

Collection of circulating open calls for T2M session proposals as of 12.03.2024

T2M Annual Conference: *Mobilities and Infrastructures: Transitions and Transformations*, 23–25 September 2024, Leipzig

- Comparative perspectives on public transport in the post-socialist East 2**
- Electric Sparks: New and old perspectives of Electric Buses and Trolleybuses. 3**
- Data Mobilities and the Material Geographies of Internet Infrastructures 4**
- Social inequalities in the cycling experience 5**
- Political economy of urban transportation: in search of conceptual and empirical contributions 5**
- Re-Emerging Ghosts: After-Images of Black Mobilities in Fiction..... 6**
- Before data, after platforms. Long trajectories of mobilities’ digitalisation 7**

Please send your abstract (300 words) and bio (100 words) to the session organisers by **30th of March 2024**, and include the session name when submitting your abstract by **7th of April 2024** to t2m@leibniz-ifl.de. Proposals should also include the title, name, affiliation, and email address. Stay in touch for more conference updates: <https://t2m.org/2024-conference-call-for-paper/>

Comparative perspectives on public transport in the post-socialist East

Lela Rekhviashvili, Leibniz Institute for Regional Geography;

Wladimir Sgibnev, Leibniz Institute for Regional Geography;

Tauri Tuvikene, Tallinn University School of Humanities.

Mobilities and immobilities are not the same everywhere. Yet, the research area of mobilities in the post-socialist East took a while to emerge as a field. Despite the meaning and importance of collective modes of transport in that part of the world, public transport has until recently, played but a marginal role in scholarly literature. In recent years, we indeed have witnessed an increasing emergence of in-depth studies inspired by the influence of the *mobilities turn* in transportation research, and amply building on sociological and ethnographic scholarship (e.g. Shajtanova and Kuznetsov 2014; Vozyanov 2014; Kuklina and Holland 2018; Rekhviashvili and Sgibnev 2018; Weicker and Turdalieva 2021). These contributions have fostered insights into actor constellations, trajectories and practices in particular case cities and regions, and therefore constitute a formidable foundation for further research in the post-socialist East. Comparative studies, however, have remained few, and, moreover, are largely outdated, lack dialogue with theoretical innovations, and remain dominated by economic and technocratic readings (e.g. Pucher 1999; Gwilliam et al. et al 2000; Gwilliam 2001; Finn 2008). Seminal edited volumes (Burrell and Hörschelmann 2014; Blinkin and Koncheva 2016; Duijzings and Tuvikene 2023) have significantly advanced our understanding of the width and depth of mobilities research in the formerly socialist space at-large, yet more, and decidedly comparative research is needed.

The question remains: How to account for local diversity and regional specificities of transport politics, meanings of local (mobility) history and culture? Should that history be treated as an increasingly vanishing memory, or something that has still the power to shape contemporary and future processes, such as the urgently needed mobility transitions? Are there elements of the past – even if they emerge from otherwise undesirable era in need to be moved away – that could be revived and be used for contemporary inspiration? Attending to continuities – of policy thinking, of public values, of infrastructures – is equally crucial in assessing future processes of moving or not moving towards sustainable mobility systems. Looking back to learn for the future might be of great value.

We invite accounts of the politics of urban transport and mobility that would compare or contextualise cities of the post-Socialist East within, across or beyond the region, and across time. Both qualitative and quantitative, historical and experimental approaches are welcome, delving into the region's, modernist, secular, urban, industrial heritage converging with a set of peripherality, authoritarianism, and exploitation. We would like to highlight convergences and divergences, commonalities and difference, and explore “links of the cities in question with the wider world” (Trubina, 2018, p.120). How can public transport in Eastern cities be seen as embedded in world capitalist history, and more importantly, what can we learn from these cities about variegated capitalist forms of urbanisation? What are the global perspectives and values of “learning from post-socialism”? How to assess the influence and predominant role of EU integration policies in the late 1990s and early 2000s on the (re- / de-)marketisation of public transport? What can we learn from specific trajectories of rapid motorisation, privatisation, and changed socialities of urban life, their intersections with various

societal shifts and transformations, and its implications for public transport futures? What are the institutional and societal “shared values” (Lankina et al. 2008 178) and concepts, as well as “historical traditions” (Lankina et al. 2008, 178; Laze 2011, 302) within and across the region?

Please send your abstracts of 300 words and a short bio of 200 words to w_sgibnev@leibniz-ifl.de by the 30th of March 2024 for feedback and confirmation of inclusion to this session, as well as by the 7th of April 2024 to t2m@leibniz-ifl.de. Proposals should also include the title, name, affiliation, and email address.

Electric Sparks: New and old perspectives of Electric Buses and Trolleybuses.

Lyubomir Pozharliev, Leibniz Institute for Regional Geography;

Egor Muleev, Leibniz Institute for Regional Geography.

In the course of the last decade the battery industry, the battery cars and buses, is ever growing. The topic is hot and the fascination is great. Multiple municipalities in Eastern Europe and elsewhere promote and advertise their progressiveness by willing to introduce (for now in the future) new battery buses wherever and whenever possible. On the other hand, the trolleybus technology is still widely spread throughout the post-socialist countries and offer an electric alternative to the battery bus. This session invites scholars interested into the introduction of the new technology from the perspective of the older, socialist one – the trolleybus. The host of the session will provide insights from local interviews and data from the capital of Bulgaria, where his paper will explore the potential of the decolonial perspective when addressing public transport developments in a post-socialist, Eastern European, supposedly backward context. I look forward to gather more insights on trolleybus and e-bus practices from other post-socialist countries and to create space to discuss the trolleybus technology from contemporary, as well as from historical perspective.

Please send your abstract (300 words) and bio (100 words) to both l_pozharliev@leibniz-ifl.de and e_muleev@leibniz-ifl.de by 30th of March 2024, and include the session name when submitting your paper by the 07th of April 2024 to t2m@leibniz-ifl.de. Proposals should also include the title, name, affiliation, and email address.

Data Mobilities and the Material Geographies of Internet Infrastructures

Finn Dammann, FAU Erlangen-Nürnberg;

Boris Michel, MLU Halle-Wittenberg.

The session addresses a current desideratum in critical research on the digital transformation: The foundational infrastructures of digital communication - such as physical cable connections, backbone infrastructures, internet exchange points or content delivery networks - have so far remained largely outside the scope of critical research on digital infrastructures. This is why, for example, anthropologist Corinne Cath recently demanded: "Internet infrastructure must be made visible as a force of political power, as it is transforming the social world, from the bottom up". Also in geographical research, there are growing calls for more research into the material dimension of data and data flows.

This session invites research from various disciplines to an interdisciplinary discussion on the material geographies of Internet infrastructures and data mobilities. We welcome contributions from digital and political geography, as well as from other fields of geography and related disciplines, that address questions of the political power of Internet infrastructures and/or their embedding in spatial power relations, either conceptually and/or through concrete empirical examples. We are particularly, but not exclusively, interested in contributions that deal with the following topics:

- Embedding techniques of control, surveillance, censorship and restriction of digital communication flows - such as internet shutdowns and deep packet inspection - in the material geographies of infrastructural regimes in authoritarian and non-authoritarian contexts.
- Infrastructural restrictions and routing of data flows in the context of geopolitical and geo-economic conflicts and/or tensions.
- Intercontinental networking projects using submarine cables - such as the Digital Silk Road or 2Africa.
- Material geographies of Internet hubs
- National and international (geo)politics of digital infrastructure standardisation (e.g. NewIP debates)
- Alternative and counter-hegemonic digital infrastructure projects
- Transformations of Internet geographies in the context of current trends (e.g. infrastructuralisation of AI, edge computing, remote peering and satellite networks)

Please send your abstract (300 words) and bio (100 words) to finn.dammann@fau.de by 30th of March 2024, and include the session name when submitting your paper by 07th of April, 2024 to t2m@leibniz-ifl.de. Proposals should also include the title, name, affiliation, and email address.

Social inequalities in the cycling experience

Justin Spinney, University of the West of England

Claire Pelgrims, Université libre de Bruxelles

Cycling is an increasingly common mode of transport in urban areas (Goel et al. 2022), although the proportion of journeys made by bicycle varies considerably from one country to another and from one city to another. Active mobility is increasingly taken into account in public policies, but these tend to overlook the impact and persistence of mobility policies on social inequalities (Nogueira 2023). Recent work has highlighted the way in which new cycle infrastructure networks can reinforce socio-spatial segregation (Jahanshahi et al. 2021). The narrow framing of cycling's potential as a replacement technology for the car favours the utilitarian cyclist and reduces the diversity of cycling representations and practices (Spinney 2020; Valentini 2024). The issue of equity in utilitarian cycling is multifaceted and essential, whether in terms of access to infrastructure and to key destinations or cycling policies in general (differentiated knowledge of supply, road safety, etc.). Bringing together researchers in history, sociology, geography, urban studies, and beyond, this panel is dedicated to exploring the past and present of these social inequalities in the experience of cycling through consideration of the embodied and situated experience of cycling, as well as the meanings and imaginaries of bicycles within different social groups. Participants are especially invited to present papers on the spatiality, materiality and sensitivity of cycling infrastructure networks, the resulting accessibility of infrastructure and equipment, and the issues this raises in terms of the inclusiveness of the transition to sustainable mobility. The session seeks to understand these issues across urban and rural contexts with a wide range of case studies and plural approaches. The objectives are to discuss desirability differentials according to social class, gender, ethnic and socio-economic status, and their fluctuations over time. The session seeks to provide an overview of current cutting-edge research in this field.

Please send your abstract (300 words) and bio (100 words) to both claire.pelgrims@ulb.be and jaspinney@gmail.com by 30th of March 2024 and include the session name when submitting your paper by 07th of April 2024 to t2m@leibniz-ifl.de. Proposals should also include the title, name, affiliation, and email address.

Political economy of urban transportation: in search of conceptual and empirical contributions

Egor Muleev, Leibniz Institute for Regional Geography

In line with the neoclassical school in economics, mainstream transportation studies treat consumption as one of its core concepts. The focus on a consumer helps to develop quite a lot of different techniques, policies and ideologies. Follow-the-leader traffic flow theory, market approach to parking management, or competition between car and public transport are good illustrations to the

point. As a consequence of such dedication, the production side of transportation remains understudied.

In that sense, the title political economy refers to the classical understanding of embeddedness of economic exchange into politics and culture. Political economy of urban transportation is therefore a very broad and simultaneously fragmented field of knowledge that is different from a mainstream discourse of planning and management. Therefore the field of contributions to the topic is wide and embraces not only conceptual developments but empirical case studies as well. It is not only the challenging of the non-neoclassical assumptions and outcomes but the development of alternative narratives dedicated to transportations issues.

This session aims at gathering papers about conceptual and empirical contributions to the question on how transportation service is actually produced. The themes explored may include but do not have to be limited to the following topics:

- Conceptual contributions that challenge neoclassical framework and/or develop alternative conceptual assumptions on the production side of transportation.
- Presentations on research outcomes in fields like planning, management, finance and policies.
- The role of power in discussions around transportation issues.
- The contribution of finance institutions in service provision.
- Critical reflections about transportation reforms.
- Historical context of the production of transport service.

Please send your abstract (300 words) and bio (100 words) to e_muleev@leibniz-ifl.de by 30th of March 2024, and include the session name when submitting your paper by 07th of April, 2024 to t2m@leibniz-ifl.de. Proposals should also include the title, name, affiliation, and email address.

Re-Emerging Ghosts: After-Images of Black Mobilities in Fiction

Sophie U. Kriegel, Freie Universität Berlin;
Marian Ofori-Amoafo, University of Bayreuth.

We suggest a session inspired by critical Black Mobilities that will contribute insights into transitions of mobility through a decolonial lens by exploring representations of postcolonial fiction from the circum-Atlantic world. The session is designed to explore the construction of cultural representations of enforced mobilities as stasis and their potential to be transformed into non-sanctioned decolonising counter-narratives. Lagji (2019) argues that postcolonial theories are often employed to discuss the politics of mobility, whereas postcolonial cultural texts are neglected in analytical work outside of anglophone literary and cultural studies despite their necessary contributions to debates on mobility.

Literature, film, and music are critical means to make sense of the world because their “worldliness” offers a space to generate cultural forms, disrupt established infrastructures, and continue hegemonic practices (Nuttall and Mbembe 2008). However, representations of mobility in postcolonial texts cannot be read as manifestations of worldly phenomena but, as Toivanen (2021) suggests, need to be understood regarding their respective aesthetics, which also holds for other cultural and historical contexts.

The proposed session offers room to discuss how different aesthetic strategies, such as speculative narration, are utilised to embed narratives of non-sanctioned mobility into the discursive racialisation of non-white bodies. Two papers will anchor the session. The first paper on the locomotive history of the Underground Railroad points towards the long durée of mobile itineraries of transatlantic slavery and colonial conquest as much as to their subversive potential. The other paper engages with non-sanctioned mobility as decolonial counter-narrative in Africanfuturist science-fiction. By including two papers with different historical trajectories, it becomes possible to explore the transitional character of non-sanctioned mobilities of racialized African bodies and the cultural meanings that become associated with fictional representations of uneven mobilities (Cresswell 2014, 2016; Sheller 2018). The two discussed papers function as a framework for other contributions to consider the “ghostly afterlives” of embodied mobility practices and discourses of non-sanctioned mobility as counter mobilities to hegemonic mobility practices that continuously re-emerge, shaping fictional and non-fictional “critical infrastructure” in the form of institutions and laws that facilitate mobility for some and stasis for others (Korpela 2016).

Please send your abstract (300 words) and bio (100 words) to suk@posteo.de and Marian.Ofori-Amofo@uni-bayreuth.de by 30th of March 2024 and include the session name when submitting your paper by 07th of April 2024 to t2m@leibniz-ifl.de. Proposals should also include the title, name, affiliation, and email address.

Before data, after platforms. Long trajectories of mobilities’ digitalisation

Karol Kurnicki, Leibniz Institute for Regional Geography

Digitalisation is one of the main driving forces of current transformations of mobilities and transport. The trend is clearly visible anywhere from vehicle sharing, transportation planning systems, integration of mobility platforms to autonomisation to growing use of AI. At the same time, many of the new technologies have their roots in old ones and only use “just add data” formula to purport the reinvention of transportation. For instance, shared bikes comprise of new networked online data but also a bike – technology with over 150 years of history.

This session wants to look for these old inspirations that now form an integral part of digitalising mobilities and explore possibilities of going beyond digitalisation itself. In this way, it creates a space for critical, historical and future investigations into what is pre-, or not digital in the new data-oriented

technologies. It also intends to interrogate the history of data-oriented systems and their influence on current technologies as well as the future that goes beyond platform and AI mobilities.

The session especially welcomes (but is not limited to) contributions that explore following issues:

- Pre-digital uses of large-scale data for transportation.
- Non-digital transportation system that feed digitalisation.
- Historical cases of proto-digitalisation in transportation and mobility planning.
- Failed or abandoned data innovation in transportation history.
- Long duration and persistence of data – where do digital systems learn from?
- Blind spots of digitalisation – what are the consequences of not sufficiently digitalised mobilities?
- Future beyond data and platforms – what will we learn about transport from its digitalisation?
- Will there be non-digital mobilities and what will they be based on?

Please send your abstract (300 words) and bio (100 words) to k_kurnicki@leibniz-ifl.de by 30th of March 2024, and include the session name when submitting your paper by 07th of April 2024 to t2m@leibniz-ifl.de. Proposals should also include the title, name, affiliation, and email address.