

Newsletter December 2022

Editors:

Bradley Rink and Govind Gopakumar

Editorial

Dear Readers,

We start with an apology for the delay in releasing the newsletter. As with many other things in academia these days, things were a bit beyond our control. As we close out 2022, we offer several tidbits for reflecting on the year that went by (all too quickly!) and for anticipating the prospects for the new year. T2M President Carlos Galviz in his letter similarly reviews the past year while also looking forward to a start afresh in the new year.

In addition to the President's letter, in this issue we bring you:

- Report on the 20th Annual Conference held in September in Padua, Italy
- A call for papers for the 21st Annual Conference to be held in Seoul, South Korea;
- Notice of a T²M Regional Symposium in Mar del Plata, Argentina in March 2023;
- The 2023 call for the John Scholes Transport History Prize Competition;
- The call for paper for a Symposium; and
- A reminder of the benefits of T²M [membership](#).

Through the efforts of our leadership and members of the Executive Committee we have been able to unify membership fees and thus provide access to all the journals supported by T²M, namely: [Mobility in History](#), [Journal of Transport History](#) and [Transfers](#). We invite you to visit the [T²M website](#) for further information. Be sure to check your membership renewal and help us to grow the T²M community.

In closing, we invite you to follow us on Twitter [@T2M Association](#) to be part of the latest conversations in transport, traffic and mobility.

Our best wishes to celebrate the last few days of 2022 and for a happy and productive
2023!

President's letter by Carlos López Galviz



Warm greetings from cold and icy Lancaster in the UK, where the temperatures have been ranging from -6C to 4C in the first half of December. The cold spell isn't unusual for this time of the year. December and January are the months when record-low temperatures cluster for readings kept at the nearest meteorological station, Hazelrigg, since 1966. Temperatures are definitely below the median (2C-3C) for this time of the year. Key in 2022 is the capacity of households to heat up their homes against the background of a cost-of-living

crisis affecting the UK and Europe. This crisis is the direct result of the war in Ukraine, the other crisis about which I wrote in the previous newsletter. Different countries in Europe have introduced different measures to help low-income households through this winter, showing the scale and depth of the effects triggered by Russia's invasion of a sovereign country. The war in Ukraine has been raging for over nine months, with constant recent reports of missile and drone strikes targeting key infrastructure and the prospects of a dark cold winter for thousands of people. There is a crisis and disruption not many of us may be able to fathom which is not to say that we can't relate to the very significant challenges fellow Ukrainians and Ukrainian residents face this winter.

Reflecting on and debating Disruptions and Reconnections as we did in Padua (see conference report below) is a means of realising the scale and consequences of crises in the past, including those related to war. Many of the institutions, borders, thriving social movements which are still with us today have been shaped because of important disruptions triggered by natural disasters, political unrest, armed conflict, and more. A number of these emerged and have been sustained in the hope that the causes of those disruptions might be mitigated if and when the chances of their reoccurrence escalate in comparable circumstances.

Moments of crisis and disruption often limit the span of the horizons we may otherwise consider when thinking about the future. Needs are immediate and urgent, as ought to be the actions. It is also difficult at times of crises to realise the relevance and usefulness of interrogating the past which, nevertheless, provides guidance and insights to reveal the conditions determining the present. It is often poetry, and the arts more generally, where I think some of the tensions around resisting and responding to the challenges that crises trigger can be found.

Impersonating one of his many poetic voices, Fernando Pessoa captured how brittle our relationship with truth and hope can be in a poem written in 1928 called 'In the Terrible Night'. Here's a brilliant excerpt (translated by Jonathan Griffin in my Penguin edition):

Maybe I could bring what I have dreamed to some
other world,
But could I bring to another world the things I forgot

to dream?

[...]

In this night when I can't sleep and peace encircles me
Like a truth which I've no share in,
And the moonlight outside, like a hope I do not have,
is invisible to me.

Poetry, music, the arts remind us of the pivotal role that beauty and truth play in realising the vastness of moments of change. Our next conference invites reflection precisely on these issues, placing aesthetics and ethics at the centre of how we may query mobilities, the infrastructures that support them, the contexts in which they have been built, and the shifting meanings they adopt as times change.

The T2M team, the local organising committee of Konkuk University in Seoul, in particular their Academy of Mobility Humanities, look forward to receiving your contributions to the 2023 conference. 2023 is also a special year for T2M, as it marks 20 years since its foundation. Do join our collective reflection, in person or online, part of which will involve taking stock of where the field is, not least through its associated journals and the many book series dedicated to charting how transport and mobility continue to matter for individuals, families, societies, polities and cultures, everywhere, in war and peace.

With warm wishes for the festive season,

Carlos López Galviz
Lancaster University, UK.

T2M 20th Annual Conference Report

Professor Andrea Caracausi, Conference Chair



The 20th Annual Conference of the International Association for the History of Transport, Traffic and Mobility (T²M) was held from 21 to 24 September 2022 at the [Department of Historical and Geographic Sciences and the Ancient World](#) (DiSSGeA) jointly organized with the [Centre for Advanced Studies in Mobility & Humanities](#) (MoHu) of the University of Padua, Italy. Thanks to its hybrid format, the Conference brought together both in presence and online approximately 140 scholars from different generations, regions, and disciplinary backgrounds.

Under the theme of *Mobilities: Disruptions and Reconnections*, the conference included 29 sessions on various topics that addressed mobility issues together with epistemological, humanistic, environmental, digital, economic, intellectual, visual, tourism, material, and heritage issues both in a comparative and long-term perspective. Two keynote lectures by Lynne Pierce and Luca Scholz addressed new topics and emerging issues to combine mobility studies with humanities. Conference attendees enjoyed various social events organized during and at the end of the Conference, including several exhibitions and guided tours at the Museum of Geography, a boat tour through Padua and its waterways, a cycle tour through the Euganean Hills, and a visit to the Scrovegni Chapel and Botanical Gardens.

The conference provided the opportunity not only to share theories, methods and experiences to advance knowledge and raise public attention on mobilities in all their multifaceted aspects, but also to bring together scholars and relaunch networking activities after two years of Covid-19 pandemic.

Some notable conference statistics:

- The conference was attended by **136** (117 + 19 steering + local organizing committee members);
- Of these, there were **105 participants on-site** and **33 on-line participants**;
- Conference finances with total collection of **30,145 €** comprising fees 22,520 € (gross) and sponsorship: 7,625 € from the MoHu Center;
- Total Expenses of **30,135 €** comprising travel grants/reimbursement 3,825 €; conference material 4,594 €; lunch/dinner 12,200 €; rooms (equipment) 1,830 €; social events 4,186 €; subscription to T2M 3,500 €.

21st Annual T²M Conference

Call for Papers

The 2023 Global Mobility Humanities Conference (GMHC) and 21st Annual Conference of the International Association for the History of Transport, Traffic and Mobility (T²M)

Organised by T2M and the Academy of Mobility Humanities (Konkuk University)

“Mobilities, Aesthetics and Ethics”

25 ~ 28 October 2023 (hybrid)

Konkuk University, Seoul

Call for Participation

Aesthetics (aesthesia) is increasingly being paid attention to by mobilities

scholars studying not only artistic but also everyday practices. It is also being considered by those interested in mobility histories, technologies, infrastructures, and (urban) designs, who explore senses, emotions, and affects emerging, circulating, and dispersing between, among, and throughout bodies and others. Taking note of “movement enacted, felt, perceived, expressed, metered, choreographed, appreciated and desired” (Pearce and Merriman 2017, 498), for example, aesthetics means grappling with “queries concerning worldly encounters with site, the body and the senses, and around materiality and practices” (Hawkins and Straughan 2015, 2). Aesthetics may mean (an)aesthetics too (Bissell 2022; Sieverts 2007): to consider in what ways our capacities to feel and sense may be not only enlivened but lessened or deadened—desensitised—when on the move, both presently and in history.

As “movement is made of time and space,” so are “moving people and objects [...] agents in the production of time and space,” that practise, experience, and embody mobility (Cresswell 2006, 3-4). Mobilities can configure a time and space of gathering and/or scattering, communing (Nikolaeva et al., 2019) and/or monopolising, or in abundance and/or extinction from local to planetary. As both formative and (kin)aesthetical, they encourage us to ponder, judge, and perform what is good, valuable, and acceptable, calling attention to our responsibilities for others, the environment, and the globe. Which quality of time and space do we, with objects, commit to, are we producing, and should we be part of, via mobilities?

Mobilities are both aesthetic and coloured with ethical values. Many mobilities researchers have taken mainly sustainability and/or climate change as their starting point to address and accept the ethics of mobilities (Freudental-Pedersen 2014, 143), while recognising how aesthetic is a crucial element of transport imaginaries (and marketing). We, in addition, can explore ethics in everyday mobilities, as well as mobility histories, infrastructures, technologies, and policies, recognising bodily mobilities, e.g., such as dancing, bicycling, migrating, and touring, as both aesthetic and ethical. The conference seeks to enquire into the aesthetics and ethics of mobilities not (only) separately but (also) connected.

This conference invites proposals from different disciplines within mobility studies, including, but not limited to: literary, cultural, art and design studies, philosophy, history, anthropology, geography, media and communication, architecture, urban planning, technology, tourism, transportation, education, Black and Indigenous studies, gender and sexuality studies, and others. It will present an opportunity for scholars to share their ideas and inquiries at the intersection of mobilities studies and humanities, transcending the conventional divide between the social sciences and humanities and the arts. We accept proposals for papers and sessions on one or more of the following topics/areas:

- Aesthetics and/or ethics of mobilities in literary, cultural, and artistic narratives
- Philosophical investigation on aesthetics and/or ethics of mobilities
- Aesthetics and/or ethics of mobilities from antiquity to future

- Geographies of aesthetics and/or ethics of mobilities
- Aesthetics and/or ethics of mobilities in new media technologies
- Architecture and its aesthetics and/or ethics in the Anthropocene
- Aesthetics and/or ethics in urban design, mapping, and planning of mobility
- Evolution of mobility technologies and their aftermaths on aesthetics and/or ethics
- Tourism and touristic aesthetics and/or ethics in the post-pandemic era
- Moving people and objects in transportation, logistics, and circulation
- Aesthetics and/or ethics in global educational mobilities
- Kinaesthetic dimensions and choreographies of diverse mobilities
- Environmental humanities and the aesthetics of more-than-human mobilities
- Coloniality and critical Black and Indigenous aesthetics and/or ethics of mobility
- Other related issues

Proposals can be for individual papers, panels, artworks, posters, and other creative formats, as outlined below. We welcome relevant contributions from any academic perspective or discipline, from professionals, policymakers and practitioners in the transport, traffic, and mobility field, as well as artists and creative professionals, designers, engineers, and educationalists in the art and humanities.

The conference language is only English.
The conference is organised in a hybrid format.

Key Dates

6 March 2023	Deadline for the submission of sessions proposals
22 May 2023	Deadline for the submission of abstracts and full, pre-organised sessions
5 June 2023	Notification of acceptance for abstracts and sessions
5 June 2023	Early Bird registration opens
12 June 2023	Submission for travel grant
3 July 2023	Notification of acceptance for travel grant
10 July 2023	Early Bird registration closes
25 September 2023	Submission of full papers and posters
25-28 October 2023	Conference

Submission formats

Papers: Individual submission of a paper consists of an abstract (300 words) and a brief biography (100 words), including contact information. Papers will be grouped thematically by the programme committee and may become part of a 7/7, debate, or panel session.

Sessions: A full, pre-organised **7/7**, **debate**, or **panel session**. A session submission should include a title, a summary of the session theme and the method chosen for facilitating discussion (300 words), as well as abstracts for each contribution/presentation (300 words). A short biography of each

presenter is also required (100 words), with contact information.

- **7/7 sessions:** This means seven slides and seven minutes for each presentation (max 7 papers). The sessions will have plenty of time for discussion. This will be supported by having a chair who might also act as a discussant. Presenters shall focus on their main argument in order to avoid overly complex presentations.
- **Debate sessions:** Debate sessions have a maximum of five presenters. Each gives a five-minute focused input to the topic, and this should be followed by a discussion involving the audience. Led by a chair.
- **Panel sessions:** Panels consist of a chair, three to four paper presenters, and one discussant (optional). Panels should include time for audience discussion. Each presenter has 20 minutes (15 min + 5 min for questions); papers are grouped thematically.

Posters: This is a great way to discuss early or exploratory work and present it as a **Poster** at the conference. A submission consists of an abstract (300 words) and a brief biography (100 words), including contact information. The full poster is due by 25 September 2023.

After **Acceptance**, all abstracts will be published on the conference website. You also have the opportunity to submit a **Full paper** (5,000 words). We strongly encourage the submission of full papers, which will be shared with all conference delegates. Authors whose contributions are accepted will have until 25 September 2023 to submit their full paper. Papers may be published in a restricted area for conference participants on the conference website and/or as part of the T2M archive. Consent from authors will be sought in all cases.

Submit your paper, session proposals, and /or poster
to: 2023gmhc.t2m@gmail.com

For any questions, send an email to: 2023gmhc.t2m@gmail.com

Registration

All participants must register and pay the registration fee via the conference website (details to follow), with only one submission per person.

Individual fee is for regular researchers.

Reduced fee is for PhD students, researchers from the Global South, and retired scholars.

Early Bird registration before 10 July 2023

Individual fee: 260 Euros (for T2M member: 200 Euros)

Reduced fee: 230 Euros (for T2M member: 170 Euros)

Online participation: 80 Euros (for T2M member: 50 Euros)

Registration after 10 July to 3 October 2023

Individual fee: 360 Euros (for T2M member: 270 Euros)

Reduced fee: 310 Euros (for T2M member: 220 Euros)

Online participation: 120 Euros (for T2M member: 80 Euros)

The registration fee will cover the costs for the conference materials, coffee/tea breaks, two lunches (Thursday and Friday), a welcome aperitive (Wednesday evening), two dinners (Thursday and Friday), and social events.

Please email the Organising Committee (2023gmhc.t2m@gmail.com) with the subject heading "2023 GMHC Inquiry" if you have any questions or concerns.

Travel Grants

Graduates and doctoral students and participants from developing countries whose submissions have been accepted may apply for travel grants of up to € 250 (in the form of reimbursement). A limited number of grants are available. Applications should detail the cost of travel and the amount applied for in an email to (2023gmhc.t2m@gmail.com). Applications must be received by **12 June 2023**; decisions will be made by 3 July 2023. The Committee will consider contribution for a reduced fee in case of online participation.

Conference Committee

Conference Committee Chairs

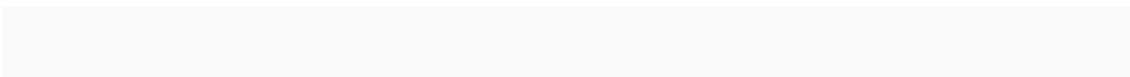
Inseop Shin (Konkuk University), Carlos López Galviz (Lancaster University)

Programme Committee

Peter Adey (Royal Holloway University of London), Jooyoung Kim (Konkuk University), Taehee Kim (Konkuk University), Jinhyoung Lee (Konkuk University), Tiina Männistö-Funk (University of Turku), Victor Marquez (Mexico), Bradley Rink (University of the Western Cape), Mimi Sheller (Worcester Polytechnic Institute)

Organising Committee

Jin Suk Bae (Konkuk University), Bomi Im (Konkuk University), Jooyoung Kim (Konkuk University), Jurak Kim (Konkuk University), Taehee Kim (Konkuk University), Jaeun Lee (Konkuk University), Jinhyoung Lee (Konkuk University), Yeonhee Woo (Konkuk University), Myungsim Yang (Konkuk University)



Symposium: Mobility Culture: Subjects and practices

in-motion

Mar del Plata, Argentina - 6 March 2023

In-person and via YouTube



The symposium will present results of the research carried out by the project PICT 2017-1880 Passengers, drivers, cyclists and pedestrians. The production of subjects and practices of mobility in Argentina since the 20th Century. The research project sought to know and explore the culture of mobility in Argentina through a socio-cultural and historical study about the way in which passengers, drivers, cyclists and pedestrians were shaped by their practices of mobility - such as traveling by bus, trams, airplane, or driving cars, pedaling and walking-, within the context of spatial, technological and political transformations.

Organizers: Melina Piglia & Dhan Zunino Singh

Participants: Valeria Grutchesky, Maximiliano Velázquez, Carla del Cueto, Stephanie McCallum, Verónica Pérez, Candela Hernández, Victoria Lozano Rendón, Ramiro Segura.

The language of the event will be Spanish with a link provided to interested virtual participants.

John Scholes Transport History Prize Competition

The John Scholes Prize, is awarded annually to the writer of a publishable paper based on original research into any aspect of the history of transport and mobility. *This year we're delighted to announce that the prize will consist of; vouchers up to the value of £150 to be spent on SAGE publications , €250 in cash and a year's membership of the International Association for the History of Transport, Traffic & Mobility (T2M).*

The prize is intended to recognise budding transport historians. It may be awarded to the writer of one outstanding article, or be divided between two or more entrants. Typically, the prize is awarded for research completed as part of a PhD.

The deadline for the 2023 competition is 31 July 2023.

The full call for nominations and submission can be found here:

<https://journals.sagepub.com/page/jth/john-scholes-prize>

CfP Symposium: Knowledge production in public transport: Normativities, Actors, outcomes Tbilisi, Georgia, 18 – 21 March 2023

The Leibniz research group “CoMoDe – Contentious Mobilities: Rethinking Mobility Transitions through a Decolonial Lens” at IfL, Leipzig welcomes

participants irrespective of disciplines and affiliations - scholars, practitioners, transport activists, enthusiasts or artists - to this interdisciplinary symposium.

Deadline 31. January, 2023

This symposium is dedicated to understanding knowledge production in public transport, primarily in formerly Soviet cities and beyond. Further details see

<https://comode.leibniz-ifl-projekte.de/> and <https://leibniz-ifl.de/forschung/projekt/contentious-mobilities-rethinking-mobility-transitions-through-a-decolonial-lens-comode>

T2M membership: accessing expanded membership benefits!

Access to our journals with a single fee

The International Association for the History of Transport, Traffic and Mobility (T²M) is happy to announce new benefits for its members. Since September 2020 all the current and new members can access our three journals (*Mobility in History*, *Transfers*, and *the Journal of Transport History*) through a single fee of 80 Euros (45 reduced for students and scholars from developing countries). Moreover, paying a plus you can also add the journal *Mobilities* (90 Euros / 55 Euros).

Along with these benefits, the membership ensures a vital connection with linkeminded scholars and institutions around the world and the participation in our annual conferences.

We invite you to visit our website for more information and to join us!

Follow the link <https://t2m.org/internal/become-a-member/>

Follow us on social media

Follow us on Twitter [@T2M_Association](https://twitter.com/T2M_Association) to be part of the latest conversations in transport, traffic and mobility.