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Newsletter March 2024

Editors:
Govind Gopakumar and Lyubomir Pozharliev

Contents

- **Editorial by Govind Gopakumar and Lyubomir Pozharliev**
- **President's Letter**
- **Conference Report: 2023 T2M Conference in Seoul**
- **22nd Annual Conference Call for Papers**
- **T²M Election Results**
- **T²M Membership: Accessing expanded benefits**
- **Follow T²M on social media**

Editorial

Dear Readers,

We start with an apology for the delay in releasing the newsletter. Things in the world and also in T2M have been in a bit of flux. That does not serve as a justification for the delay but as a note on our current situation. First, our newsletter editor, Dr. Bradley Rink stepped away from his role. We thank Bradley for his efforts in curating the newsletter but most importantly in ensuring that the newsletter is released regularly! We will miss his close attention to the newsletter. Second, we welcome Lyubomir to his role as co-editor of the T2M newletter. Finally, the continuing depredations experienced by peoples in Ukraine and Gaza, raise questions about building back infrastructures of mobilities. Questions that resonate with the wider planetary situation we face. Our President, Carlos L. Galviz similarly locates systemic shifts in mobility and infrastructures in the past to invite consideration of systemic transitions that could take place in the future.

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

- Report on the 21st Annual Conference held in October in Seoul, South Korea;
- A call for papers for the 22nd Annual Conference to be held in Leipzig, Germany;
- A report on the T2M election results
- 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 X (formerlyTwitter) @T2M_Association to be part of the latest conversations in transport, traffic and mobility.

Our best wishes for a great year ahead

Govind and Lyubomir

President's letter by Carlos López Galviz

Warm greetings from Arnside in the UK, where the promise of spring is in full bloom, at least for 2 days. Rain is never too far or too infrequent in this part of the world. As preparations for the 2024 conference are underway, I thought it'd be fitting to share a brief reflection on what mobilities and infrastructures, transitions and transformations, the main themes of the conference, mean in small places. Small, I should clarify, by measures such as population, which in Arnside's case is 2,233 as recorded by the 2021 Census. The size of places is often a function of their geography and access to key features like rivers, coastlines, hills, gorges and more. In Arnside, as for many if not all the villages and towns along the Morecambe Bay, including Lancaster, that geography combines river estuaries, a shifting coastline, mountains, lakes and tarns (old Norse for smaller mountain pools). The opening in 1846 of a new infrastructure, the Furness railway, intensified mineral extraction (iron ore), encouraged the growth of communities in the Cartmel and Furness peninsulas, and created one of the most scenic travel routes in Britain. The railway also prompted an important transformation of the landscape in the area and contributed to a transition that turned villages and hamlets into urban centres providing jobs in mining and industry. Barrow, on the northwest end of the Bay, for example, grew from circa 250 people in 1841 to 47,249 in 1881. During the same period the annual iron ore production in the area increased nearly thirty times from approx. 40,000 tons to 1,189,836 tons. The Furness Railway and the local Ironworks in Barrow were heavily invested in the Barrow Haematite Steel Company which became the largest steel company in Britain by 1872, paying 30 percent dividends to its shareholders in 1867 (see the article by Pollard and Marshall in the *Journal of Transport History*, 1953). Within a short period of 40-50 years, the confluence of mineral extraction, the infrastructure of iron ore transport, profitable steel production, and population growth produced changes in the area which are comparable to the transitions involved in the making and unmaking of industrial towns still latent in many places around the world.

What could the detailed microhistories of places like Barrow, Arnside, or, Lancaster, including the many infrastructures of transport and mobility involved – ports, roads, canals, railways, country paths – reveal of the relationships between people and environment; between capital and labour; between the geology of mineral resources and the short-term profit-driven extractive economies? In what ways can we deploy our understanding of how transitions have taken place in the past to assess the possible risks and opportunities of choosing a particular route for future energy, future transport, and future mobility technologies?

This year's conference invites reflection on the 'systemic changes in the ways goods, people, ideas, policies and capital are set in motion' whether to encourage or to limit the pace and scope of which mobility options should be part of our future. Learning from processes of transition and transformation in the past is essential to orient ourselves and help shape the means of responding effectively to our mobility needs today and in future.
The T2M team, the local organising committee of the Leibniz Institute for Regional Geography and Lancaster University Leipzig look forward to receiving your contributions to the 2024 conference. Do join, in person or online, and with our associated journals, our collective reflection on what transitions and transformations of transport and mobility do we want to understand, critique, and, where possible, create.

In solidarity with our colleagues and friends in Ukraine and Gaza, I send all our members my warm wishes for a good inspiring spring.

Carlos López Galviz
Lancaster University, UK.

T2M 21st Annual Conference Report

Associate Professor Jinhyoung Lee, Conference Programme Committee Member

The 21st Annual Conference of the International Association for the History of Transport, Traffic and Mobility (T2M) was held at Konkuk University, Seoul, South Korea, 25-28 October 2023, in conjunction with the 2023 Global Mobility Humanities Conference. Thanks to its hybrid format, the Conference brought together over 130 scholars, both in person and online, including participants from the Lancaster Hub (Lancaster University), from around the globe and from different academic

backgrounds. Under the theme 'Mobilities, Aesthetics and Ethics', the Conference featured 28 sessions on a range of topics that addressed issues of mobilities in relation to (kin)ethics and/or aesthetics, as well as together with poetics, history, media, politics, transport, technology, infrastructure, automobility, cycling, planning and design, orientalism, colonialism, and climate change.

Two keynote lectures by Gijs Mom and Sireesha Telugu respectively addressed 'new mobility studies', reflecting on the history of mobilities studies, and 'the aesthetics and ethics of displacement', focusing on refugees and repatriates. A plenary panel, with current and past T2M Presidents, Carlos Lopez-Galviz, Hans-Liudger Dienel, Mimi Sheller, and Mathieu Flonneau, discussed the contribution of T2M and Transfers to mobilities studies. Conference participants enjoyed various social events organised during the Conference, including an online art exhibition, learning Buchae-Chum, a tea ceremony, traditional Korean games, and different Korean foods. The Conference allowed scholars to share their ideas and inquiries at the intersection of mobilities studies and the humanities, transcending the conventional divide between the social sciences and the humanities and the arts. Some notable conference statistics:

- **The Conference was attended by 133 (including participants from the Lancaster Hub)**
- **Of these, there were 76 in-person participants and 57 online participants**
- **Conference finances with total collection of 38,426 € comprising registration fees 13,973 € (gross) and sponsorship: 24,452 € from the AMH**
- **Total Expenses of 38,426 € comprising travel grants/reimbursements 1,000 €; conference materials, lunches/dinners, rooms (equipment), social events, transport, and others 33,426 €; subscription to T2M 4,000 €.**

22nd Annual T²M Conference Call for Papers

MOBILITIES AND INFRASTRUCTURES: TRANSITIONS AND TRANSFORMATIONS – CALL FOR PAPERS

23 September 2024 - 25 September 2024, Leipzig (Germany)

Invitation and Call for Papers

Modern societies are experiencing striking technological, ecological, socio-economic and cultural as well as political challenges – with mobility questions at the forefront of these contentions. Actors and institutions across the globe increasingly recognize the need for systemic changes in the ways goods, people, ideas, policies and capital are set in motion – usually framed in the terms of "mobility transitions". Green deal policies are drafted and "just transition" funds are set up, acknowledging that transition to carbon-free futures will require substantial resources to succeed, but also to avoid uneven and unfair socio-spatial effects on nations, regions, cities, and rural places. Existing research has already criticized mobility transition policies for their narrow normative assumptions, their reliance on large-scale infrastructures and technological innovations, and elaborated on the concepts of mobility justice and commoning mobility as a way of devising collective and collaborative means of shaping mobility transitions (Cresswell et. al 2021; Sheller 2018). It is therefore time to interrogate how and in which ways have "mobility transitions" been framed in different places at different times in their multifaceted histories.

This conference calls for historicising and decentring discussions on mobility transitions and connectivity infrastructures – e.g. by proposing a "transformation" lens. In contrast to the linear teleological thinking prevalent in transition scholarship, the concept of transformations emphasizes diverse paths taken from various standpoints to similarly diverse endpoints (Burawoy and Verdery 1999). Transformation does not necessarily depart from one point (usually understood as regressive) and ends into its destination (usually understood in progressive terms). On the contrary, it is an ongoing open-ended process which often involves disruptive, contested, controversial, messy pathways from one state to another. This may help to acknowledge the ever-changing nature of mobility modes in the past and present, path dependencies or persistences over time, and to account for technologies' relation to political and economic regimes and discourses, narrations, art, pop culture and media representations of those transformations in the public sphere.

Understanding mobility, traffic and transport infrastructure, "ground-breaking" technologies and their everyday usages and routines from a transformation perspective also means considering the practical feasibility of its implementation and associated conflicts: Under what social conditions will the transformation of the mobility system and transport infrastructure be politically possible and accepted? And

conversely: Do current and historical social change processes support the transformation of the transport systems of their own accord? And if so, will this transformation actually lead to ecological sustainability?

The conference aims to understand the notions of transition and transformation of mobility and infrastructures, emphasizing the need to understand current changes in the light of the historical transformations of mobilities, but also other fundamental social and economic-technical change processes, e.g., in the course of industrial revolutions, through colonial modernization, or after the fall of state socialism. Furthermore, the conference aims to highlight diverse and pluriverse visions on the departure points as well as desired and envisioned futures of mobility transformations, particularly welcoming subaltern voices, often overlooked because of gender, class, race, and otherness.

With this in mind, we invite specialists from the arts, social sciences and humanities, as well as engineering and technology, and wholeheartedly welcome contributions from any other disciplinary background. Alongside practitioners, artists and activists, we want to discuss the changing and conflicting interrelations between mobilities, infrastructures, technology, ecology, urbanism, across times and places, for a better understanding of past, current and future infrastructure and mobility transformations. We are looking for proposals for papers and sessions on one or more of the following topics / areas of study, although all contributions are welcome:

Tracks and topics

- Contestations around mobility and infrastructures
- Longue durée perspectives on green transitions
- Mobility and infrastructures in front of climate emergency
- Time, temporalities, transitions
- Mobility technologies: technical fix, technological pessimism, shock of the old, and resistances to it
- Global and regional approaches, including e.g. post-Soviet or Sub-Saharan perspectives
- Global Politics and Geopolitics of Mobility and Infrastructures
- Mobility Transition versus Mobility Transformations
- Imperial, Trans-Imperial and (Post-)Colonial Infrastructures
- Metaphors of Mobility – highway, railroad, route and network.
- Mobility in culture: literary, musical, artistic perspectives
- Arts and creativity towards Transformation
- Activism around mobility and infrastructures
- Mobilities on the margins and mobility justice: Race, gender, ethnicity, disability and othering

Proposals may cover individual papers, panels, artworks, posters, and other creative formats. 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.

In preparation for the conference, organisers have already been found for individual sessions. Here you will find an overview to give you a general idea. Your proposal does not have to follow any of these sessions. Further thematic focus sessions will be organised according to the proposals submitted and accepted.

A limited number of travel grants will be available for participants without access to institutional funding, particularly from low-income countries.

The conference language is only English. The conference is in presence only. Keynote lectures will be streamed online.

The conference has special focus on the all four T2M journals – Mobilities, Transfers, Journal of Transport History and Mobility Humanities. Special sessions in relation to them and publishing opportunities will be organised. Part of the papers will be transferred as proceedings in Special Issues of the T2M journals.
Thematic Excursions are planned for the day after the conference: Thursday, 26 September 2024.

Key Dates
01 April Deadline for the submission of individual abstracts and fully pre-organised special sessions
15 April Notification of acceptance for abstracts and sessions
01 May Submission for travel grant
01 June Notification of acceptance for travel grant

01 June Early bird registration opens
01 July Early bird registration closes
01 August Submission of full papers and posters
23–25 Sept. Conference
26 September Thematic excursions

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 1st of August 2024.

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 1 August 2024 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, as well as any further inquiry to t2m@leibniz-ifl.de

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 1 July 2024

- Individual fee: 260 Euros (for T2M member: 200 Euros)
- Reduced fee: 230 Euros (for T2M member: 170 Euros)

Registration after 1 July to 5 September 2024

- Individual fee: 360 Euros (for T2M member: 270 Euros)
- Reduced fee: 310 Euros (for T2M member: 220 Euros)

The registration fee will cover the costs for the conference materials, coffee/tea breaks, two lunches (Monday and Tuesday), a welcome cocktail (Monday), one dinner (Tuesday), and social events. 5

Please email the Organising Committee t2m@leibniz-ifl.de with the subject heading “2024 T2M Inquiry” if you have any questions or concerns.

Conference organisers: Leibniz Institute for Regional Geography (IfL) in cooperation with Lancaster University, Leipzig, Germany.

Programme committee: Carlos Lopez-Galviz, Jinhyoung Lee, Claire Pelgrims, Pierre Barrieau, Jorgen Burchardt, Wladimir Sgibnev, Lyubomir Pozharliev, Karol Kurnicki, Cotten Seiler, Massimo Moraglio, Peter Adey.

Local organising committee: Constantin Blome, Wladimir Sgibnev, Lyubomir Pozharliev, Karol Kurnicki, Maria Petrova, Egor Muleev, Stella Marie Köhler, Bohdan Novoshytskyi.

Election Results 2023

Report prepared for the Election Committee by Claire Pelgrims

The Executive Members are part of the board that runs T^{2}M, making decisions about how we can best achieve our aims and encourage the growth of transport and mobility history. It has a very important role, ensuring the continued strength of our Association and the field. All members of the association were invited to participate in the 2023 elections and over 44% of you responded.

Following the T²M Annual General Meeting (AGM) and the organisation of the election of the new Executive Committee (EC) members, we are pleased to welcome three new EC members: **Eduardo Nunes**, **Hugo Pereira** and **Lyubomir Pozharliev**. We're happy to announce that **Govind Gopakumar** has been reelected for a second mandate as member of the EC. EC members are elected for a term of four years in the Executive Committee (two years if the candidate is a PhD student).

We would like to thank again Victor Marquez, Bradley Rink and Kristina Skaden for their active service as members of the T^{2}M Executive Committee. A very special thank goes also to Melina Piglia and Dhan Zunino Singh who have been Vice-president and Treasurer of the association for the past several years.

The changes in the leadership team have also been approved with Carlos Lopez Galviz continuing as President, Claire Pelgrims as Treasurer and Pierre Barrieau as Executive Secretary.

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 full call for nominations and submission can be found here: https://journals.sagepub.com/page/jth/john-scholes-prize

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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 to be part of the latest conversations in transport, traffic and mobility.

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