mobility, consumption and lifestyles in peri-urban areas are changing quickly, challenging the way we

conceptualise the relationship that European city central areas entrain with their outer areas and suburbs. In the international literature on the subject, it is widely acknowledged that changing socio-economic conditions are calling for a parallel readjustment of the approaches adopted to assess such phenomena. This to a certain extent has been done, nonetheless knowledge in the field remains fragmented and scattered across a number of disciplinary domains.

The theoretical framework underpinning the analysis of peri-urban mobility is characterized by:

- A new definition of the *urban*, according to which peri-urban spaces are conceived not simply as transitional places, located between built-up and rural areas, but rather as new and emerging forms of *urbanity* that bring into play new life styles and behaviours;
- The application of the theory stemming from *situational mobilities*, which encourage us to use travel patterns as a way to describe, and gain a deeper understanding of the connections making-up contemporary everyday life practices.
- The use of a new datascape for transport research (different tracking technologies and mobile phone data) to supplement traditional evidence and travel diaries. The use of such data will support an ethnographic approach focused on the study of everyday life mobility.

In this theoretical frameworks, the paper will describe the experiential dimensions of commuting rhythms through an integration of traditional data and mobile phone data (provided by Telecom Italia) to investigate how in Lombardy Region commuting is related to the transformation occurring in the peri-urban spaces where greatest residential growth in the last two decades, socio-economic transformations with obvious effects on mobility practices (with an increase of fluxes related to sprawled attractors), bring into tension institutional boundaries and traditional transport policy too. The processing of mobile phone data, by offering new maps of site practices in our cases study and information on temporary populations and city usage patterns (daily/nightly practices, non-systematic mobility), made it possible to trace *fuzzy boundaries* as perimeters of practice. These *soft spaces* became a tool for supporting and increasing the efficiency of urban policies and mobility services in peri-urban areas.

Bradley RINK
University of the Western Cape

Relational Practice and Micro-politics of Mobility: Mobile auto-ethnography on a South African Bus Service

This paper takes an auto-ethnographic approach in exploring the relational practices and micro-politics of race, class and identity on one South African bus service. For his daily commute between an inner-city Cape Town suburb and a worksite near the metropolitan edge the author explores personal, embodied and political dimensions of mobility in a context where race continues to dictate the expected parameters of mobility practice. The South African context yields useful insights for current mobility practice in a country where degrees of mobility/immobility characterised the previous apartheid regime. Confronted by the question of why one would use public transport when socio-economics allow for private car ownership and use (and when time-geographies almost require it), the auto-ethnography at the heart of this paper requires the author to question the politics of choosing not to drive; to be a passenger when one is expected to be a driver. In spite of the author's intentional status in the member group of bus passengers, experience of six months of everyday bus use demonstrates a range of relational practices and reveals how others see the author's mobility as affected not by choice but by circumstances beyond control. This self-study sheds light on hidden dimensions of mobility inequality and contributes toward filling a gap in empirical evidence on the continuing role of race, identity and micro-politics in everyday mobilities in contexts of visibly differentiated and differentiating mobility.

Shehu Tijjani YUSUF
Bayero University, Kano

Transport System in Nigeria: Towards the Development of an Intermodal Mobility

Modern transport in Nigeria is a colonial creation, built to move agricultural and mineral resources from the hinterlands to the coast. The Colonial authority considered the provision of modern transports; such as water, road and railways as a pre-requisite for exploitation of the country resources. Right from the onset of British colonial rule, transport development was from the hinterland to the coast and *vice versa*. Under the colonial rule, the transport network was not organized. There was no integrated transport system as in the advanced economies of the world. The colonial authority privileged railways over other modes. Although, it developed road transport, but only in as much as it fed the railways. Water transport was limited to the coastal ports in the south. Air transport was not popular until the 1940, but by and large, it was an elite based. Rather than operate as a coordinated system, the transport system operated as rival mode and were locked in an unhealthy competition. Planned transport system as we have it today in Nigeria is a post-colonial development; they are however, not organized and operate disjointedly. A closer look at the system since the 1960s, reveals a wrapped system which privileged road over other modes. There is poor interface between rail-road -air, and rail- road-water system. None of the airports is connected by railways. The supervising agencies whose duties were to harmonize the system also operates in an uncoordinated manner.

This paper reviews the transport situation in Nigeria and its problems, from the colonial period to date. It suggest that a vast country as Nigeria cannot be adequately developed by a single and disjointed transport system. It speculates that the future of transport system in the country will depend on a robust intermodal movement and mobility. Intermodalism will play a prominent role in the country's life, as each mode will work towards a higher level of speed, flexibility and technical efficiency. The paper also proffers ways for achieving an integrated inter-modalism in Nigeria.

Panel F 6: *Limited Mobilities*

Chair: **Andrea GIUNTINI**

Julien FIGEAC
LISST Université Jean Jaurès Toulouse/ University of Toulouse

Johann CHAULET
LISST Université Jean Jaurès Toulouse/ University of Toulouse

How Urban Mobilities Frame the Nomadic Uses of Social Networking Sites?

This proposal aims at presenting a study on the uses of social networking sites (SNS – i.e. Facebook, Snapchat) and micro-blogging apps (Twitter, Tumblr, etc.) on smartphones during ordinary journeys on the French public transportation system (subway, tramway, bus). Based on an egocentric approach of utilizations, this research describes how users appropriate the various features of SNS, how they write messages or they share content in situations of mobility. By providing a detailed analysis of the appropriation of Facebook, this proposal demonstrates with much detail a contemporary social phenomenon regarding how urban mobilities settings and the public transport network frame the nomadic uses of SNS according to a pattern reproduced by all users, regardless of age, gender, social status. Due to a contemporary form of hybridization of technological, social and geographical factors, this phenomenon is characteristic of how nomadic participations promote *networked individualism* and hyper-connected digital sociability.

Such findings are the byproduct of an innovative qualitative method, based on video recordings of uses of smartphones by the means of camera glasses. Our proposal intends on documenting this methodological innovation, which relies on the combination of context-oriented recordings made with user-worn camera glasses in addition to the data collection and capture of mobile screen activity via a smartphone application. Several steps are necessary to complete this methodological protocol and obtain promising results: first we analyze the temporal organization of gaze switches (towards and away from the mobile screen) and describe how users actually manage smartphones as well as other activities of daily commuting; then we synchronize these video recordings and proceed to self-confrontation interviews with the users. Concerning this latter part of the protocol, the goal is to confront participants with the video recordings of their trips to encourage them to describe and explain their different uses of smartphones, their perception of public environments, eventually

explaining how they take public transports and how they interact with other passengers. In order to collect the appropriation of smartphones in various means of transport (subway, metro, tramway), this study was conducted in two French cities (Paris and Toulouse). The video protocol was completed by a sample of 30 users less than 35 years old who recorded 42 hours of smartphone usages.

The social phenomenon of this research prolongs past studies that assessed the duration of smartphones uses; they are usually brief, lasting an average of 71, 56 seconds. This video-ethnography proposal analyzes the temporal organization of these utilizations by showing that smartphone users reproduce a similar pattern structured around urban mobility settings and social solicitations displayed by SNS phone applications. Our findings lead us to suggest a three-step typology depending on the social networks events, the configuration of the notification devices, public transports and public settings:

- *Checking:* When they activate their phones, users start by opening services that display notifications. As notifications are mostly displayed by social networks applications, users organize their media practices in relationship to these devices. Among the various notifications of SNS apps and their various features (Messages, Events, Birth day, etc.) users deals with such social solicitations by treating them accordingly to the social status of their relationships (Close friend, acquaintance, etc.).

- *Reading*: After taking care of the social solicitations displayed by notifications, they prolongs their uses according to the course of their mobility. If they are in a situation where they can pursue their uses, they will take the opportunity to discover events and watch the content shared by their relationships.

- *Sharing*: As the progress of urban mobility requires strong cognitive engagement, users write messages or share content during the quieter phases of daily commuting, when they are comfortably settled in a transit. However, the buttons such as *Like* or *Share* designed to facilitated exchanges are suitable to the bubbling phases of micromobility and the stress of urban environments.

This typology identifies three steps of the temporal organization of smartphone uses and how they are performed in connection with mobility and micromobility settings. These steps are performed in relationship to a sequential structure: the practical accomplishment of each phase projects the orientation toward the next phase of the SNS use, except when the frames of mobility break this logic. This pattern reveals more generally how these uses are structured according to urban mobilities (which defines short durations of use), technological design (which displays notifications) and social relations (which induces social solicitations).

In compliance with the new mobility paradigm, this proposal highlights how urban settings frame these nomadic uses of SNS and can promote a contemporary form of "networked individualism" and hyper-connected digital sociability.

Torsten FEYS
Universiteit Gent/ Ghent University

Comparing Past with Current Illegal Migration Flows and Border Policies at the Mexican-American Border: Any Lessons to be Learned for the Future?

The militarization of the U.S. border as a consequence of the 9/11 terrorist attacks and which have been intensifying especially on the southern border since the passage of the 2006 Fence Act, has been subject of a lot of controversial debates. What is often lacking in these are any references to historical perspectives. The rare one's that do, restrict their analysis to Mexican migration. What seems to be forgotten is that the rise of the modern U.S. border system, also in the south, was first and foremost designed to keep out Asian and European illegal migrants. Another big lacuna is that the actors analyzed in studies of illegal migration and border controls are often restricted to migrants, smuggling networks and the state agencies. Transport companies that are at the core of human mobility are usually totally overlooked or mentioned in passing.

This paper addresses these blind sports by using archives of shipping companies, government reports on illegal migration and files of deported Asian and European migrants to reconstruct the pioneering

years of the southern border from the 1890s throughout the 1920s. The period coincides with the rise of the federal border enforcement culminating in the inception of the Border Patrol in 1924. Yet confronted with the limitations of its reach the administration quickly looked at outsourcing part of its responsibilities to enforce the laws on third parties. The most likely one's, which is still the case today, were the transport companies brining the migrants in. The use of archives of shipping companies therefore give an innovating look on the rise and implementation of border controls, but also on the evasion thereof. As will be shown illegal routes concentrated around the legal transport networks and hubs where also border control station concentrated. Immigration restrictions not only hampered the passenger business of shipping companies, it also opened new business opportunities promoting alternative transport modes and routes.

Secondary literature and government reports will be used to asses current day illegal flows and border enforcement strategies. The focus will go to the flows around major transport hubs which are still the most commonly used for illegal migration today. How do these flows compare over time? What were and are the most common strategies used? How did enforcement methods evolve? What is the role of transport companies and hubs in the process? What lessons could or should be learned for future policy makers?

Andrew MILES
University of Manchester
Jill EBREY
University of Manchester

From the Paper and the Fish to the Black, Black, Oil: Exploring the Impact of Oil Mobilities on Local Economies, Careers and Everyday life in Aberdeen

Urry (2014:586) cites Owen's (2011) phrase, «Oil is liquid civilisation» to underscore the global power of oil, particularly during the twentieth century. In contrast, this paper will begin to discuss more locally experienced mobilities - and moorings - of 'the oil' as witnessed in ongoing research undertaken in Aberdeen, the oil capital of the UK. Based on research undertaken here as part of the *Understanding*

Everyday Participation during 2014 and 2015, this paper will begin to tease out the ways in which the structures and flows of production and employment in the oil industry impact on both the image and lived experiences of particular locales

Firstly, the paper will contextualise contemporary oil-related mobilities by reviewing the history of oil production in the North Sea and the role of the city of Aberdeen at the hub of this activity. It will then consider the ways in which the mobilities of oil have transformed city spaces and distorted its economies. Aberdeen harbour, for example, is now, for the most part, publicly inaccessible and dominated by the paraphernalia of production - pipes, ships and platforms – while oil's *viscosity* in a local economy, where hotel rooms are pushed up beyond London prices, has all but crowded out tourism. The paper will then move on to discuss the mobilities of oil from the perspective of those who work in the oil industry. Based on mixed qualitative research methods, such as interviews, ethnographies and focus groups, here we will firstly examine the ways in which the occupational transition was made, in the 1970's and 80's, from more traditional employment sectors such as papermaking, fishing and fish processing to equivalent jobs in the oil industry.

Secondly, we will examine how the mobilities of oil have impacted on the everyday lives and prospects of oil families; of both those who work directly in the oil industry and those who live with them. This then leads us on to a consideration of the nature and impact of various kinds of mobility experience associated with oil work: that of the families who move frequently around the globe living in various industry locations for a few years before moving on; of the rig workers (mostly men) who spend typically three weeks on and three weeks offshore; and of the women – self styled *oil wives*, often with young children – who are caught up in the currents and eddies of the liquid civilisation.

Members of this latter group spend much of their time in mutually supportive networks of female friends. Countering the flux, uncertainty and cultural distancing generated by the career structures of oil mobilities, it is often the women from these networks who provide both a bridge into the local community by participating in institutions and who then facilitate landings, anchors and ties as they move around the world.

Panel G 6: *Core, Periphery and Flows towards a Non-linear Mobility Paradigm*

Chair: **Massimo MORAGLIO**
Discussant: **Gijs MOM**

Ana Paula SILVA
Universidade Nova de Lisboa/ New University of Lisbon

The Centrality of Peripheral Nodes in Global Flows, the Portuguese Case(s)

The present proposal seeks to answer to the call's question: What methods would improve our study of the intertwined connections of flows, transport and communication? As Castells (1996/2000) notes «our society is constructed around flows: flows of capital, flows of information, flows of technology, flows of organizational interaction, flows of images, sounds, and symbols» (p. 442). Transition is, today, the main characteristic of our way of life, therefore flows are «the expression of processes *dominating* in our economic, political, and symbolic life» (idem). The flows consist in «purposeful, repetitive, programmable sequences of exchange and interaction between physically disjointed positions held by social actors in the economic, political, and symbolic structures of society» (idem). And those exchanges and interactions occur, ever more, globally, due to the increasing integration of the world economy. And *global*, in English, is synonymous with *holistic* as Mattelart (2000) stresses, globalization relates explicitly to a holistic philosophy, that is, to the idea of totalizing or systemic unit. […] Any shortcoming in the interoperability between the parts, any lack of free interaction, is a threat to the system. Communication must therefore be omnipresent. (p.77) Therefore, for understanding the contemporary society it is not only necessary to analyze flows, but doing so through a holistic perspective and having communication as an anchor reference. Mattelart (2000) also underlines that the integration of economies «and communication systems spawns new disparities between countries and regions and between social groups; it is to these logics of exclusion that the concept of world-

communication refers. […] it serves as a tool for analyzing the globalization of the system in progress, without fetishizing it, by restoring its historical concreteness. It reconnects with the history of world trade and the social and economic disparities accompanying it. Based on Fernand Braudel's concept of world-economy, it reminds us that networks, embedded as they are in the international division of labor, organize space hierarchically and lead to an ever-widening gap between power centers and peripheral loci» (pp. 97-98).

Thus, other aspects to take in consideration are the material conditions underlying to global integration processes and resulting asymmetries. In line with Castells' (1996/2000) remarks «the network of communication is the fundamental spatial configuration […]. The technological infrastructure that builds up the network defines the new space [the space of flows]», which has a first layer *constituted by a circuit of electronic exchanges* and a *second layer* […] *constituted by its nodes and hubs*. The space of flows is not placeless, although its structural logic is. It is based on an electronic network, but this network links up specific places, with well-defined social, cultural, physical, and functional characteristics. Some places are exchangers, communication hubs playing a role of coordination for the smooth interaction of all the elements integrated into the network. Other places are the nodes of the network; that is, the location of strategically important functions that build a series of locality-based activities and organizations around a key function in the network. (p.443) Therefore, in order to understand the *network society* we should analyze communication, the material infrastructures supporting it, certain network *places* and the activities that take place there.

Thus, this paper illustrates a new approach, by offering an analysis focused on the nodes of a communication technology, the worldwide submarine cable network, set and operating in the Portuguese territories: Lisbon, Azores in Cape Verde, between 1869 and 1971, for the maintenance of global flows. This analysis highlights the *centrality* of *peripheral* places in guaranteeing the channeling of information between several European countries and between them and the rest of the world. Showing that the «functions to be fulfilled by each network define the characteristics of places that become their privileged nodes» (Castells, 1996/2000, p.444). And the function of submarine cables is to circulate information between continents and other territories separated

by water, certain places as islands and coasts gained relevance. Portugal, a peripheral country located in the western extreme of Europe, possessing two archipelagos in the Atlantic and, till 1974, also colonies in the western and eastern coasts of Africa, was therefore included in the global network of submarine cables, being the nodes set in Portuguese territories sought and ended up to be important centres of international telegraphic traffic distribution, because they were installed in gateways to Europe, the Mediterranean and the Atlantic.

On the other hand, as Edgerton (2007) argues, if we focus our analysis on the *use* of technological resources, we find that they have a longer life than one might assume from the outset, and in deep layers, which were invisible at a glance. The long duration of the period of our case study allows us to highlight, beyond the longevity of networks and their logic, the trend for the interconnection of its infrastructure and the interchange of information flows between them. In fact, concerning the distance communication networks, old infrastructures are not successively replaced by the new ones, but live for a long time, in a synergistic interoperability, after their interconnection, as society makes *use* of them (Silva, 2005, 2011). In contemporary society, not only communication is ubiquitous, as inescapable and growing your need. The question that arises now is whether this trend will continue to occur in the future.

Carlos LOPEZ GALVIZ
University of London

Shanghai, London and Paris through the Looking Glass

In the sequel to *Alice's Adventures in Wonderland* (1865), *Through the Looking-Glass, and What Alice Found There* (1871), Lewis Carroll showed us the limits but also the possibilities of mirroring worlds. By stepping into a mirror, Alice discovers a distinct reflection of her own world, filled with new characters, notable among them the White Queen who remembers future events. The mirror and the white queen will help to locate the reflection that I wish to propose in this paper. Images of the future of cities, to which future transport and mobility infrastructures are key, function like mirrors: they project worlds that are both a distortion and a promise of alternative realities, in the past

and today. One of our tasks as historians is to remember things, events, people, an important part of which concerns remembering how the future has been envisioned before us, and the effects that these visions might have on our own futures: who envisioned what and in whose interest, for example, using what vehicles, under which circumstances and in response to what motivations.

My aim in this contribution is to draw connections between London, Paris and Shanghai between 1851 and 2051. I will show the pertinence of drawing parallels between contexts that are different as they are distant. Connections between European or Western cities (the centre), on the one hand, and Chinese or Asian cities (the periphery), on the other, have been explored by reference to a range of issues, notably, through the lenses of the global city, citizenship and the experience of modernity, showing the limitations but also the possibilities of understanding the realities and transformation of every city through one specific lens. My lens in this paper might be best described as a mirror that contrasts the differences and the similarities of how future mobilities have been envisioned in the last 150 years in three very dissimilar, yet comparable, cities.

Simone FARI
Universidad de Granada/ University of Granada

When the Centre Went to the Periphery. The Entry of United Kingdom to the Telegraph Union

The International Telegraph Union (TU) was the first supranational government organisation in modern times. As the ancestor of the present International Telecommunications Union (ITU), it had the triple scope of guaranteeing tariff uniformity, homogeneous norms and technological standardisation over the whole international network. In this way telegraphic communications between member states would be more efficient. The TU was based on an extremely advanced organisational model based on a permanent body, very similar to the present general secretariats, as well as periodic plenary conferences. The conventions and regulations established during the plenary conferences carried the value of international treaties, and for this

reason only state delegations could take part with voting rights. It followed that only the nations where the telegraph service was directly run by the government could be members, and, until 1869, British Telegraph service was managed by private companies. Could the United Kingdom, the top economic and political heavyweight of the period stay out of a diplomatic experience of such dimensions?

After the nationalisation, as to publicize the importance of its entry into the TU, Great Britain started pulling punches right from its first conference in 1871 (Rome). It insisted on a double vote (one for the home country and the other for India) and exploited the presence of the private submarine companies, all British financed. It also tried to oppose the proposals of the Belgian and Swiss delegations, in a challenge against their leadership. Accessing to TU, United Kindgom tried to modify its peripheral position in the European telegraph network, using its centrality as first political and economic Power of the World.

Thursday, 17 September 2015, 09:30-11:00

Panel A 7: *Speed as Mobilities Factors*

Chair: **Peter LYTH**

Gianni RONDINELLA
Universidad Politécnica de Madrid/ Technical University of Madrid

Equity Effects Derived from Tackling Speed Inequalities. The Case of Vitoria-Gasteiz, Spain

In modern urban settings, the speed provided by the dominant transportation mode has been the organizing principle around which the entire accessibility system has been shaped. Around the speed of automobile a conglomerate of technologies, infrastructures, regulations, user practices and cultural preferences has grown (the current *socio-technical system of urban mobility*) producing, among others, inequalities in the access to public space. Following principles of separation and differentiation, the access to public space have been

designed around the ease of flow and standing of motor vehicles, configuring in this way two distinct typologies of public space: the space for those who have speed capabilities and the space for those who have not such capabilities. Based on this distinction, in motorized societies, patterns of accessibility and activity participation have been shaped by two structuring dimensions: mode availability and space.

What happen in terms of equity distribution when, by effect of policy initiatives, the structural distinction described above is altered? Are to be expected changes in the patterns of accessibility and activity participation if modes previously marginalised became again feasible by effect of a modified configuration of public space? The case of Vitoria-Gasteiz is an example of such re-configuration. There, policy initiatives through the course of few years have resulted in a reduction of what may be called speed inequalities, i.e. an average car trip has progressively became slower and operated in coexistence with bicycles. Is therefore interesting to see if such initiatives are producing effects on the distribution of accessibility or on the level of out-of-home activity participation (e.g. increased levels of access to jobs or other activities for the poor or vulnerable, or decreased levels of social exclusion). The Spanish city has a unicity that favours the investigation of equity issues in transport policy. With its 6 km extension in diameter, with no satellite towns or urban sprawl on its surrounding and with 86% of its population working in the same municipality, Vitoria-Gasteiz is a pedestrian-scale compact city, in which walking is still a feasible mode of transportation for most trips. These characteristics substantially reduce the effect of space on the distribution of accessibility, allowing for analysing the direct association between policy measures and their effects in terms of equity issues.

Furthermore, planning initiatives are also explicitly favouring the use of bicycles, mainly through the implementation of an integrated package aimed at reducing traffic dominants (flows, speeds, parking and privileges) in most of the city's streets in order to ensure a safe coexistence between cyclists and motorized vehicles. The success of policies –cycling mode share boosted from 7% in 2011 to 13% in 2014– is a further challenge to the traditional speed inequalities configuration, allowing for a broader analysis of equity in travel behaviour.

Alexandra BEKASOVA
Yevropeyskiy universitet v Sankt-Peterburge/ European University, St. Petersburg

From Privilege to Commodity: Speed, Delivery and Journey Time in Russia Before Railroad Age

The period of the 1820s-1850s in Russia was characterized by the intensification of transportation network building, trade and commerce development, urban expansion, and a noticeable rise in public activity. People from different social strata became actively engaged in establishing associations and joint-stock companies, writing their innovative projects of improving the state of affairs in transportation, industry, commerce, and sending them to the offices of state departments. Such issues as speed, regularity, and reliability as well as circulation, contacts and exchanges among people, became widely discussed issues in the context of national pride and superiority and came to be in the center of public debates.

Those intensive debates and projects inspired Prince Vladimir Odoevsky -- an official at the Ministry of Internal Affairs, an intellectual with the unusually wide-ranging interests, and a littérateur -- to start writing in the 1830s the utopian story "4338 AD". The author never finished the utopia, although he returned to it throughout his life. The main protagonist of the story – a Chinese citizen of the 44th century traveled through a vast space of the Northern Kingdom reached the centre of the Russian hemisphere while enthusiastically corresponding with his friend. Reporting his experiences of the 'flight through the Himalayan tunnel at a lightning speed' in an electric carriage and about the air travel in a galvanic flying machine, the traveler exclaimed: «Imagine, from Peking we made it here only on the eighth day!» Odoevsky wrote about speedy air travel when the first railway line from St.Petersburg, the capital of the Russian empire, to the royal residence, situated in it's close environs, was only planed; and regular transportation services, introduced by stagecoach companies, inflamed hotly debates on pros and cons of it's influence on individuals, communities, and their everyday life. It was exactly these several decades of the 19th century when in the Russian empire speed as a privilege reserved for the monarch, the court messengers' service, top-

level officials, and wealthy nobility started to be transformed to speed as a commodity for an expanded community of users, who needed to travel and to send letters, packages, and goods. The development of transportation infrastructure and emergence of regular transportation, provided by commercial companies after the Napoleonic Wars, brought into life new social institutions such as time-tables, ticketing, and insurance, new travel practices, a new mobility regime. Based on the careful analysis of rules and requirements, bureaucratic and private correspondence, travel accounts, and fiction this paper addresses the following questions:

- How were travel and transportation commercialized and rationalized and how did speeding up travel and delivery time become an important social issue?
- Who and why did initiate the introduction of speed and road traffic regulations?
- How did the means by which mobility was produced and consumed (the organizations, modes of governance, infrastructures, vehicles and etc.) shape expectations and practices?

Laurent BONNAUD
Association pour l'histoire des chemins de fer/ French Railway Historical Society
Marie-Noëlle POLINO
Association pour l'histoire des chemins de fer/ French Railway Historical Society

Twenty Years under the Channel, and beyond: How the Speed Myth Came to Reality in the Channel Railway Link Case

Was speed an issue for the Channel railway link? Through its 200-year long history, the building of a fixed link through the Straits of Dover was supported by two key arguments: (a)installing a continuous transport service between England and the Continent, as it would spare the transfer of passengers and goods on boats, and be immune from the vagaries of the weather; (b)the gain in travel time owing to the continuity of service. In the last four decades, the argument of increased speed gained momentum and superseded the two previous ones, thanks

to the extension of high speed railway services in continental Europe. The *Chunnel* project started in the early 1970s and was connected to contemporary planning for a TGV in the North of France (to which the Paris-Lyons line was eventually preferred); it was -unilaterally- dropped by the British government in view of the costs which the construction of a high speed line between Dover and London would have generated. The *Eurotunnel* project was adopted in 1986 with the intended target of building both lines, the first HS line finally opened in France in 1981 having been assessed and acknowledged as a positive move, in order to drastically enhance travel speed between London and other major European cities. The perspective of an additional high speed line connecting London to the North of the country played a decisive role when both governments made their choice.

Were these great expectations fulfilled? The French high speed line ending up to Gare du Nord was carried out on due time and matched the opening of services through the Tunnel in 1994. From November 1994 onwards, Eurostar connects London to Paris in 3 hours 06 and Brussels in 3 hours 15, an unprecedented achievement mainly due to the high speed service in France and continuity of railway service through the tunnel -where speed is limited. The break with the past was complete and air services were challenged. Speed was confirmed as a main feature of the railway 'Chunnel' link for public opinion and perception; the images and storytelling used by the Eurostar company in advertisement for 20 years back up such a representation, used as an argument favouring the rail in the competition between transport modes.

In contrast with this first and successful step, the construction of the Belgian High Speed infrastructure experienced rather lengthy delays and the Channel *Tunnel Rail Link (HS1)* connection between London and the Tunnel was set in operation in 2003 only. Its last section has been completed in 2007, when the new St Pancras station in London was inaugurated, allowing a 2 hrs15 minutes journey to Gare du Nord, 1 hr 51 minutes to Bruxelles-Midi and 1 hr 20 minutes to Lille-Europe. In 2009, domestic HS services began, taking advantage of the same infrastructure. The HS2 line to the North of the country was decided in 2014 after much debate and sceptical National Audit Office reports over HS1. A HS3 doubling HS2 is still hypothetical. The paper will focus on the use which was made of speed as an argument in the

planning and implementation of the Channel Tunnel, which we understand as a major infrastructure project case study; far beyond a mere comparison between expectations and achievement in terms of traffic and railway services, we shall deal with speed used as a topic inside this complex transport system, and how its positive image was built and put forth as a key for the modernity it would bring to regions and cities connected to the railway chunnel service. Such an *imaginaire* is the human factor which will be also investigated, from the point of view of engineering and building teams as well as railwaymen and women and various categories of passengers -people travelling for leisure, business, European and extra-European. The lesser degree of success achieved by freight services through the Channel tunnel could be also understood within this scheme

Panel B 7: *Studying the Future: Unfolding the Potentials of Metrics and Scales to Imagine a Post-car World*

Chair: **André OUREDNIK**

Farzaneh BAHRAMI, Matthew SKJONSBERG, Elena COGATO-LANZA
École polytechnique fédérale de Lausanne/ Swiss Federal Institute of Technology in Lausanne

Mobility, Optionality and the Ideal of Synoptic Utopias

Social change is often viewed as a push-pull process between two extreme moments of history: the *past*, as idealized and reconstructed from historical documents, and the *future*, as projected and synthesized in *magnetic images*. Confirming the reciprocal influence between mobility and urbanity, our focus on urban visions - both historic precedents and current perspectives - traces a transition from functionalist approaches driven by technology to plural stances which attempt to facilitate optionality, providing mobility networks that enable access to urban qualities.
One-sided utopias and the critique of car urbanism

Anticipating change in mobility situates us between the car urbanism of the 20th century as the exemplification of Lewis Mumford's *one-sided utopias* (*The Story of Utopias*, 1922) and the desire to for a synoptic vision of the city as described by his mentor, Patrick Geddes (*Cities in Evolution*, 1915). *Synoptic* implies simultaneity, but also suggests the situated experience rather than an abstract or disembodied concept. For Geddes this view is temporal as well as spatial, as he was keen to situate future aspirations as evolutionary in relation to historic and current realities. Mumford describes one-sided utopias by their tendency toward authoritarianism, technological determinism, uniformity, homogeneity and the exclusion of alternative modes of life. These reflections further inform Mumford's critiques of fervent expansion of car infrastructures and mono-transportation policies to the detriment of other transport means in 1950s.

The advent of the car generated diverse visions with different spatial and social attributes; from compact cities with well-ordered high-rise building blocks that dismissed the street as the social territory of the city to leave room for free circulation of the motor-car (Le Corbusier, project *Plan voisin*, 1930), to decentralized urbanities imagining the disappearance of the city center and communities without propinquity (Wright, project *Broadacre City,* 1930; Webber, *The urban place and the nonplace urban realm* 1964) where the downtown as the place dominated by pedestrian activities and public space was equally assumed to be a nostalgic reminiscence of the past. With an overview of those ideal future cities driven by the car, and their consequent urbanism, we attempt to look into today's ideals, images and imaginations for the future that inform the contemporary urban project.

Synoptic Utopias - imagining alternative futures

A series of indications, such as a reduction in car ownership and modal shares in mobility practices, suggests a peak in car mobility and its potential decline. Widespread pedestrianization of city centers and various measures of discouraging car use in high HDI countries demonstrate that a transition from car mobility toward alternative models is underway. How do new *urbanities* contribute to reinforcing the shift-provoking trends in mobility practices? While, historically, walking was considered less dignified than to be transported by mechanical or animal power, today it has regained

prestige relating it to well-being, active mobility and urban pleasures. Pedestrian as the protagonist of public space and the public space itself as an indispensable component of a democratic society constitutes a common line in the contemporary urban discourses. This goes together with a quest for diversity, breaking from functionalist urbanism in favor of sustainable design both in spatial and social terms. Thus we observe a shift from the excitement for the speed and 'the freedom of all outdoors' (Ford 49_brochure) to critiques of hypermobility and energetic concerns to *contextual speed*, in the contemporary debate: from *distances* and *accelerations* to *proximity* and *accessibility*. Such evolution is anticipated with a revival of public transport as well as emergence of a variety of vehicular units that, characterized by their speed and the material qualities of their shells, sit between pedestrian and private car and create gradients of sociability.

Riccardo SCARINCI, Iliya MARKOV, Michel BIERLAIRE
École polytechnique fédérale de Lausanne/ Swiss Federal Institute of Technology in Lausanne

Moving Walkways: From a Past Science-fiction Transport System to Future Reality

«Baley scarcely felt the jerk of acceleration as his velocity increased with each step. […] In thirty seconds he had reached the final sixty-mile-an-hour strip and could step aboard the […] moving platform that was the expressway» (*Caves of Steel*, Isaac Asimov, 1954). The use of Moving Walkways (MW), i.e. passenger conveyor belts usually installed in airports, as an urban transport system is a concept present in the history of transportation since the late XIX century, and has fascinated science-fiction writers, town planners and engineers ever since. However, this *unusual* means of transport has never taken root, and few historical and contemporary implementations have been developed in city centers. The causes of the failure of MWs are unclear and should be further investigated.

This research offers a historical overview of the use of moving walkways from their first implementations to modern times, and analyzes possible future developments. The focus of this review is on the transport engineering causes that led to the failure of this system,

but also on the innovations that could make the success of MWs in the near future.

Around the 1900's, the use of impossibly fast (more than 100 km/h) and massive moving walkways as the transport system of future megalopolis was described in several science-fiction novels (e.g. *A Story of the Days To Come*, H. G. Wells, 1897; *The Roads Must Roll*, Robert A. Heinlein, 1940; *The Caves of Steel*, Isaac Asimov, 1954). In the same years, real implementations of moving walkways were presented in exhibition events (e.g. *World's Columbian Exposition*, Chicago - USA, 1893; *Exposition Universelle*, Paris - France, 1900; *42nd street*, New York - USA, 1923). These MWs were composed of parallel lanes, each of them moving at a higher speed, reaching the maximum of 9 km/h. The users could access them laterally everywhere and reach the high-speed lane jumping from one belt to the adjacent one.

Nowadays, MWs consist of only one lane, and lateral access is not allowed for safety reasons. In addition, the maximum speed is limited to 3 km/h to avoid discomfort. Contrary to what was presumed in the past, MWs are not used as a means of transport for a city network, but only on individual links with high demand, usually in large transportation hubs such as airports and metro stations. In very few cases are they used in hilly city centers to facilitate the access to elevated parts (e.g. Hong Kong; Medellin - Colombia; Perugia - Italy). An interesting technological development is the so-called Accelerated Moving Walkway (AMW), already installed at Toronto Airport (Canada) and Paris Montparnasse metro station (France). Unlike the traditional moving walkways, AMWs have an acceleration (deceleration) section at the embarking (disembarking) area that accelerates pedestrians to a speed close to 12 km/h. This improvement could allow the use of a network of AMWs as an urban means of transport given that their speed is similar to the current commercial speed in dense city centers, which is approximately 15 km/h.

This research analyses the historical development of the MW system focusing on transport-engineering characteristics (e.g. speed, acceleration, cost, passenger demand, network design) and practical considerations (e.g. safety, comfort, intersection design) as well as the necessary technological improvement and cultural paradigm shift necessary for the success of this *futuristic* means of transport.

Alexandre RIGAL, **Jade RUDLER**
École polytechnique fédérale de Lausanne/ Swiss Federal Institute of Technology in Lausanne

Imaginary Mobilities. Perception of the Future

Imagining the future of mobility

We wish to define imagination as a mode of perception that unfolds the potentials of the environment. It is also a practical and a methodological entry point into the future of mobility. We shall present a series of situated utopias as formulated by the users of specific everyday places, in order to imagine, with them, affordances for the mobility of tomorrow, with or without the car.

Imagination, perceptions, affordances

The environment is a pool of affordances for mobility: transportation means, bus stops providing protection from bad weather, luggage lockers, walkable or drivable surfaces… But how do new affordances emerge? We think it possible to hierarchize levels of perception of the environment, ranging from *information pick-up*, based on already established uses of this environment, to *imagination* in the strong sense of the term, in which new affordances emerge through a more flexible transformation of the environment and/or of the uses of already existing elements. In the process of imagination, new virtualities of the environment unfold.

Interviews and the perception of the future

In order to examine this process, we have sought to interrogate and to stimulate the imagination of individual actors in semi-directed interviews. The interviewees have been questioned a) on their predictions concerning mobility, b) on their wishes in this respect and c) on their visions set in an imaginary world without cars. In the interpretation process we have distinguished three levels of the evolution of environmental affordances: a) predictable, b) desirable and c) experimental. The results, set in the scale of the individual lived space and lifespan, gave us a better understanding of the emergence of new affordances.

By following the actors into their imaginary projections, we unfold new virtualities of the environment. Doing so allows us to envision new

actions in favor of mobility, through objects, with the actors, with imagination, with or without the car.

Panel C 7: *Control of Social Behaviour and Mobility Practices*

Chair: **Simone FARI**

Alexia Sofia PAPAZAFEIROPOULOU
Ethnikó Metsóvio Polytechneío/ National Technical University of Athens
DIMITRIS TSOUCHLIS
Dímos Chíou/ Municipality of Chios Greece
Aristotle TYMPAS
Ethnikó kai Kapodistriakó Panepistímio Athinón/ National and Kapodistrian University of Athens

Driving to Work: Versions of Legal and Illegal Tricycle Use in Contemporary Greece

This paper discusses the relation of institutional control over mobility practices with both the geographical and social context, by presenting two similar but still distinct cases of mobility practices based on three-wheeled vehicles, used for work-related purposes. The first part of the paper presents the mobility of a group of migrants who use tricycles mainly assembled by themselves in the capital of Greece, Athens in the 2000s. These contraptions serve as vehicles of the *invisible* mobility routes of minority groups, as well as a means to earn their living. The second part of the paper introduces us to the use of another version of tricycles in Greece. In this case, it was a remote yet relatively prospering community of farmers at the island of Chios that relied on idiosyncratic tricycles in the context of cultivating the trees used to produce gum (mastic). Starting in the 1970s, the mass use of these tricycles shaped the mobility patterns of a local agricultural community. The paper concludes with a discussion about the different forms of mobility *legality* in an urban and rural context in relation to the socioeconomic context which defines the mobility patterns that different groups use for their work.

Maria Luísa SOUSA
Universidade Nova de Lisboa/ New University of Lisbon
Maria Elvira CALLAPEZ
Universidade de Lisboa/ University of Lisbon

Disciplining the Poor's Mobilities during Portuguese Dictatorship: Discourses on Professional Drivers and on Pedestrians (1930s-1950s)

This paper addresses the production of discourses on the mobility practices of the poor people as a form social control during the first two decades of the Portuguese dictatorship *Estado Novo* (1930s-50s). On the one hand, we analyse specifically the production of discourses on professional motorists and pedestrians by elite automobile clubs (like the Automobile Club of Portugal) and their private motorists, as a way of disciplining street's use. On the other hand, we focus on the discourse by the public health concerned organizations (like the Portuguese League for Social Prophylaxis) about bear feet pedestrians as a way of preventing diseases, namely tetanus. Both speeches built under safety discourses (some supported by educational campaigns) were not neutral, but produced norms, prescriptions on adequate behaviours and power relations. These discourses had a reflex at two levels: the level of regulation and the level of representations. At the level of regulation, we include the regulation of circulation, like the highway codes, or municipal laws for the mandatory use of shoes. Those who broke the law had the consequent penalty. At the level of representations, we consider the promotion of social order as well as the improvement of the country's public image (by hiding poverty) for nationals and foreign tourists fostered by the dictatorship. These disciplining discourses were part of larger processes, such as: the legitimation of the Portuguese dictatorship indoors and outdoors, the growth of foreign tourism as an important economic income, the redefinition of the street as a thoroughfare (i.e. for high speed vehicles) and the consequent increase of road accidents (being pedestrians the main victims). Many of them were bare feet and as a result new synthetic materials, like rubber and plastics, were introduced for manufacturing cheap shoes for the poor people.

This paper aims at showing that the disciplining and moralization discourses on both the bodies of professional motorists and pedestrians,

as well as the control of their social behaviour were either part and shaped by these larger processes.

Frank SCHIPPER
Technische Universiteit Eindhoven/ Eindhoven University of Technology

Restricting recreation? Mobility control in nature reserves in the Netherlands in the 20th century

In The Netherlands, characterized as a man-made networked nation *par excellence* and one of the most densely populated countries in Europe today, nature areas may seem a marginal phenomenon. Nevertheless, when the Netherlands industrialized in the 19th century, relatively late in comparison to other European countries, nature was deemed increasingly important as an antidote to the emerging industrial, urbanized society.

This paper poses the question how nature preservation values and increased pressure from growing numbers of visitors were managed in Dutch nature reserves in the 20th century. It investigates the hypothesis that strict control over and organization of mobility and the behavior of visitors in nature provided a possible way out of the dilemma. Based on the archive holdings of the Dutch national tourist club ANWB, the paper explores the role that intermediary actors played in putting restrictions on recreation so as to make it more responsible.

Panel D 7: *Biking Around*

Chair: **Peter COX**

Nicholas A. SCOTT
Simon Fraser University Vancouver

Wilderness Mobilities: Performing Nature through Everyday Bicycle Travel

This paper explores the dynamic relationship between mobilities, nature and the production of non-human environments through the concept of

wilderness mobilities. To establish a foundation for this concept, I engage with Phillip Vannini's research on mobilities and the *pull of remove* (2014) and Jonas Larsen's research on the *sensuous intensities* of city cycling (2014). I broach their work to begin interrogating how everyday mobilities might mediate and animate wild spaces by facilitating the performance of nature in urban, suburban and rural settings. While previous research has considered how the car shapes the consumption and experience of nature in national parks, little work has focused on city cycling as a mobility of producing natural spaces that evoke ecological complexity and wilderness, this despite research (by Rachel Aldred, Paul McIlvenny and others) showing city cycling as a relatively intimate way to negotiate and connect with local environments. To explore the experiential production of wilderness (velo)mobilities, I draw on a larger mobile video ethnography of city cycling I am conducting in Vancouver, British Columbia (January 2015 to December 2016). My sample consists of *city cyclists* who bike not for sport but for work, chores, food finding, idle wandering, social life, civic life and play. On the basis of analyzing mobile video and interview data showing how city cyclists go about sensing, feeling through, negotiating and ultimately embodying wilderness, I argue cyclists perform nature through distinctive movements and rhythms that depart from the *automobile wilderness* to which North American parks, planners and governments tend to cater. I demonstrate, further, how city cycling challenges and reconfigures shared understandings of nature and wilderness – where (and when) it exists, why it matters, which objects and materials belong there, and which do not. I conclude that city cycling offers a fecund, if counterintuitive, world for understanding wilderness mobilities more broadly and extending the insight that how you get to wilderness creates and qualifies wilderness itself.

Sharon A. BABAIAN
Canada Science and Technology Museums Corporation

The Art of Cycling: a Museum Exhibition for a New Bicycle Age

Cycling is an art in every sense of the word. Designers and makers craft elegant and efficient machines and riders demonstrate finely honed skills in operating them. Advertisers and advocates create beautiful

images that capture the pleasures of cycling while urban planners devise innovative schemes to make urban cycling easier and safer. There is also art in the way cyclists express themselves through their cycles, their clothes and even their attitudes. But how can a museum exhibition convey the complex and nuanced reality of cycling and how can it use cycling's captivating past to engage visitors in a meaningful conversation about the place of cycling in the present and the future? The purpose of my presentation is to share my plan for an exhibition that will attempt to achieve these goals.

Three-dimensional objects, especially rare historical artifacts, can be a very powerful way to tell stories but they need the right framework and context to draw those stories out and connect them with a larger narrative. I will outline the creative process by which we build that framework -- how we identify themes and select artifacts and then construct an interpretive plan and a design that will provide just the right structure for the objects and their stories. I will also discuss the strengths and weaknesses of the exhibition format -- what we can and cannot do with objects and brief texts -- and try to suggest how the unavoidable gaps might be filled. Since this exhibition is an actual work in progress, following my presentation I hope to share ideas and benefit from others' experiences in developing cycling or mobility-themed exhibitions.

David AAGESEN
State University of New York

Bicycle Touring in South America: Past, Present and Future

Bicycle touring has its origins in 19th century London. The world's first bicycle touring organization, the Bicycle Touring Club, was founded there in 1878. Across the Atlantic Ocean, in Newport, Rhode Island, the League of American Wheelman was founded in 1880. Both organizations shared an interest in recreational cycling and the use of bicycles for pleasure and adventure. With the advent of safety bicycles in the late 1880s, long-distance touring became more feasible and appealing. It was in 1896 that John Foster Fraser and two friends left Britain and spent over two years pedaling more than 30,000 kilometers through seventeen different countries on three continents. Aided by an

increased interest in the outdoors and the diffusion of youth hostels, bicycle touring began to grow steadily during the first several decades of the 20th century. Although bicycles lost ground to automobiles after World War II, touring persisted and in the United States it enjoyed a tremendous resurgence with the Bikecentennial in 1976 and the creation of the Adventure Cycling Association. In Great Britain, membership in the Cyclists Touring Club (originally the aforementioned Bicycle Touring Club) swelled to reach record numbers, and bicycle touring became very popular across Europe and elsewhere as well.

In recent years there has been a veritable explosion of organized and independent cycling adventures in most countries of the world. Many touring cyclists are now pedaling through developing counties or extremely remote areas, including those of South America, where the challenges of touring are quite different than they are in North America, Europe, and other regions of the developed world.

This paper traces the roots of expeditionary bicycle touring in South America. It contains a review of the early and contemporary travel literature related to cycling in South America, and the paper includes personal anecdotes from the author about two of his bicycle tours: the first, an 8,000-kilometer odyssey through Bolivia, Peru, Chile and Argentina made in 1988-89; and the second, a less ambitious but still fruitful 1,100-kilometer bicycle excursion in Chile and Argentina completed in early 2014. These anecdotes incorporate documentation of landscape and infrastructure change over that 25-year period. The paper also contains some reflections about changes in bicycle touring in South America, as well as some thoughts about how touring will evolve there in the years to come.

Panel E 7: *European Networks*

Chair: **Irene ANASTASIADOU**

Oleksandr SVYETLOV
Moskovskiy gosudarstvennyy universitet imeni M.V. Lomonosova/ Lomonosov Moscow State University

Infrastructure, Social Capital and Pan-European Networks: A Case Study from Eastern Europe.

The theoretical and empirical analyses concerning the effects of infrastructure development on human capital in the border regions of Romania and Hungary intend to provide a counter-argument to a widely held opinion that the socio-economic gap between Hungary and Romania will not be crossed in the near future. Thus, on of the assumptions to start from, the cultural and socio-economic profiles of these border regions are similar, since Transylvania and Hungary shared a common historical background, and the Hungarians living in the border area of Romania maintained their close connections with the ones from the other side of the border. This assumption is completed by some empirical findings, namely that the educational profiles are similar in these border regions. Moreover, in the last years, several common programmes between Hungary and Romania tied these regions more strongly, that has led to a better social cohesion and to faster economic development. One of them is the Cross-Border Co-operation Programme, financed by PHARE, whose main purpose is to develop the transportation network between the border regions of Hungary and Romania. Thus, the existence of such a programme lead to building the main hypothesis of the present study.

The paper will also deal with the establishment and operation of Euro-Regions in this region with mutual cooperation and interaction on both interstate and local level. The role of the European Union (particularly its ENP(I), PHARE, TACIS and Joint Operational Programmes), as well as the local sub-state regions will be considered in detail. The research is based in border studies that conceptualise boundaries as constructed socially, negotiable and fluid. I assume that the more advanced the infrastructure development is, in particular the transportation infrastructure, the higher the levels of economic growth and human capital will be. Following Becker's writings (1997), the human capital is defined as the level of education attainment, the pursuit for professional or specialised training and the state of health. Thus, I intend to prove that these three components of human capital have higher values in the regions that are characterised by a good transportation infrastructure, and a better individual access to the

transportation infrastructure also leads to the same consequences upon the levels of human capital.

This work offers evidence to the fact that the socio-economic gap between Hungary and Romania exists only at the national macro level. The border regions of Hungary and Romania have similar profiles of education and transportation infrastructure. It can be stated that the human capital and transportation infrastructure development do not mark any gap between the border regions of Hungary and Romania. Moreover, it can be assumed that the implementation of common infrastructure development programmes in these regions should lead to the levelling of the economic differences as well.

Colin DIVALL
University of York

Framing Infrastructure Policy: The Lessons of British Railways, 1955-1975

This paper is not a report of my research on primary sources, although the activities it covers does draw upon such work. Instead I propose to discuss my experience of developing what I have called a *usable past* for UK transport policy, concentrating chiefly on three workshops that by September I shall have facilitated (in conjunction with Dr Charles Loft and with the support of the UK History & Policy Network) as part of the UK Civil Service Reform agenda. The first of these workshops was held in November 2014 as part of *The Knowledge Series: World View*, a programme of events for senior policy advisers across government to look at how to create better, more innovative and open policy making. This was so well-received (History & Policy 2014) that it will be followed this spring with similar workshops run with HM Treasury – the key Whitehall department – and the Department for Transport. Focusing on the re-shaping of Britain's railway network in response to the onset of mass motoring, circa 1955-75, the workshops invite reflection on the adequacy of today's framing of infrastructure policy. The civil servants are first introduced to the key policy contexts:

- Why the history of infrastructure policy matters
- Motorways or railways? framing railway policy from the 1950s

- Setting the scene: BR network development from Beeching to Parker

In structured exercises, participants then consider a range of archival documents and other sources not only to understand the factors affecting decisions in the past, but also to use hindsight to engage critically with current policy processes. In small groups they examine Whitehall's decision-making relating to two closure proposals in the wake of the 1963 Beeching report on the future of British Railways:

- Regional links to Bournemouth
- The Varsity route – Oxford to Cambridge

Participants are asked to:

- review the policy process and decisions underpinning the closure
- make recommendations to the minister on the route's future as part of a review of BR's 1967 Network for Development
- critique current policy formulation in the light of developments since 1975

In this paper I shall review the strengths and weakness of this way of trying to develop better public policy through an understanding of transport and mobility history.

Lyubomir POZHARLIEV
Universitet Kliment Ohridski, Sofia/ University Kliment Ohridski, Sofia

The Future of the Past Future. Visions of Tram and Subway Tracks in a Southeastern European City

The paper aims to present how the future of rail mobilities in Eastern European cities is being shaped by historically accumulated visions and dreams of the future of the national modernity. It will show, in fact, not one but two different and competitive types of invented modernities. The examples will be predominantly based on the contemporary visions of the rail transportation system in the Bulgarian capital Sofia, yet touching upon relevant in meaning examples from the surrounding Southeastern European capitals such as Zagreb, Beograd or Ljubljana. The paper claims that the investments in a subway

transportation system and/or in tram one are representing two different historically constructed self-imaginations. On the one hand the investments in a subway system stand for the imagined proof of a modern, fast, busy, well-linked metropolis and corresponding to its citizen's identity and needs. Thus it is linked to a particular perception oriented towards the constantly impending vision of the modernist bright utopian future. A vision well inherited from the socialist past. On the other hand, the strengthening of the already existent and old tram system unveils the *natural* and self-evident belonging to the Western European World and modernity. Thus it represents a romantic reference to the Belle Époque period of the early nation state, where the tramp was a key indicator of the modernization, progress, national and/or city proudness and belonging to an imagined other's self – above all Vienna and the so called Central Europe. The paper will elaborate on how two similar, but different rail transportation systems in a Southeastern European capital express heterogeneous and competitive modes of self-perception and self-representation of the future of their past and future modernities.

Panel F 7: *Urban Transit and Societal Effects*

Chair: **Victor MARQUEZ**

Filipe MARINO
Universidade Federal do Rio de Janeiro/ Federal University of Rio de Janeiro
Victor ANDRADE
Universidade Federal do Rio de Janeiro/ Federal University of Rio de Janeiro

A New Way of Transportation in Rio de Janeiro: The Implementation of the BRT System and its Implications for Urban Mobility

This paper aims at both presenting the recently implemented BRT system in Rio de Janeiro, Brazil, and discussing its impacts in the city's urban mobility. Proposed as a legacy of the Rio 2016 Olympic City project - Rio 2016 –– the system will be the largest Brazilian BRT, comprising 150 km of segregated lanes. Focusing on the experience of

the Transcarioca BRT (2014), this paper contributes to the discussion on urban mobility and social justice in Latin American cities.

It is assumed here that urban mobility constitutes one of the most decisive elements for the right to the city (HARVEY, 2012), especially in fragmented and unequal cities in Latin America such as Rio de Janeiro. In Brazilian large cities, there is an urban mobility crisis. They experienced in the last decade a large increase in the number of passengers and displacements, reflecting the virtuous development of the economy in the period and the nation's own population growth, although those cities did not develop their transport infrastructure in conformity to this growth.

The subject gained prime concern in the Federal Government agenda, prompting such responses as the creation of the National Urban Mobility Plan (PNMU). Launched in 2012, the PNMU coincided with the conception of the BRT Transcarioca in Rio de Janeiro, a local response to the urban mobility problems in the city that directly affects the displacements that will be generated by the 2016 Olympic Games. While inquiring the pioneer experience of the BRT Transcarioca, this research discusses the impacts of this Olympic legacy in the democratization of mobility infrastructure in Rio de Janeiro.

Oladipo OLUBOMEHIN
Olabisi Onabanjo University

Urban Transportation and Socio-economic Life in the City of Ibadan, Nigeria (1999-2011)

Ibadan is one of the most populated cities in Nigeria. Even so, the city has continued to experience population expansion. In the period covered by this study, this expansion took place without a corresponding expansion in the city's physical infrastructure such as roads.

The transport problems in Ibadan are traceable to the events, which accompanied the return of Nigeria to civil rule in May 1999. Soon after, the new government radically improved the living conditions of government workers by offering them enhanced salaries. As a result, many who previously did not have cars now possessed one. Those who previously had, replaced old ones with new vehicles and in a number of

cases, families now owned two or more cars. With this upsurge, the problem of intra-city transport in Ibadan became particularly disturbing. This was due to poor transport planning and because there was no proportional increase in transport infrastructure in the city. Life became difficult for Ibadan residents as trips that formerly took thirty minutes now took about two hours or more at peak periods. This had negative effects on the economy of the city as well as the social life of the inhabitants. This paper focuses on intra-city transport in the city of Ibadan in the period between 1999 and 2011. It looks specifically at the problems and challenges of urban transport in the city. The paper seeks to answer the following questions: what were the causes of the traffic congestion which became a feature of city life in Ibadan in the period under review? What were the coping strategies adopted by the people? How did the transport problem impact on the socio-economic life of the city? How did the government and the relevant planning authorities do to address this problem? These are some of the questions this paper attempts to answer. It is our hope that this paper will contribute towards solving the problems of urban transportation not only in Ibadan but in other Nigerian cities.

Thursday, 17 September 2015, 11:45-12:45

Panel A 8: Plenary Meeting

The Future of Mobilities: Diverse Research Perspectives

Chair: **Mimi SHELLER**

Peter ADEY (with collaborators Tim Cresswell, Anna Nikolaeva, Astrid Wood, Cristina Temenos and Jane Lee)
Royal Holloway, University of London

Living in the Mobility Transition Project

The *Living in the Mobility Tranistion* project (funded by the Mobile Lives Forum) is a global survey of policies and practices designed to recognize and account for the facts of post-peak oil and the role of

carbon emissions in global warming. The project brings theory developed under the heading of *mobilities* into conversation with notions of *transition* in a way which should benefit both bodies of literature. The project looks at policies and practices through 14 case studies of countries based on every continent and at different levels of development. In addition, the project looks at policy developed at the international level (EU, UN) and between countries. The aim is to produce a final report on *ideal mobilities* for mobility transitions recognizing that the ways in which we move are one of the key components in both our dependence on oil and human induced climate change. The talk will consider the challenges inherent in this large project as well as some of the preliminary findings.

George REVILL
The Open University, Milton Keynes
Entrainment as a Regime of mobility?Inter-communication, Postphenomenology and Mobility Futures.

This paper explores the potential for critical post-phenomenology as an approach to the study of transport, travel and mobility through cultures of interconnection. As intermodality has become increasingly important for current and future regimes of mobility in terms of mixed mode journeys, *just-in-time* logistics and cross platform information flows so it becomes increasingly important to find ways of addressing the broader implications of these cultures of interconnection. The concept of entrainment as a means of understanding such interconnection derived from the sort of rhythmic resonances that align and co-ordinate bodies and behaviours in the communal experience of dance and music may prove instructive.

Where spatially extended networks, broadcast messaging and the mobile individualism of *automobility* might be understood to characterise mobility and communication regimes of the recent past, it is arguable that ideals of seemless interconnection and entrained interaction increasingly characterise contemporary trajectories. Digital technologies and cultures, high speed rail and smart cities are just some examples of this phenomenon. Though mobility regimes might be thought of as modes of governance, simply thinking of them in terms of technics of control and regulation does not do justice to the active and

creative ways in which such assemblages make the world. Whilst network thinking has become a common means of conceptualising transport and mobility systems enabling focus on connection, compatibility and co-ordination, the notion of networking does not necessarily facilitate understanding the sense of enveloping and immersive experience key to mobility futures increasingly characterised by for example so called smart technologies.

This paper proposes an approach to transport, travel and mobility futures based on a reworked conception of inter-communication grounded in Don Ihde's self styled postphenomenology of technology. Compared with network based approaches this means, for example rethinking the way mobility systems mediate between humans and world as something more than passive carriers of people, goods and information. The benefits of such an approach include: a new conceptual apparatus which more easily accommodates increasingly complex multi-modal, multi media flows and circulations, better ways of balancing affective and reflective experiences of mobility, a fuller accommodation of an active and vital materiality and a renewed sense of historical specificity. The paper argues that together these are conceptually and methodologically important for understanding the immersive qualities of transport systems and technologies. Most particularly this is important for understanding the ways in which these dynamics shape the parameters of what can be thought, said, done and shared in terms of the ways future mobilities are imagined, planned and executed.

Malene FREUDENDAL-PEDERSEN
Roskilde Universitet/ Roskilde University
Sven KESSELRING
Aalborg Universitet/ Aalborg University

Mobilities Futures & the City: Towards a Reflexive Methodology in Urban Planning and Mobilities

The future of cities and regions will be strongly shaped by the mobilities of people, goods, modes of transport, waste, information and signs. In many ways the WHY and FOR WHAT often gets lost in discourses on planning and designing mobilities. The predominant

planning paradigm is *technocentric*. It conceptualizes the future of cities and mobilities as a matter of better and more efficient technologies. Instead of empowering people for social cohesion, integration and connectivity it is all about optimizing flows and managing seamless mobility on a systemic level. We argue that beyond smart technologies also smart governance and deliberative practice is needed: linking the everyday life of people/citizens to policy discourses and guaranteeing high levels of reflexivity, interdisciplinarity and democracy in planning. Sustainable mobility also needs the mobilities of ideas and concepts and the reflexivity of policies.

Default urbanization in planning theory and practice needs to move on with the *argumentative turn* and open up for post-disciplinary ideas and a new level of reflexivity on how to make cities livable places and environments where values such as justice, equality and free access to common goods are centre stage. This calls for a subject-oriented (anthropocentric) approach in urban planning and design. Based on qualitative empirical work the paper attempts to sketch out elements of a reflexive methodology in urban mobilities planning. The authors investigate how it is possible to facilitate the mobility of concepts, perceptions and ideas from different disciplines and rationalities about the future of urban mobility. It presents experiences on how to allocate appropriate expertise from social science, planning, engineering and the arts. And it explores the potentials of a post-disciplinary setting of expertise for the development of strong common visions, ideas and concepts for desirable urban mobilities futures.

Data and results from two future workshops in Germany and Denmark will be presented. This exemplifies key aspects of the complex epistemological and methodological questions attached to the research on reflexive mobilities and the future of urban mobile lives. Case studies from the workshops will be elaborated, i.e. from an art project on the *Randomized City*, a *Circular City* concept and a contribution for the spatial strategy of Munich entitled as *Temporary public spaces along the Isar: Changing Mobilities - Creating Spaces*.

NOEL B. SALAZAR
Universiteit Leuven/ University of Leuven

Future Middle Class (Im)mobilities: The Sociocultural Value of

Traveling Elsewhere

Translocal mobilities (comprising temporary travels elsewhere in the context of education, work, tourism or lifestyle) can be interpreted as sociocultural metaphors expressing key features of the time and society they are embedded in. Seldom an end in themselves, such practices have almost become a precondition for socially accepted dwelling and are considered instrumental in accruing *symbolic capital*, particularly among the middle classes. The connection between geographical movement and *symbolic climbing* – be it economic (in terms of resources), social (in terms of status), or cultural (in terms of a cosmopolitan disposition)—is often made implicitly. Such societal valorisation has turned translocal mobilities into one of the most powerful socially stratifying factors. Because the environmental impact of translocal and especially transnational mobility practices is becoming more evident, few perspectives have been as prominent of late as that of sustainability. An important part of the sustainability debate has been rooted in the assumption that environmental problems cannot be solved by relying only on technology but must imply changes in people's present-day (mobile) lifestyle. What is novel is the ideological framing that the environment-mobility nexus is receiving, as well as the contexts in which it is being discussed. However, what is missing from most transnational mobility analyses and future scenarios so far are (unarticulated) local perceptions, strategies and variations.

While established middle classes are believed to have the greatest awareness of their ecological footprint and express an understanding of individual responsibility, emerging middle classes are accused of lacking any sense of responsibility regarding both societal and environmental needs. Consequently, they are seen as the pivotal drivers of much-feared catastrophic future developments. Such negative visions are partly the result

of increasing middle class awareness of the temporality of their (upward) social mobility. Many of these ideas and feelings, however, are based on the problematic assumption that transnational mobility has the same sociocultural significance for different middle classes within and between countries.

In dialogue with mobility studies, this talk will anthropologically problematize rather than assume the multiple assumptions, meanings

and values attached to translocal mobilities. It presents the first findings of an ongoing research project that explores, from a social science perspective, how established, emergent and shrinking middle classes position themselves against contradictory visions of (im)mobility, in terms of the economics, politics and culture of the social contexts they live in. The final aim is to develop a critical theory of mobility that counters economic models based on a uniform trend towards more mobility, anywhere, anytime or ecological visions for the future that are based on exactly the opposite.

The Host

The *Seconda Università di Napoli* (Naples II University) is a comprehensive global research university that is ranked the top among the universities of South Italy. It hosts 30,000 students.

The Dipartimento di Lettere e Beni Culturali (Department of Humanities and Cultural Heritage) aims, firstly, to carry out research into the linguistic, philological and literary aspects of communication. It builds on consolidated research into national and international linguistic and literary traditions, both diachronically and synchronically, but is also open to innovative and interdisciplinary methods for exploring new fields, such as intercultural, genre, post-colonial, translation, media and corpus-based studies. Secondly, 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, and at making this vast cultural asset properly known and appreciated. The aim is develop research lines in an international perspective, in order to exploit resources by collaborating with other institutions. Teaching is based on the concept of the cultural heritage as an encompassing expression of societies, both past and present. Thirdly, the Department carries out research and teaching, ranging from the reigns of the third millennium B.C. and the Greek and Latin civilisations until the contemporary world, with particular focus on the following: history of institutions and politics in the European and World contexts; history of culture; global/world history; history and geography of economic territories and systems. Furthermore, the Department hosts an «Environmental Policies Watch».

Conference Venues

Santa Maria Capua Vetere

The conference activities will be held in the town of Santa Maria Capua Vetere, at the Dipartimento di Lettere e Beni Culturali

(Department of Humanities and Cultural Heritage) of the Seconda Università di Napoli (Naples II University). More precisely, the conference venue is the «Aulario» of the Department of Humanities and Cultural Heritage, Via Perla, 81055 Santa Maria Capua Vetere.

Santa Maria offers very limited accommodation facilities, so we suggest staying in the near town of Caserta.

A bus shuttle (included in the registration fee) will connect Caserta downtown with the conference´s venue according the meeting´s schedule.

Caserta

Caserta can offer a variegate list of accommodations for the participants, and it will host the conference banquet.

Please consider that, beside the hotels here listed, other accommodation options can be found, which can vary, also dramatically, in price and quality.

As local committee we suggest the Hotel Europa, Via Roma 19, 81100 Caserta ItalyPhone: +390823 325400 ; Fax: +390823 216623; Email: info@hoteleuropacaserta.com.

A bus shuttle (included in the registration fee) will connect Caserta downtown with the conference venue.

Field Trips

CASERTAVECCHIA is an Italian medieval village that lies at the foot of the Tifatini Mountains located 10 km north-east of the City of Caserta at an altitude of approximately 401 meters. Its name translated from Italian means *Old Caserta*.

The origins of Casertavecchia are uncertain, but according to the Benedictine monk, Erchempert, in *Ystoriola Langobardorum Beneventi degentium*, the village was founded in 861 AD. The previous Roman town was called *Casam Irtam* (from the Latin meaning «home village located above»). The village was initially conquered and ruled by the Lombards. Subsequent Saracen depredations led to the fortified mountain village becoming the Bishopric for the province. Under Norman domination, the village began the construction of its cathedral,

dedicated to St. Michael the Archangel. During this period it was controlled by the Swabian, Riccardo di Lauro (1232–1266), who increased the political power of the town. The Aragons conquered the village in 1442 which began its long and gradual decline in importance. Eventually, Casertavecchia would host only the local seminary and the Bishop's seat. Under the rule of the Bourbons, major construction began taking place in the city of Caserta. By 1842 political rule had entirely moved to the great palace in the larger city, with the Casertan diocese finally relocating from Casertavecchia to Caserta.

On October 1, 1860, in the battle of the Volturna, the Neapolitans made one of their last stands of the battle in front of Caserta Vecchia, 400–500 Neapolitan soldiers surrendering to Giuseppi Garibaldi in one of the decisive battles of the Second Italian Independence War.

In 1960, Casertavecchia was designated an Italian National Monument. Today, the village is primarily a tourist destination. Sites worth visiting consist of the church, its bell tower, and the remains of the original castle. Visitors can dine in local pizzerias with panoramic views of the surrounding countryside.

NAPLES is the capital of the Italian region Campania and the third-largest municipality in Italy, after Rome and Milan. As of 2014, around 989,845 people live within the city's administrative limits. The Metropolitan City of Naples has a population of 3,128,700. Naples is the 9th-most populous urban area in the European Union with a population of between 3 million and 3.7 million. About 4 million people live in the Naples metropolitan area, one of the largest metropolises on the Mediterranean Sea.

Naples is one of the oldest continuously inhabited cities in the world. Bronze Age Greek settlements were established in the Naples area in the second millennium BC. A larger colony – initially known as Parthenope, Παρθενόπη – developed on the Island of Megaride around the ninth century BC, at the end of the Greek Dark Ages. The city was refounded as Neápolis in the sixth century BC and became a lynchpin of Magna Graecia, playing a key role in the merging of Greek culture into Roman society and eventually becoming a cultural centre of the Roman Republic. Naples remained influential after the fall of the Western Roman Empire, serving as the capital city of the Kingdom of Naples between 1282 and 1816. Thereafter, in union with Sicily, it

became the capital of the Two Sicilies until the unification of Italy in 1861. During the Neapolitan War of 1815, Naples strongly promoted Italian unification.

Naples has the fourth-largest urban economy in Italy, after Milan, Rome and Turin. It is the world's 103rd-richest city by purchasing power, with an estimated 2011 GDP of US$83.6 billion. The port of Naples is one of the most important in Europe, and has the world's second-highest level of passenger flow, after the port of Hong Kong. Numerous major Italian companies, such as MSC Cruises Italy S.p.A, are headquartered in Naples. The city also hosts NATO's Allied Joint Force Command Naples, the SRM Institution for Economic Research and the OPE Company and Study Centre. Naples is a full member of the Eurocities network of European cities. The city was selected to become the headquarters of the European institution ACP/UE and was named a City of Literature by UNESCO's Creative Cities Network. The Villa Rosebery, one of the three official residences of the President of Italy, is located in the city's Posillipo district.

Naples' historic city centre is the largest in Europe, covering 1,700 hectares (4,200 acres) and enclosing 27 centuries of history, and is listed by UNESCO as a World Heritage Site. Naples has long been a major cultural centre with a global sphere of influence, particularly during the Renaissance and Enlightenment eras. In the immediate vicinity of Naples are numerous culturally and historically significant sites, including the Palace of Caserta and the Roman ruins of Pompeii and Herculaneum. Culinarily, Naples is synonymous with pizza, which originated in the city. Neapolitan music has furthermore been highly influential, credited with the invention of the romantic guitar and the mandolin, as well as notable contributions to opera and folk standards. Popular characters and historical figures who have come to symbolise the city include Januarius, the patron saint of Naples, the comic figure Pulcinella, and the Sirens from the Greek epic poem the *Odyssey*. According to CNN, the metro stop *Toledo* is the most beautiful in Europe and it won also the LEAF Award '2013 as «Public building of the year». Naples' sports scene is dominated by football (soccer) club S.S.C. Napoli, two-time Italian champions and winner of European trophies, who play at the San Paolo Stadium in the south-west of the city.

Practical Information

FEE – what does it include?

The participant registration fee includes:
- Admission to the Conference Welcome and Official Reception
- Admission to Plenary Lectures and Parallel Sessions
- Conference materials including Certificate of Attendance
- Coffee breaks and lunches as listed in the program
- Conference dinner
- Shuttle between Caserta and Santa Maria Capua Vetere (according to the conference´s schedule)
- Free Wi-Fi access at the conference's venue.

The participant registration fee does not include:
- Accommodation
- Field Trips

Language
The official language of the Conference is English.

Badge
All registered participants are kindly requested to wear their name badge at all times. ONLY participants who are wearing their name badge will be admitted to the Conference activities.

Lunch/Coffee Break
To have access to lunch and coffee breaks it is necessary that participants have the conference badge visible.

Certificate of Attendance
A Certificate of Attendance will be included in the Conference materials.

Welcome Desk
Registration desk is located on the ground floor of the «Aulario». Opening hours: Monday, 14 September, 2:00 pm-7:00 pm. Tuesday, 15

September, 9:00 am-3:30 pm. Wednesday, 16 September, 9:00 am-5:00 pm. Thursday, 17 September, 9:00 am-12:00 am.

Instructions for presentation

We kindly ask all speakers to consider the following instructions:

- Be at the room of your sessions at least 10 minutes before the session starts, so that you can upload your files, meet your session´s chair and the other speakers in advance.
- All oral presentations must adhere to a 20 minute time limit, followed by time for discussion, unless you have different instructions from the session organizer.
- The standard equipment available in each room will be a PC and Data Projector. Your own computer for the presentation will not be accepted.
- Bring your presentation on USB memory stick in Adobe PDF format or MS Power Point. We recommend you to save your PowerPoint presentation using PPT format. All videos or animations in the presentation must run automatically. Insert pictures as JPG files (and not TIF, PNG, PICT). Use a common movie format, such as MPG, AVI, WMV (files from QuickTime are not recommended).

Mobile Phones

Participants are kindly requested to keep their mobile phones in the off position in the Conference rooms while sessions are being held.

Smoking Policy

It is FORBIDDEN to smoke on public building according to the Italian law.

ID Card, Passport, Visa

Arriving at Italy, EU citizens only need to present their ID card. The non-EU citizens must always carry their passports. The citizens of some countries may also be requested a visa.

Currency and Banks

The unit of currency in Italy is the Euro. One Euro is divided into 100 cents. The coins have eight values: 1, 2, 5, 10, 20 and 50 cents and 1 and 2 €. The banknotes have the following values: 5, 10, 20, 100, 200 and 500 €. The 200 € and 500 € bills are not frequently used on a daily basis and most stores and services may not accept them for payment. Exchange of foreign currency is available at the airports, banks and exchange offices. International credits cards are accepted for payments in hotels, restaurants and shops. Payment with credit card is also available in some restaurants and shops: however, please ask for details on site and do NOT give it for granted before asking.

Banks are open on weekdays from 8:30 am to 1:00 pm and from 2.30 pm to 3.45 pm.

Health Care and Insurance

The European Union citizens are also included in the Italian National Health System through the European Health Insurance Card. Foreign citizens must obtain this card before coming to Italy. Citizens from countries outside the EU and EEA must make sure they have a health insurance before departure.

Relevant Schedules Working Hours

Pharmacies. Weekdays: from 9:00 am to 1:00 pm and from 4:30 pm to 7:30 pm. Saturdays: from 9:00 to 1:00 pm. In order to guarantee 24 hour service, some pharmacies stay open after 7:30 pm. All of them have information indicating the nearest 24 hours plarmacy.

Post Offices. Weekdays: from 8:00 am to 1:30 pm (some stay open from (8:00 am to 7:00 pm). Saturdays: from 8:00 am to 1:00 pm.

Shopping. Most shops are open from 9:00 am to 1:00 pm and from 4:00 pm to 7:30 pm.

Electricity

Voltage: 220 volts. To use American-type plugs, a 220-volt transformer should be used together with and adapter plug.

Important Telephone Numbers

Country calling code: +39
International call prefix: 00

National Emergency Number: 112
Emergency Police Help Number: 113
Medical Emergency Number: 118
Fire Department: 115
Taxis in Naples: 0818888 (web site: http://www.consorziotaxinapoli.it/)
For more useful information about Naples and Caserta (and the Campania region) please visit:
http://www.italia.it/en/discover-italy/campania.html

Programme Changes
The organizers cannot assume liability for any changes in the programme due to external or unforeseen circumstances. Please not that in the case of force majeure the organizers will be relieved of all obligations. Force majeure includes any circumstance beyond the organizers' control, impeding permanent or temporary compliance, such as strikes, lock-out of workers, transportation difficulties, fire, or severe disturbance affecting the Conference organization or its suppliers.

Liability
By registering for the Conference, participants agree that neither the Organizing Committee nor the Conference Secretariat assume any liability whatsoever. The organizers will not be responsible for the loss or damages of personal belongings. The Department is a public building and therefore extreme care is requested. Please do not leave your personal belongings in the Conference rooms.

Travel Information

How to reach Caserta from Naples

Naples International Airport of Capodichino is 22 km far from Caserta. **AMN's Alibus** provides service from the airport to Naples train station (Napoli Centrale), or you can take a taxi. The Tour Operators' Welcome Centre is located outside the Departures Area of the Terminal, next to the inter-faith chapel.

A simple and cheap way of getting from Naples train station to Caserta and Santa Maria Capua Vetere is by train. Trains to Caserta depart from the Naples central station every 20-30 minutes from 6:20 am to 22:00 pm.

The main hotels of Caserta are usually close to the train station.

Those travelling by car can easily get to Caserta from the nearby motorway junction. From **A1** (Napoli-Caserta-Rome) **pull off at Caserta Nord exit.**

To reach the Hotel Europa Caserta turn left at the traffic lights. Drive straight ahead for 800 meters to the centre of Caserta: Hotel Europa Caserta is in via Roma, on the left hand. If you're using a GPS, please enter the following coordinates: Latitude 41.0702538 – Longitude 14.3322479. You can stop in front of the hotel entrance just for the time of loading and unloading luggage. Please use the following car parks for parking: Private Parking Area at 20 meters; Public parking at 200 meters; Public garage at 250 meters.

How to reach Caserta from Rome International Airport (Fiumicino, Leonardo Da Vinci)

From the airport train station – located inside the airport close to the arrival and departure Terminal – you can reach the Rome central station (Roma Termini) with plenty of frequent connections: The Leonardo Express departs every 30 minutes (departures every 15 minutes at times of increased traffic flow). First departure from Fiumicino Airport 6:38 and last at 23:38; first departure from Roma Termini 5:50 and last departure at 22:50. The Leonardo Express is guaranteed even in the event of a strike.

From Rome central station (Roma Termini), high speed trains to Caserta depart at 8:05 am, 14:50 pm, 18:00 pm.

Please, note: taxi services are provided only in Caserta, not in Santa Maria Capua Vetere. Taxis do not accept credit cards.

How to reach Naples from Santa Maria C.V. and Caserta

From Santa Maria C.V. station trains depart at 6:27, 6:56, 7:12, 7:38, 8:20, 9:19, 9:28, 12:30, 14:02, 15:09, 15:13, 16:05, 17:03, 18:23, 18:29, 19:15, 20:15 (limited to Caserta), 20:35 (limited to Caserta).

From Caserta station, trains depart every 20-30 minutes from 7:00 am to 22:00 pm. From 10:00 am to 12:00 pm trains depart only at 10:05 am and 11:02 am.

How to reach Rome from Caserta

From Caserta station, high speed trains to Rome (Termini Station) depart at 10:11 am, 16:04 pm, 21:10 pm.
There are also many Regional and Intercity trains.

Things to see in Caserta and Santa Maria C.V.

The Royal Palace of Caserta

The Royal Palace of Caserta is a former royal residence in Caserta, southern Italy, constructed for the Bourbon kings of Naples. It was the largest palace and one of the largest buildings erected in Europe during the 18th century. In 1997, the palace was designated a UNESCO World Heritage Site, described in its nomination as «the swan song of the spectacular art of the Baroque, from which it adopted all the features needed to create the illusions of multidirectional space». In terms of volume, the Royal Palace of Caserta is the largest royal residence in the worldwith over 2 million m³ and covers an area of about 47,000 m². The construction of the palace was begun in 1752 for Charles VII of Naples, who worked closely with his architect, Luigi Vanvitelli. When Charles saw Vanvitelli's grandly scaled model for Caserta, it filled him with emotion «fit to tear his heart from his breast». In the end, he never slept a night at the Reggia, as he abdicated in 1759 to become King of Spain, and the project was carried to only partial completion for his third son and successor, Ferdinand IV of Naples. The political and social model for Vanvitelli's palace was Versailles, which, though it is strikingly different in its variety and disposition, solves similar problems of assembling and providing for king, court and government in a massive building with the social structure of a small city, confronting a baroque view of a highly subordinated nature, *la nature forcée*. The population of Caserta Vecchia was moved 10 kilometers to

provide a work force closer to the palace. A silk manufactory at San Leucio resort was disguised as a pavilion in the immense parkland.

The palace has some 1,200 rooms, including two dozen state apartments, a large library, and a theatre modelled after the Teatro San Carlo of Naples. A monumental avenue that would run 20 kilometers between the palace and Naples was planned but never realized. The garden, a typical example of the baroque extension of formal vistas, stretches for 120 ha, partly on hilly terrain. It is also inspired by the park of Versailles.The park starts from the back façade of the palace, flanking a long alley with artificial fountains and cascades. There is a botanical garden, called *The English Garden*, in the upper part designed in the 1780s by Carlo Vanvitelli and the German-born botanist, nurseryman, plantsman-designer, John Graefer, trained in London and recommended to Sir William Hamilton by Sir Joseph Banks.

Ordinary weekly closing: every Tuesday
Opening hours: 8:30 am - 7:30 pm
Last Admission: 7:00 pm
Exit from museum: 7:25 pm
English Garden
Opening 8:30 am
Closing: an hour before Royal Palace's Park closing
Tickets
Euro 12.00 (full ticket); Euro 6.00 (reduced ticket)

San Leucio

San Leucio is a *frazione* of the *comune* of Caserta, in the region of Campania in southern Italy. It is most notable for a resort developed around an old silk factory, included in the UNESCO World Heritage sites list in 1997. It is located 3.5 km northwest of Caserta.

In 1750 Charles VII of Naples, advised by minister Bernardo Tanucci, selected this place, originally the site of a royal hunting lodge for the Acquaviva family (now restored, and known as *Palazzo del Belvedere*), for an unusual social and technological experiment, a different model of production based on technical innovation and alert to the needs of workers. In its early days, San Leucio resort was a place for pleasure and a royal hunting preserve, built on the ruins of Saint

Leucio church, where an aqueduct carried water to the waterfalls of the Royal Caserta Palace, designed by Vanvitelli. The son of Charles, Ferdinand I, had a hunting lodge built for himself on this site. He was a very skillful hunter who disliked the pleasures and luxury of court life. It was here that Charles and the young king Ferdinand built a silk factory. The complex was transformed into a silk production site and industrial buildings were added, which was quite unique in late 18th-century Europe. Architect Francesco Collecini designed these industrial buildings, where noisy looms were installed next to royal apartments and a sitting room became a chapel for the workers.

A new village was built for workers' residences, and a large community of silk weavers grew into this industrial town, which in 1789 was deemed the *Real Colonia dei Setaioli* (the Silk Weavers Royal Colony). The king had planned to expand it into a true new city, called Ferdinandopoli, but the project was halted by the French invasion. In San Leucio the most advanced technologies known in Europe at the time were used throughout the process to obtain the finished products. The members of the colony had a privileged status with a modern social security system. The revolution of 1799 stopped the complete realization of the Ferdinandopoli, but San Leucio resort had further growth during the French rule from 1806 to 1815.

The heritage of King Ferdinand still survives today in the local silk and textile firms, which works on an international scale to elite foreign clients as the Buckingham Palace, the White House, the Quirinale Palace and the Palazzo Chigi.

San Leucio resort is home to a Living Silk Museum with some original old looms and machinery restored and displayed inside the Belvedere courtyard, showing all the phases of silk productions, from the old looms and machinery to finished products. From 1997 San Leucio resort is included in the UNESCO World Heritage List in Europe as part of the site *18th Century Royal Palace at Caserta with the Park, the Aqueduct of Vanvitelli and the San Leucio Complex*. From 1999 in summer months at San Leucio the Leuciana Festival is held, to promote the Belvedere of San Leucio and its park.

Ordinary weekly closing: every Tuesday
Opening hours: 9:00 am - 6:00 pm
Last Admission: 4:30 pm

Ancient Capua (Santa Maria Capua Vetere)

Ancient Capua was the capital of Campania for many centuries. According to local mythology, Capua was founded by the hero Kapys who gave his name to the city. Capua is particularly renowed for when the plain-living Hannibal enjoyed the city during the Second Punic War and for the bloody revolt of the gladiators and slaves led by Spartacus in 73 BC.

The roman city split into three main churches: the churches of Sant'Erasmo, San Pietro and Santa Maria, separated by large areas which had become countryside, orchards and vegetable gardens. The village of Santa Maria gave its name to the renewed process of urbanization which began in the eighteenth century, with a gradual development that led to the establishment of present-day Santa Maria Capua Vetere

Campanian Amphitheatre

The construction of the amphitheatre was part of the overall reorganization of the area immediately outside the western walls of the city. Following the demolition of the arena of Spartacus in the late first century AD, a splendid new amphitheatre was built capable of holding up to 60,000 spectators. It was modelled on the Colosseum in Rome and the amphitheatre in Capua was only smaller than its counterpart in the capital. Originally 44 metre high, the building was made of limestone from Mount Tifata and clay bricks. The central block of each arch was decorated with the head of a deity which may have been used to indicate the different sectors of the cavea. The arena was used until the late Middle Ages.

The Gladiator Museum

The museum is divided into two main rooms. The first room is dedicated to the world of gladiators and the presentation of evidence for the history of the site from its use as burial ground to an area for entertainment. The second room illustrates the splendid decoration of the tiered seating in the amphitheatre.

The Museum of Ancient Capua

The museum is divided into nine rooms. The materials are arranged chronologically and according to the place of discovery: Prehistory (I); the Iron Age (II, III); the archaic age with the consolidation of the city (IV, V); the temples and the period of monumental architecture (VI); Capua, the city of the Campanian people (VII, VIII, IX). There are interesting urns containing the ashes of the dead, geometric vases imported from Greece, silver objects in the oriental style, ceremonial brooches, broze vases, pottery made by local workshops…

The Mithraeum

The mithraeum was dedicated to the cult of Mithras, a Persian deity associated with the Sun. The rituals were only attended by initiates, mainly soldiers and state officials. It was an underground gallery whose vault was painted to rensemble a starry sky while the walls were frescoed with symbolic figures and scenes portraying initiation.

Ordinary weekly closing: every Monday
Opening hours: 9:00 am - 7:00 pm
Tickets
Euro 2.50 (full ticket: Gladiator Museum, Mithraeum and Museum of Ancient Capua included); Euro 1.25 (reduced ticket)
Info
+39 0823 844206
sba-sa.smariacapua@beniculturali.it

Where to eat in Caserta and Santa Maria C.V.

Trattoria Chichibio
A local favorite. Menu reflects local and seasonal ingredients put together in interesting combinations. Prices range between 20 and 40 Euro. Via Ferrante Franco 4, Caserta. Phone: +39 0823 441784; +39 3405866467 http://www.chichibiocaserta.it/

Antica Hostaria Massa
A Caserta landmark, open for more than 150 years. Innovative cooking with local products in an elegant setting. This is one of the city's most famous food destinations. Prices range between 20 and 50 Euro. Via Mazzini 55, Caserta. Phone: +39 0823 456527.
info@ristorantemassa.it; http://www.ristorantemassa.it

Amici Miei
A brasserie where to eat excellent meat and innovative pizzas. Prices range between 15 and 40 Euro. Via Salvatore Maielli 39, Caserta. Phone: +39 0823 456295

Pizzeria La Loggetta 2
A classic and traditional pizzeria. Prices range between 10 and 20 Euro. Via Roma 41, Caserta. Phone: +39 0823 351272

Pizzeria Trattoria O'Masto
A traditional Neapolitan tavern featuring pizza and family cuisine. Prices range between 15 and 30 Euro. Via Mazzocchi 3, Caserta. Phone: +39 0823 323735. info@pizzeriaomasto.com

La Spelunca
A traditional Neapolitan tavern featuring pizza and family cuisine. Prices range between 15 and 40 Euro. Via Pietro Morelli 9, Santa Maria Capua Vetere. Phone: +39 0823 844778

Amico Bio Spartacus Arena
Seasonal and fresh organic ingredients in an historical setting. Prices range between 10 and 35 Euro. Piazza I Ottobre, Santa Maria Capua Vetere.
Phone: +39 0823 1831093. http://www.spartacusarena.it/index.html

Index of Panellists and Chairs

Magda DE AVELAR PINHEIRO, Instituto Universitário de Lisboa (Portugal) **D5**

Greet DE BLOCK, Universiteit Antwerpen (Belgium) **D4**

Karen DE COENE, Universiteit Gent (Belgium) **E3**

Maria Alice DE FARIA NOGUEIRA Universidade Estácio de Sá, Istituto Europeo di Design, Rio de Janeiro (Brazil) **B3**

Adri Albert DE LA BRUHEZE, Universiteit Twente (Netherlands) **B4**
B5
B6

Antonello DE RISI, Metropolitana di Napoli Spa **B2**

Hans-Liudger DIENEL, Technische Universität Berlin (Germany) **D1**
C4
C5

Colin DIVALL, University of York (United Kingdom) **F3**
E7

Alexandre Luis Dionísio DOS RAMOS, Instituto Universitário de Lisboa (Portugal) **A5**

Komal Anand DOSHI, University of Michigan, Ann Arbor (USA) **E2**

Jill EBREY, University of Manchester (United Kingdom) **F6**

Martin EMANUEL, Uppsala Universitet (Sweden) **G1**
B4

Tomás ERRÁZURIZ, Universidad Católica del Maule, Talca (Chile) **F4**

Simone FARI, Universidad de Granada (Spain) **G6**
C7

Etienne FAUGIER, Université de Neuchâtel (Switzerland) **A2**

Valentina FAVA, Helsingin yliopisto (Finlandia) **G3**
A6

Giovanni FAVERO, Università Ca' Foscari Venezia (Italy) **D3**

Tânia Alexandra Anica FERNANDES, Municipalidade de Lagos/Université Paris 1 Panthéon Sorbonne (Portugal, France) **A5**

Torsten FEYS, Universiteit Gent (Belgium) **F6**

Wayne FIFE, Memorial University of Newfoundland (Canada) **F4**

Julien FIGEAC, LISST Université Jean Jaurès Toulouse (France) **F6**

Mathieu FLONNEAU, Université Paris-Sorbonne (France) **C4**

Eva FRAEDRICH, Humboldt Universität Berlin (Germany) **F4**

Carla FRAGA, Universidade Federal do Estado do Rio de Janeiro (Brazil) **F1**

Simone FRANCESCHINI, DTU Management Engineering, Lyngby (Denmark) **F2**

Luca FRATTURA, Università di Bologna (Italy) **G2**

Malene FREUDENDAL-PEDERSEN, Roskilde Universitet (Denmark) **C2**
A8

Luminita GATEJEL, Institut für Ost und Südosteuropaforschung, Regensburg (Germany) — **A6**

Andrea GIUNTINI, Università di Modena e Reggio Emilia (Italy) — **F4** **F6**

Irene GIUSTI, Université Paris 1 Panthéon Sorbonne (France) — **A5**

Moritz GLASER, Christian-Albrechts Universität zu Kiel (Germany) — **F1**

Ivona GRGURINOVIĆ, Sveučilište u Zagrebu (Zagreb, Croatia — **F3**

Ueli HAEFELI, Université de Berne (Switzerland) — **C5**

Santosh HASNU, University of Delhi (India) — **D2**

Julia HILDEBRAND, Drexel University Philadelphia (USA) — **G2** **D4**

Merja HOPPE, Zürcher Hochschule für Angewandte Wissenschaften (Switzerland) — **D4**

Peter F. N. HÖRZ, Georg-August-Universität Göttingen (Germany) — **F3**

Vivian HUI, University of Toronto (Canada) — **C2**

Mikko ITÄLAHTI, Aalto yliopisto (Finland) — **B3**

Victoria IVANOVA, Technische Universität Berlin (Germany) — **E2**

Peter JONES, University College London (United Kingdom) — **D5**

Markus KARI, Helsingin yliopisto (Finland) — **D2**

Robin KELLERMANN, Technische Universität Berlin (Germany) — **E4** **C5** **C6**

Sven KESSELRING, Aalborg Universitet (Denmark) — **E1** **F2** **E3** **A8**

Aslak Aamot KJÆRULLF, Roskilde Universitet/Diakron (Denmark) — **E1**

Andreas KNIE, Innovationszentrum für Mobilität und gesellschaftlichen Wandel GmbH, Berlin (Germany)

Kathrin KONRAD, Technische Universität Dortmund (Germany) — **G2**

Andrey KUZNETSOV, Natsional'nyy Issledovatel'skiy Tomskiy Gosudarstvennyy Universitet/ Volgogradskiy Gosudarstvennyy Universitet (Russia) — **D1**

Pierre LANNOY, Université Libre de Bruxelles (Belgium) — **E1**

Jane Yeonjae LEE, Northeastern University, Boston (USA) — **C3**

Barbara LENZ, Humboldt Universität Berlin (Germany) — **F4**

Jennifer K. LEVASSEUR, Smithsonian Institution, National Air and Space Museum (USA) — **G3**

Yrsa LINDBERG, Hawaii Pacific University (USA) — **E3**

Anna LIPPHARDT, Universität Freiburg (Germany) — **A3** **A4** **C5**

Carlos LOPEZ GALVIZ, University of London (United Kingdom) **A5**
G6

Arantzazu LUZARRAGA ITURRIOZ, Universidad Politécnica de Madrid (Spain) **G1**

Peter LYTH, Nottingham University Business School (United Kingdom) **A1**
A2
E5
A7

Yusuf Umar MADUGU, Bayero University, Kano (Nigeria) **C4**

Christian MADY, Ruhr Universität Bochum (Germany) **A6**

Katharina MANDERSCHEID, Universität Luzern (Switzerland) **E1**
A3
A4

Filipe MARINO, Universidade Federal do Rio de Janeiro (Brazil) **F7**

Iliya MARKOV, École polytechnique fédérale de Lausanne (Switzerland) **B7**

Gerardo MARLETTO, Università di Sassari (Italy) **F2**

Victor MARQUEZ, Universidad Iberoamericana, Mexico City (Mexico) **F1**
E4
F7

Valentina MARZIALI, Université libre de Bruxelles (Belgium) **C6**

Katariina MAURANEN, London Transport Museum (United Kingdom) **B1**

Andrew MILES, University of Manchester (United Kingdom) **F6**

Marko MILJKOVIĆ, Central European University, Budapest (Hungary) **A6**

Gijs MOM, Technische Universiteit Eindhoven (Netherlands) **C5**
G6

Federico MONTANARI, Università di Urbino (Italy) **G2**

Massimo MORAGLIO, Technische Universität Berlin (Germany) **A2**
E4
D5
G6

Njogu MORGAN, University of the Witwatersrand, Johannesburg (South Africa) **B5**

Egor MULEEV, Ekonomika i transporta Institut transportnoy politiki, Moskva (Russia) **E5**

Anna NIKOLAEVA, Royal Holloway, University of London (United Kingdom) **C3**

Daniel NORMARK, Uppsala Universitet (Sweden) **B5**
C6

Andre NOVOA, Northeastern University, Boston (USA) **C3**

Damien O'TUAMA, Trinity College Dublin (Ireland) **B6**

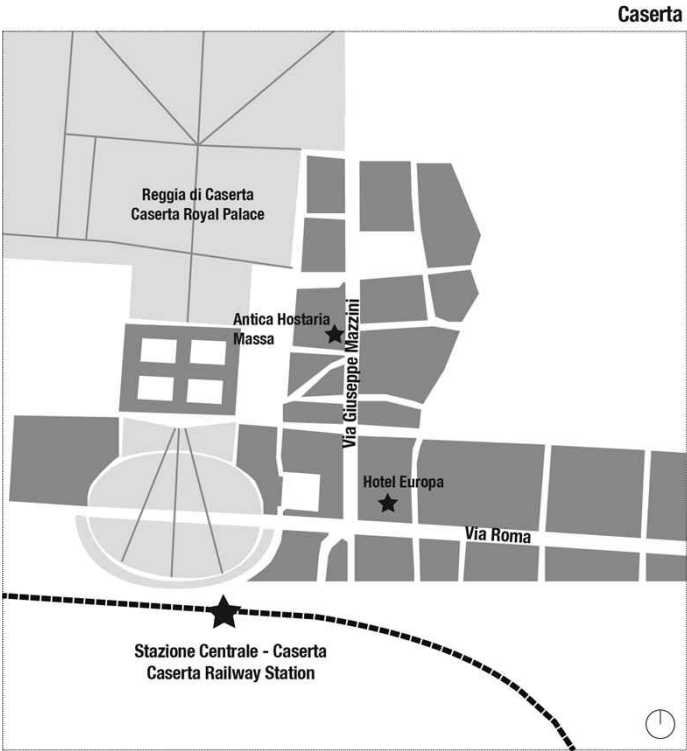Ruth OLDENZIEL, Technische Universiteit Eindhoven (Netherlands) **B4**

Daniel OLISA IWEZE, Bayero University, Kano (Nigeria) **E2**
Oladipo OLUBOMEHIN, Olabisi Onabanjo University (Nigeria) **F7**
André OUREDNIK, École polytechnique fédérale de Lausanne **B7**
(Switzerland)
Luca PALERMO, Seconda Università di Napoli (Italy) **B2**
Federico PAOLINI, Seconda Università di Napoli (Italy) **B2**
D6
Alexia Sofia PAPAZAFEIROPOULOU, Ethnikó Metsóvio Polytechneío **C7**
(Greece)
Fanny PASCHEK, University of Greenwich (United Kingdom) **B6**
Arnaud PASSALACQUA, Université Paris Diderot (France) **D1**
E4
E6
Alla PETRENKO-LYSAK, Kiyevskiy natsional'nyy universitet imeni **G2**
Tarasa Shevchenko (Kiev, Ukraine)
Gordon PIRIE, University of Cape Town (South Africa) **D2**
Dan PODJED, Univerza v Ljubljani (Ljubljana, Slovenia) **E5**
Marie-Noëlle POLINO, Association pour l'histoire des chemins de fer, **A1**
Paris (France) **A7**
Lyubomir POZHARLIEV Universitet Kliment Ohridski, Sofia (Bulgaria) **A6**
E7
Paola PUCCI, Politecnico di Milano (Italy) **C1**
E6
George REVILL, The Open University, Milton Keynes (United **A8**
Kingdom)
Alexandre RIGAL, École polytechnique fédérale de Lausanne **B7**
(Switzerland)
Bradley RINK, University of the Western Cape (South Africa) **E6**
Hilda RØMER CHRISTENSEN, Københavns Universitet (Denmark) **E5**
Gianni RONDINELLA, Universidad Politécnica de Madrid (Spain) **A7**
Sharon ROSEMAN, Memorial University of Newfoundland (Canada) **D6**
Nathalie ROSEAU, École des Ponts ParisTech, Université Paris Est **D2**
(France)
Maria ROTI, Wayne State University, Detroit (USA) **E2**
Jade RUDLER, École polytechnique fédérale de Lausanne (Switzerland) **B7**
Amruta SAKALKER, Penn State University (USA) **G1**
NOEL B. SALAZAR, Universiteit Leuven (Belgium) **A8**
Gaia SALVATORI, Seconda Università di Napoli (Italy) **B2**
Kimberly SAWCHUK, Concordia University, Montréal (Canada)
Riccardo SCARINCI, École polytechnique fédérale de Lausanne **B7**
(Switzerland)
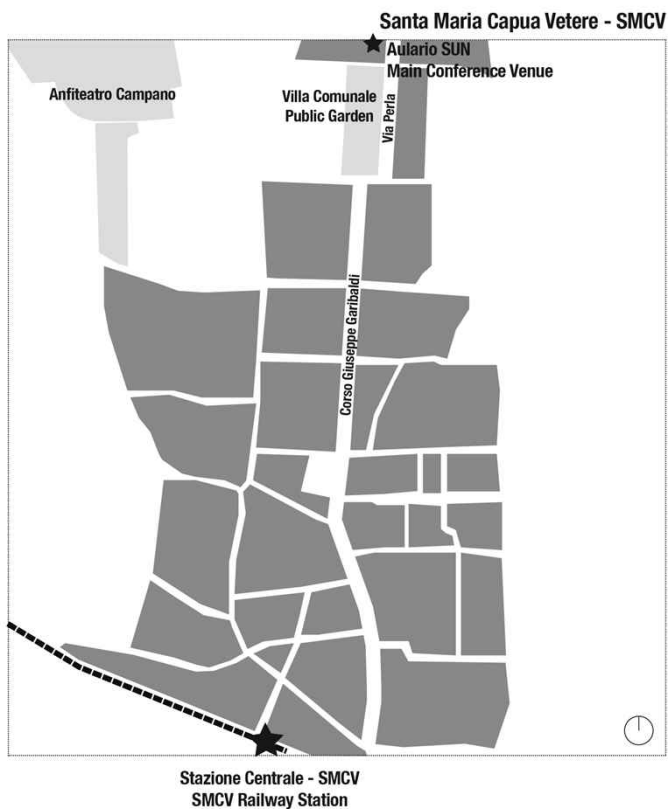Larissa SCHINDLER Universität Hamburg (Germany) **G3**

Frank SCHIPPER, Technische Universiteit Eindhoven (Netherlands) **E2**
C7

Nicholas A. SCOTT, Simon Fraser University Vancouver (Canada) **D7**
Cotten SEILER, Dickinson College, Carlisle Pennsylvania (USA) **C2**
Frans SENGERS Technische Universiteit Eindhoven (Netherlands) **B6**
Ilkka Tapio SEPPINEN, Helsingin yliopisto (Helsinki, Finland) **D3**
Michael W. SERRUYS, Vrije Universiteit Brussel (Belgium) **D3**
Mimi SHELLER, Drexel University Philadelphia (USA) **D4**
A8

Hiroki SHIN, Birkbeck College, University of London (United Kingdom) **A2**
D3

Ana Paula SILVA, Universidade Nova de Lisboa (Portugal) **G6**
Hugo SILVEIRA PEREIRA, Universidade Nova de Lisboa (Portugal) **F3**
Kristina SKÅDEN, Independent Researcher (Norway) **B3**
Matthew SKJONSBERG, École polytechnique fédérale de Lausanne **B7**
(Switzerland)

Richard SMITH, The Tank Museum, Bovington (United Kingdom) **B1**
Stephanie SODERO, Memorial University of Newfoundland (Canada) **D3**
Maria Luísa SOUSA, Universidade Nova de Lisboa (Portugal) **C7**
Hasso SPODE, Technische Universität Berlin (Germany) **F1**
B3

Alexandra STAUB, Penn State University (USA) **G1**
Oleksandr SVYETLOV, Moskovskiy gosudarstvennyy universitet **E7**
imeni M.V. Lomonosova (Russia)

Basak TANULKU, Indipendent Researcher (Turkey) **C4**
Cristina TEMENOS, Northeastern University, Boston (USA) **C3**
Marie THÉBAUD-SORGER, CNRS, Centre Alexandre Koyré, Paris **D2**
(France)

Paul TIMMS, University of Leeds (United Kingdom) **D4**
D5

DIMITRIS TSOUCHLIS, Dímos Chíou (Greece) **C7**
Aristotle TYMPAS, Ethnikó kai Kapodistriakó Panepistímio Athinón **C7**
(Greece)

Mark VAN HAGEN, Nederlandse Spoorwegen (Netherlands) **E4**
Chris VAN SCHAARDENBURGH, Coventry Transport Museum **B1**
(United Kingdom)

Cornelis VAN TILBURG, Universiteit Leiden (Netherlands) **G3**
Richard VAHRENKAMP, Universität Kassel (Germany) **D1**
C4

Giovanni VECCHIO, Politecnico di Milano (Italy) **C1**
MaximilianoVELASQUEZ, Universidad de Buenos Aires (Argentina) **F1**
C2

Bruna VENDEMMIA, Politecnico di Milano (Italy) **C1**
Tamara VLK, Technische Universität Wien (Austria) **G2**
Andrey VOZYANOV, Universität Regensburg (Germany) **D1**
C6
Serge WACHTER, École nationale supérieure d'architecture de Paris-La **D5**
Villette (France)
David WATLING, University of Leeds (United Kingdom) **D5**
Matt WATSON, University of Sheffield (United Kingdom) **B5**
James WICKHAM, Trinity College Dublin (Ireland) **D4**
David WILLEY, The Tank Museum, Bovington (United Kingdom) **B1**
Dirk WITTOWSKY, Technische Universität Dortmund (Germany) **G2**
Astrid WOOD, Royal Holloway, University of London (United **C3**
Kingdom)
Shehu Tijjani YUSUF, Bayero University, Kano (Nigeria) **E6**
Silke ZIMMER-MERKLE, Karlsruher Institut für Technologie **G1**
(Germany)

Maps

Santa Maria Capua Vetere - SMCV

Aulario SUN
Main Conference Venue

Anfiteatro Campano

Villa Comunale
Public Garden

Via Perla

Corso Giuseppe Garibaldi

Stazione Centrale - SMCV
SMCV Railway Station

We thank the following sponsors for their generous contributions