T²M 20th Annual Conference *Mobilities: Disruptions and Reconnections*
Padua (Italy), 21-24 September 2022

Hybrid conference jointly organized by
International Association for the History of Transport, Traffic and Mobility
Centre for Advanced Studies in Mobility & Humanities

[www.mobilityandhumanities.it/t2m2022conference/](http://www.mobilityandhumanities.it/t2m2022conference/)
contact: t2m2022.conference@unipd.it
Twitter: @MoHu_Centre #T2M22 #T2MPadua

First edition: September 2022

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University of Padua, Italy
T²M 20th Annual Conference

Mobilities: disruptions and reconnections

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We are delighted to welcome you to Padua, at the Department of Historical and Geographic Sciences and the Ancient World (DiSSGeA), for the 20th Annual Conference of the International Association for the History of Transport, Traffic and Mobility (T²M), 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 brings together (both in presence and online) established as well as early career scholars from many different countries and disciplinary backgrounds. With a particular focus on disruptions and reconnections, the conference presentations revolve around mobility issues from a variety of social sciences and humanities perspectives. In a post-pandemic time, we have called for scholarly interventions not only to acknowledge the disruptions occurred in past and more recent times, but also to build reconnections in the face of crises through the exchange of our different but complementary disciplinary tools. We hope that this conference will provide the opportunity to share theories, methods and experiences to advance knowledge and raise public attention on mobilities in all their multifaceted material, economic, political, social and cultural aspects.

Andrea & Claire
Conference Chairs
Conference Programme Committee
Marco Bertilorenzi (Università di Padova), Lucio Biasiori (Università di Padova), Pierre Barrieau (Université du Québec à Montréal & Université de Montréal), Govind Gopakumar (Concordia University), Jinyoung Lee (Konkuk University), Tiina Männistö-Funk (University of Turku), Federico Mazzini (Università di Padova), Tania Rossetto (Università di Padova), Bradley Rink (University of the Western Cape)

Conference Local Organizing Committee
Irene Barbiera (Università di Padova), Marco Bertilorenzi (Università di Padova), Lucio Biasiori (MobiLab, Università di Padova), Margherita Cisani (Università di Padova), Elena Canadelli (Università di Padova), Laura Lo Presti (Università di Padova), Francesco Lubian (MobiLab, Università di Padova), Federico Mazzini (MobiLab, Università di Padova), Paola Molino (Università di Padova), Marco Orlandi (Università di Padova), Gia- da Peterle (Museum of Geography), Chiara Rabbiosi (MobiLab, Università di Padova), Tania Rossetto (Università di Padova)
COLLABORATIONS AND SPONSORSHIPS

MOBILITY & HUMANITIES
Centre for Advanced Studies

TRANS@P, TRAFFIC & MOBILITY

Provincia di Padova

Centre for the GeoHumanities
Piazza dei Signori, Padova
THE CONFERENCE THEME

Mobilities: Disruptions and Reconnections

Over the last few decades, awareness of the existence of globalization’s “waves” has increasingly invited transport and mobility scholars to wonder about the processes of rupture and reconnection, of which the COVID-19 pandemic is only one of many examples. Wars and epidemics, natural disasters and geopolitical scenarios have contributed to shaping and adapting not only the phenomena of mobility, but also the ways in which the various mobilities have been theorized, practiced, and experienced.

We are therefore faced with a propitious moment to interrogate the future processes of reconstruction of mobility: What are the elements that characterize major ruptures, in the past and in the present? Which elements show greater resilience in the recomposition and rearrangement processes across societies, economies, institutions and cultures? How do ideas, information and texts circulate, and what role do they play in defining the imagination and practices of mobility?

Thanks to the mobilities paradigm, it is now possible to look at the extension of phenomena attributable to mobility, understood here in a broad sense as the circulation of people, objects, ideas and texts. Furthermore, taking a cue from the recent theorization of a humanistic turn in mobility studies, we are invited to look at a broad spectrum of mobility in the past and present, from antiquity to the present day, combining humanities and social sciences in a broad space and time perspective.

The conference invited proposals from different disciplines within mobility studies including, but not limited to: history, geography, anthropology, literary studies, visual studies, communication, architecture, urban planning. We accepted proposals for papers and sessions on many topics/areas of study, such as: Historical turning points in the practices and perceptions of mobility; Epistemological shifts in theorizing movement, transport and mobility; Humanistic and comparative approaches to the study of mobility; Mobility and environmental history; Mobility in digital spaces; Pandemics and its social/cultural effects on transport and mobility; Commodity chains and labour mobility; Ruptures of mobility, immobility and social inequality; Mobility and international relations/tensions; Mobility as reception/influence in intellectual and cultural history; Visual and narrative (re)mediations of transport and mobility phenomena; Art and creative connections with transport and mobility studies; Tourism, leisure and everyday mobilities; Objects, technologies, materials and non-human mobilities; Mobilities and heritage: past and future (dis)connections; Humanistic perspectives in mobility and the climate crisis.
PAST CONFERENCES

2021 Lisbon – Mobilities in Transitions: Circulation, Appropriation, Globalization
2020 Shanghai – Governmental Visions for Transport and Mobility
2019 Paris – Mobilities and Materialities
2018 Montreal Boom, Bust and What After?
2017 Lancaster Mobile Utopia: Pasts, Presents, Futures
2016 Mexico Mobilities: Space of Flows and Friction
2015 Caserta The Future of Mobilities
2014 Philadelphia Spinoffs of Mobility
2013 Kouvola/St. Petersburg – Transport and borders
2012 Madrid – Intermodal Mobilities
2011 Berlin – Transport and Mobility on Display
2010 New Delhi – Transportation as a Lifeline of Development
2009 Lucerne – Energy and Innovation
2008 Ottawa – Mobility and the Environment
2007 Helmond – Heritage and Design
2006 Paris – History, Safety and Sustainable Mobility
2005 York – Tourism
2004 Dearborn – Mobility History and Policy
2003 Eindhoven – No overarching topic

Piazza Duomo, Padova
The 20th T²M Annual Conference is jointly organized by the International Association for the History of Transport, Traffic and Mobility and the Centre for Advanced Studies in Mobility & Humanities of the University of Padua, Italy.

The International Association for the History of Transport, Traffic and Mobility (T²M) was founded in 2003 to stimulate and support studies of the movement of people, things and ideas in all periods and societies in the past. T²M is incorporated as a non-profit, interdisciplinary educational organization, originally based at the Technical University of Eindhoven in The Netherlands. Its 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. This includes the linkages between mobility systems and a wide range of social and cultural factors – e.g. politics and public policy, labor and business, science and technology, tourism and travel, media and the arts, and crucial questions of sustainability and the environment. Today transport history shares inter-disciplinary interests and methods with mobilities research, urban studies, geography, and the study of media and communication.

More at www.t2m.org

The Centre for Advanced Studies in Mobility & Humanities (MoHu), based at the Department of Historical and Geographic Sciences and the Ancient World (DiSSGeA) of the University of Padua (Italy), configures itself as an international research hub for the humanistic study of mobility. Drawing from a rich and unique mix of disciplines, and equipped with a Digital Laboratory for Mobility Research (MobiLab), the Centre aims to contribute original work to the emerging area of the mobility humanities in connection with other research Centres and Associations worldwide. Committed to running the Mobility & Humanities Seminar Series, within which key and emergent speakers in the field are regularly invited, it is a place where intellectual exchange and hospitality take a crucial part in the development of brand-new research. Within the Centre, five Department research clusters (Nodes) develop interdisciplinary activities and subprojects on the mobilities of People, Ideas, Objects, Texts, and mobility Theories & methods.

More at www.mobilityandhumanities.it
Piazza delle Erbe, Padova
KEYNOTE SPEAKERS AND ABSTRACTS

Keynote 1

The Enclosure of Movement: An Early Modern Perspective

This talk approaches some of the key themes of this conference through the history of the Holy Roman Empire, one of the politically densest landscapes in early modern Europe. In the Empire’s complex array of variably sized and integrated polities, ordering the movements of goods and people was a constant object of contention between neighbouring rulers, communities, and mobile populations. Such conflicts were often framed as matters of safe-conduct, an institution that was common throughout the early modern world but became a key framework for negotiating freedom of movement and its restriction in the Empire. This keynote evinces from the Empire’s contested roads and rivers a broader reflection on the historical study of political authority and human mobility, with particular emphasis on the role of conceptual framing and cartographic representation.

Luca Scholz

My research focuses on analyzing and questioning data in historical and humanistic inquiry. I am interested in how computational methods and critical data visualization can help us interrogate the historical record and craft meaningful arguments, particularly in the study of human mobility, legal discourse, and environmental history. I hold a PhD in History from the European University Institute, a joint MA in History from the École des hautes études en sciences sociales in Paris and the University of Heidelberg, as well as BA in Economics from the latter university. My first book, Borders and Freedom of Movement in the Holy Roman Empire, came out with Oxford University Press in 2020. After holding a Mellon Postdoctoral Fellowship at Stanford University, I am now Lecturer (Assistant Professor) at the University of Manchester (UK).
Keynote 2

Britain’s Changing Roadscapes, 1990-2020: Attachment, Loss and Opportunity

It is widely accepted that our transition to a low-carbon mobility future will require significant sacrifices in terms of both our everyday and more occasional mobility practices, such as holidays. In order to meet such a challenge, it is important that we acknowledge the extent of the losses involved as well as their unequal distribution. The ephemeral places associated with transport and travel constitute a surprisingly emotive beacon of attachment and loss in this respect, and in this paper I draw upon my autoethnographic research on driving Britain’s roads over the past quarter-century to illustrate how the life course of the road-user and that of the road can become entangled. Even subtle transformations to the roadscape can serve to disorientate and confound road-users, and the more spectacular changes resulting from the demolition of roadside architecture, carriageway ‘improvements’ or spiralling congestion can transform what was once familiar into alien and confusing space. This, in turn, can seriously disrupt the rhythms and routines of travel through the erasure of (for example) the landmarks and stopping places that have structured the journey in the past. However, by developing a better understanding of the processes of place attachment and place memory associated with transport infrastructures, mobilities scholars are well-placed to advise on those aspects of travel that should be protected, or recreated, even as our patterns of mobility, and the vehicles we travel in, assume a different form.

Lynne Pearce

Lynne Pearce is Professor of Literary and Cultural Theory at Lancaster University (UK) and Co-Director (Humanities) of CeMoRe (Centre for Mobilities Research: www.lancaster.ac.uk/cemore/). Her recent mobilities publications include Drivetime: Literary Excursions in Automotive Consciousness (2016), Mobility, Memory and the Lifecourse in Twentieth-Century Literature and Culture (2019) and Mobility and the Humanities (with Peter Merriman) (2018). She is also co-editor (with Marian Aguiar and Charlotte Mathieson) of book series Palgrave Studies in Mobilities, Literature and Culture and an Adjunct Editor of Transfers.
## CONFERENCE PROGRAMME

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<td>PALAZZO LIVIANO</td>
<td>SALA GIGANTI</td>
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<td>Opening ceremony and KEYNOTE 1</td>
<td>Luca Scholz</td>
<td>The Enclosure of Movement: An Early Modern Perspective</td>
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<td>S23</td>
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<td>Moving through time: slow mobilities and heritage landscapes</td>
<td>Chair: Margherita Cisani, Università di Padova</td>
<td>Discussant: Maarja Kaaristo, Manchester Metropolitan University</td>
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<td>Papers: Margherita Cisani, Benedetta Castiglioni &amp; Giovanna Di Matteo, Università di Padova, Walking in/with heritage landscapes. Gazes, limits and slowness in the Ledro Alp and Judicaria Biosphere Reserve. Sabrina Meneghello &amp; Chiara Rabbiosi, Università di Padova, Re-interpreting religious walking heritage: a students' experience along the Cammino di S. Antonio. Dario Bertocchi &amp; Francesco Visentin, Università di Udine, Moving along the blue line: the Litoranea Veneta waterway as an opportunity for reconnecting people and watery-places. Jacopo Turchetto, Andrea Meleri &amp; Paola Zanovello, Università di Padova, The rurAllure project and the enhancement of cultural heritage in rural contexts: a focus on thermalism and the Euganean area through the lens of slow mobilities</td>
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<td>E1</td>
<td>WEDNESDAY</td>
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<td>MUSEO DI GEOGRAFIA</td>
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<td>Welcome Cocktail + Art &amp; Mobility Event (in-presence)</td>
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*All times listed are in CEST - Central European Summer Time Zone*
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<td>Chair: Tiina Männistö-Funk, University of Turku</td>
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<td>Papers: Luísa Sousa, NOVA University of Lisbon, Setting a History Lab for future sustainable urban mobilities. Hi-BicLab research project on Lisbon’s cycling policies</td>
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<td>Sonia Ibrahim &amp; Seçil Özcnur Yakan, Università di Padova, Soft mobility between peace and crisis: cycling during wars, natural disasters and pandemics</td>
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<td>Krzysztof Janko, Technische Universität Berlin, Governing sustainable multimodality in the Berlin-Brandenburg metropolitan region</td>
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<td>Dhan Zunino Singh, Universidad Nacional de Quilmes, Family and mobility. Cycling to the school in Buenos Aires</td>
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<td>Fernanda Duarte, North Carolina State University, Street-smart cities: a decolonial approach to (des) innovation through caring technologies</td>
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<td>Linear infrastructure: politics and narratives</td>
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<td>Chair: Jinho Young Lee, Konkuk University</td>
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<td>Jørgen Burchardt, Museum Vestfyn, Attitudes towards bridges and local mobility: cooperation, technology, economics, and politics through the ages</td>
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<td>Hiroshi Todoroki, Ritsumeikan Asia Pacific University, Roads as part of early modern Korean imaginative geography</td>
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<td>Anthony Gouthez, Università di Roma La Sapienza, Trans Europ Express, where the luminous past of the railway meets the future</td>
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<td>Tourist skills of mobility</td>
<td>THURSDAY</td>
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<td>Chairs: Maarja Kaaristo &amp; Ilze Mertena, Manchester Metropolitan University</td>
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<td>Papers: Ilze Mertena, Manchester Metropolitan University, Conceptualising tourist skills</td>
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<td>Zezhou Yang, University of London, Representations of tourist skills and tourist representations</td>
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<td>Irit Shmuel, Hadassah Academic College, The experience of hot-air balloons as a tourist imagination agent: the case of Israeli tourism in Cappadocia, Turkey</td>
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<td>Sara Ficarelli, Université Libre de Bruxelles, How tourists “craft” their city trip in Brussels</td>
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<tr>
<td>Active mobility, immobility and deceleration (II)</td>
<td>Chair: Chiara Rabbiosi, Università di Padova</td>
<td>Papers: Elisa Mozzelin, Università Ca’ Foscari Venezia, Walking through enclosures. Transformation of space and metamorphosis of the walking practice from the process of original accumulation Gabriele Lazzari, Lena Mattheis &amp; Charlotte Mathieson, University of Surrey, From immobility to mobilisation: radical reimaginings Giovanni Lanza, Politecnico di Milano, Enabling im-mobilities. Discussing a theoretical and operative approach to promote reversible im-mobilities through accessibility Renate Albrecher-Königseder, Ecole polytechnique fédérale de Lausanne, Pedestrian typologies: nuanced considerations of urban walking</td>
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<td>S4</td>
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<tr>
<td>Epistemological shifts in theorizing movement, transport and mobility</td>
<td>Chair: Margherita Cisani, Università di Padova</td>
<td>Papers: Maarja Kaaristo &amp; Ilze Mertena, Manchester Metropolitan University, Mobility skills: a practice theory perspective Silke Zimmer-Merkle, Karlsruhe Institute for Technology, Institute for Technology Futures, Children’s mobility. Starting points and methodological issues of reconnections with the past Ludovico Mery, Università di Padova, Mobility, industry and museum: a different approach to understand Rodrigo Morganti Neres, Universidade de São Paulo, Railway stations, accessibility and mobile practices: a theoretical approach Richard Randell &amp; Robert Braun, Institute for Advanced Studies Vienna, Piero Puricello and Norman Bel Geddes: ontologists of modernity</td>
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<tr>
<td>Gender and Transports in a historical perspective</td>
<td>Chairs: Beatrice Zucca &amp; Silvia Bruzzi, Università di Padova Discussant: Beatrice Zucca, Università di Padova</td>
<td>Papers: Irene Martin, University of Barcelona, Inhabiting spaces. Sexual separation of passage in shipping (1850-1950) Alon K. Raab, University of California, Davis, Wheels of fire: the history of women’s cycling in the Middle East Daniel Majchrowicz, Northwestern University, A compartment of one’s own: Urdu travel writing and Muslim women’s mobility in colonial India Sanchali Sarkar, Basanti Devi College, South Asian women’s access to mobility in Germany: a few cases studies</td>
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<td>S26</td>
<td>THURSDAY</td>
<td>PALAZZO LUZZATTO DINA</td>
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| (Im)mobilizing transitions: How can a critical mobilities approach contribute to low-carbon urban mobility transitions in the global South? (I)  
Chair: Govind Gopakumar, Concordia University  
Discussant: Peter Adey, Royal Holloway University of London  
Papers: Sreeakshmi Ramachandran, Concordia University, Interfacing the margins: interactions between IPT and NMT in Global South cities  
Rutul Joshi & Jacob Baby, CEPT University, Between everyday cyclists and affluent cyclists: emerging trends of cycling in Indian cities | | | | | |
| S12              | THURSDAY | PALAZZO LUZZATTO DINA | STO 3 | 14:30      | 16:30    |
| Gender and mobility: a contemporary and historical perspective (I) - Debate session  
Chairs: Claire Pelgrims, Université Gustave Eiffel & Natacha Lapeyroux, Université libre de Bruxelles  
Papers: Manon Dessaud, Philippe Gerber, Luxembourg Institute of Socio-Economic Research & Karine Duplan, University of Geneva, Towards a critical approach to mobility biographies through the lens of gender  
Areej Abou Harb, Université Lyon 2 Lumière, The railway and the cultural spaces. Mobility and modernity in the Levant (1890-1940) | | | | | |
| S20              | THURSDAY | PALAZZO LUZZATTO DINA | AULA MAGNA | 14:30 | 16:30 |
| Planning for proximity: trading mobility for social inclusion?  
Chairs: Paola Pucci, Politecnico di Milano & Giovanni Vecchio, Pontificia Universidad Católica de Chile  
Papers: Luigi Carboni, Giovanni Lanza & Paola Pucci, Politecnico di Milano, An Inclusive Accessibility by Proximity Index for a fairer city. Results of an experimentation in Bologna  
Giovanni Vecchio, Pontificia Universidad Católica de Chile, Proximity in the ageing metropolis: towards an accessibility-based classification of neighbourhoods in Santiago de Chile  
Bruna Vendemmia & Cristiana Mattioli, Politecnico di Milano, Looking at proximity in low dense territories: the accessibility to secondary schools in some areas of the Lombardy region  
Antonella Bruzzese, Politecnico di Milano, Walking well-being as a tool for designing proximity | | | | | |

Break
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<td>(Im)mobilizing transitions: How can a critical mobilities approach contribute to low-carbon urban mobility transitions in the global South? (II)</td>
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<td>Papers: Yogi Joseph, Concordia University, Experiencing rhythm on the move: acceleration, deceleration and “rude” interruptions on the Ahmedabad BRT</td>
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<td>Sarah Turner, McGill University, Mobility frictions and injustices on Hanoi’s streets: street vendors and motorbike delivery drivers negotiating “modern” automobility policies</td>
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<td>Gender and mobility: a contemporary and historical perspective (II) - Debate session</td>
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<td>Chairs: Claire Pelgrims, Université Gustave Eiffel &amp; Natacha Lapeyroux, Université libre de Bruxelles</td>
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<td>Papers: Tiina Männistö-Funk, University of Turku, Gender in the traffic activism in Finland from the 1960s to the 1990s</td>
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<td>Gonçal Cerdá-Beneito, Université Gustave Eiffel, Single mothers' coordination of time and space in the Paris region. Analyzing daily mobility to understand a gender issue</td>
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<td>Claire Pelgrims, Université Gustave Eiffel, Natacha Lapeyroux, Université libre de Bruxelles &amp; Sarah Bourcier, UCL Saint-Louis - Bruxelles, Bike bodies in Brussels: an ecological commitment for the benefit of a deconstruction of gender norms?</td>
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<td>Why Mobilities Paradigm needs economic and business history 1 (Methodology)</td>
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<td>Chair: Javier Vidal Olivares, University of Alicante</td>
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<td>Papers: Simone Fari, University of Granada, Why economic and business history could improve Mobilities Studies?</td>
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<td>Kostas Chatzis, Université Gustave Eiffel &amp; Arnaud Passalacqua, Université Paris Est Créteil, Are socio-economic models a meeting place between the history of mobility and economic history?</td>
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<td>Gabriele Marcon, European University Institute, Science, expertise, and mobility: new approaches to the global history of extractive economies</td>
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<td>Valentina Fava, Università Ca’ Foscari Venezia, Business history and transport history: the end of a love or a new beginning?</td>
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<td><strong>Representations of tram closures: nostalgia, modernity and obsolescence</strong>&lt;br&gt;Chairs: Tauri Tuvikene, Tallinn University &amp; Adam Borch, Åbo Akademi University&lt;br&gt;Discussant: Silja Laine, Åbo Akademi University&lt;br&gt;Papers: Adam Borch, Åbo Akademi University, Peter Dürfeld’s “Linie 4 og andre noveller” (1984) and memories of the Copenhagen tram&lt;br&gt;Zeynep Ceren Henriques Correia, Kırıkkale University, Looking through the closure: Istanbul trams in 1960s and before&lt;br&gt;Aleksandra Ianchenko, Tallinn University, Åbo Akademi University, Tram chalk walk: drawing closed tramlines in the city of Turku, Finland&lt;br&gt;Natalia Veselkova, Ural Federal University &amp; Elena Pryamikova, Ural State Pedagogical University, Russia, Trams in an industrial post-soviet monoton: the case of Krasnolutyinsk</td>
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<td><strong>Cultures and perceptions of human mobilities</strong>&lt;br&gt;Chair: Lucio Biasiori, Università di Padova&lt;br&gt;Papers: Daijiro Yamagishi &amp; Adam Doering, Wakayama University, Dressing up the place: lifestyle mobilities, fashion and place making in Miyazaki, Japan&lt;br&gt;Petra Weschenfelder, University of Vienna, Mobility as stasis: the scientific perception of North East African mobile groups&lt;br&gt;Andrea Frizzera, Università di Padova, Università Ca’ Foscari Venezia, The descendants of Sullan proscribed. Political exclusion and reintegration in Roman public debate&lt;br&gt;Sarah Maria Noske, Justus Liebig University Giessen, Multiple Mobilities: places of commercial intimacy in the Pacific (ca. 1860-1920)</td>
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<td><strong>Why Mobilities Paradigm needs economic and business history 2 (Modern History)</strong>&lt;br&gt;Chair: Andrea Caracausi, Università di Padova&lt;br&gt;Papers: Renard Gluzman, Shenkar College of Engineering, Art and Design, Not enough mobility: flagging out and schemes to disguise a ship’s identity before the invention of the flag of convenience&lt;br&gt;Stefania Montemezzo, Villa I Tatti, The Harvard Center for Italian Renaissance Studies, The role of maritime mobility for business development: the case of Renaissance Venice&lt;br&gt;Matteo Calcagni, European University Institute, The Ottoman route: Trade and mobility across the Eastern Mediterranean&lt;br&gt;José Araneda-Riquelme, Scuola Normale Superiore, Uncertainty, Experiences of epistolary communication between Colonial Chile and the Spanish Court (1598-1670)</td>
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### Representation of mobility and transport: Formal matters (I)

**Chair:** Chris Ewers, University of Exeter & Anna-Leena Toivanen, University of Eastern Finland

Papers:
- Clare Booker, Leeds City College, Visualizing airport mobilities through experimental film and moving image
- Bradley Rink, University of the Western Cape, Airmindedness redux: growing tourism and worldliness through aeromobility in Africa
- Anna-Leena Toivanen, University of Eastern Finland, Poetics of mobility of deportation air travel in francophone African fiction

#### FRIDAY
- **SESSION:** S21
- **BUILDING:** PALAZZO WOLLEMBORG
- **ROOM:** ALPI
- **TIME-START:** 11:20
- **TIME-END:** 12:50

### Mobility, connectivity and justice

**Chair:** Irene Barbiera, Università di Padova

Papers:
- Ruth (Lute) Faleolo, La Trobe University, A resilient culture: Tongan collective agency and mobility
- Bishwendu Ghosh, Jadavpur University, COVID-19 and the railway crisis in Bengal: a case study of the disruption in mobility of traditional socio-economic forces in the District of South 24 Parganas
- Alena Myshko & Cinzia Colapinto, Università Ca’ Foscari Venezia, Strategic applications of digital platforms in agriculture: shifting focus on mobility’s role
- Mariana Reis Santos, École des Ponts ParisTech, Public transit infrastructure: An instrument of regional spatial cohesion or segregation? The case of Greater Paris
- Leon Vauterin, Technical University of Eindhoven, Enriching Transit Oriented Development (TOD) with mobility justice concepts: a critical analysis of the Eindhoven Knoop XL case
- Samana Madhuri, Chandrakona Vidyasagar Mahavidyalaya, Vidyasagar University, “We don’t need no education?”: Working class migrants and the fate of Telugu schools in select region of West Bengal

#### FRIDAY
- **SESSION:** S9
- **BUILDING:** PALAZZO WOLLEMBORG
- **ROOM:** ADRIATICO
- **TIME-START:** 11:20
- **TIME-END:** 12:50
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<td>Papers: Marco Bertilorenzi, Università di Padova, Mobilising French mining capitalism. Mobility of engineers, technology transfer and investments flow (1880s-1960s)</td>
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<td>Alberte Martínez-López &amp; Jesús Mirás Araujo, University of A Coruña, Mobility of ideas in the European gas industry, 19th and 20th centuries</td>
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<td>Melina Piglia, National University of Mar del Plata. Modernization, national defense and indebtedness: Aerolíneas Argentinas during the last dictatorship. Argentina 1976-1983</td>
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<td>Javier Vidal Olivares, University of Alicante, The new tourist mobility and its impact on airline management before the liberalisation of international air transport: the case of Iberia, Spanish Airlines 1959-1978</td>
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<td><strong>Representation of mobility and transport: Formal matters (II)</strong></td>
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<td>Chairs: Anna-Leena Toivanen, University of Eastern Finland &amp; Chris Ewers University of Exeter</td>
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<td>Papers: Giada Peterle, Università di Padova, TRANSPLOTLINES: Mobilising the poetics of transport infrastructures in urban narratives</td>
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<td>Adrien Frenay, Université Paris Nanterre, Literary mobilities as tools, interfaces and frames: narrative and transport techniques are ways to understand human experiences of the world</td>
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<td>Michelle Stork, Goethe University Frankfurt, Visualising slowness and friction in the contemporary road narrative</td>
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<td>Hannah Grayson, University of Stirling, Thwarted mobilities: women, wheels and necroworlds in Monénembo’s latest novels</td>
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<td>(Im)mobilizing transitions: How can a critical mobilities approach contribute to low-carbon urban mobility transitions in the global South? (III)</td>
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<td>Chair: Govind Gopakumar, Concordia University</td>
<td>Discussant: Peter Adey, Royal Holloway University of London</td>
<td>Papers: Rajiv Kumarm, Dr. Ambedkar International Centre, Socio-technical transitions: a case of electric vehicles system</td>
<td>David Sadoway, Kwantlen Polytechnic University, Just vehicles for the transition: a polycentric mobilities shift or rift?</td>
<td>Tanu Priya Uteng, Institute of Transport Economics, Evolving from punishing to re-warding in the emerging transport domain: a sharing framework</td>
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<td>Chair: Massimo Moraglio, Technische Universität Berlin</td>
<td>Papers: David Turner, University of York, Governance and the links between goods mobility, early British railways and slavery</td>
<td>Martin Emanuel, KTH Royal Institute of Technology, Pride and power in the mobility precariat: bicycle deliveries in Stockholm, 1930-1950</td>
<td>Daniel Castillo Hidalgo, University of Las Palmas &amp; César Ducruet, Centre National de la Recherche Scientifique, Africa in the World: maritime connectivity, seaborne trade and Globalization</td>
<td>Cory Fischer-Hoffman, Lafayette College, “We are in the business of moving dirt”: infrastructures, transport, ruptures and mobilities in the transnational iron to steel value chain</td>
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<td>Lynne Pearce, Britain’s Changing Roadscapes, 1990-2020: Attachment, Loss and Opportunity</td>
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<td>Papers: Sandra La Rota, University of Antwerp, The role of filmmaking in creating narratives around mobility: the case of a filmmaking competition of rural women’s transport in Tungurahua, Ecuador</td>
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<td>Bettina Severin-Barboutie &amp; Eva Maria Gajek, Justus Liebig University Giessen, Du bist, was du fährst. The automobile as social practice</td>
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<td>Siying Wu, University of Edinburgh, Passenger affects: mundane mobilities and affective encounter in Guangzhou Metro, China</td>
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<td>Anne Victoria, Knoxville Area Transit, Bus stops: stick in the ground</td>
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<td>S18 Pausing, not arriving: transitory dwelling in transport infrastructure</td>
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<td>PALAZZO LUZZATTO</td>
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<td>Chairs: Manuel Moser, University of Erfurt &amp; Michael Anranter, University of Vienna</td>
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<td>Papers: Sunčica Klaas, Potsdam University, “This side up, with care”. Economies of tightness in narratives of the (underground) railroad</td>
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<td>Mathias Denecke, Ruhr University Bochum, Standstills of migratory flow. On the logistics of waiting</td>
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<td>Carole Martin, Ludwig Maximilian University of Munich, Temporary unions, temporary cities. Refugees' stopovers in Vietnamese American literature</td>
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<td>Manuel Moser, University of Erfurt, At home on the road. Dwelling by long-haul truck drivers in German and Bolivian logistical networks</td>
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<td>Michael Anranter, University of Vienna, Interacting during unintended stopovers. About buying an eVignette at the rest stop</td>
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<td>Priyanka Borpujari, Dublin City University, Pausing while walking. What is deemed “welcoming”?</td>
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<td>S11 Mobilities, Connections, and Ethics of Community</td>
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<td>Chair: Jinhyoung Lee, Konkuk University</td>
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<td>Papers: Jooyoung Kim &amp; Inseop Shin, Konkuk University, A Korean mobility novel and the ethical perspective: focusing on “The Green Juice Girl Has No Time for Sorrow”</td>
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<td>Taehoe Kim, Konkuk University, Place and ethics in an accelerated and mobile world</td>
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<td>Jinhyoung Lee, Konkuk University, Disruptive mobility</td>
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<td>Myungsim Yang, Konkuk University, Ikaino and community ethics of Korean residents in Japan</td>
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<td>Politics and policy in everyday mobility practices</td>
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<td>Chair: Marco Bertilorenzi, Università di Padova</td>
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<td>Olha Martynyuk, National Technical University of Ukraine, University of Basel, Desirable and dangerous: cycling in World War II from Ukrainian Perspective</td>
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<td>Nicola da Schio, Vrije Universiteit Brussel &amp; Claire Pelgrims, Université Gustave Eiffel, Between liveability and accessibility in Brussels’s Bois de la Cambre</td>
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<td>Eva Van Eenoo, Vrije Universiteit Brussel, Fuel tax cuts: an illustrative example of car-oriented thinking in policy</td>
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<td>Liudmila Morillon, Aix-Marseille University, Everyday mobilities in low-density urban areas: contradictions, constraints, and opportunities. The case of 5 public transport systems in the region of Brittany</td>
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<td>Eskenazi Manon &amp; Daphné Tuncer, Université Gustave Eiffel, Where do automated vehicles come from? Past, present and possible futures of the governance of automated vehicles</td>
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<td>Tourism, leisure and everyday mobilities</td>
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<td>Chair: Elena Canadelli, Università di Padova</td>
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<td>Papers: Maria Alice de Faria Nogueira, Universidade Federal do Rio de Janeiro &amp; Ana Carolina Padua Machado, Universidade de São Paulo, Consuming places as a new type of mobile activism? The Airbnb campaign in the Russia war on Ukraine</td>
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<td>Elena Tardivo, Università di Padova, Heritage tourism mobilities in an Italian Catholic temple: the case of Duomo di Milano</td>
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<td>Camila Maria dos Santos Moraes &amp; Yuri dos Santos de Carvalho, Universidade Federal do Estado do Rio de Janeiro, The solar corridor: mobilizing the solar energy in a favela under the tourist gaze</td>
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<td>Dominic Lapointe, Université du Québec à Montréal, Navigating the biopolitics of the ongoing COVID-19 Tourism era</td>
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<td>Social events (guided walk, tours, etc.)</td>
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CONFERENCE VENUES

THE CITY OF PADUA

Situated in the heart of north-eastern Italy, and less than 40 km from Venice, Padua is one of the most beautiful cities in Italy, with over 3,000 years of history. This rich cultural heritage, appreciated every year by thousands of tourists, includes: the Scrovegni Chapel, with its frescoes painted by Giotto; Prato della Valle, one of the biggest squares in Europe; the thirteenth century Palazzo della Ragione, the world’s largest hall without supporting columns; the world’s oldest university Botanical Garden, a UNESCO World Heritage Site, and a historical city centre, with picturesque squares (piazzas), palaces and museums.

THE UNIVERSITY

The University of Padua is a world-leading research-intensive university that has been driving global change since its foundation in 1222. Padua’s Studium Patavinum was a place of study that readily welcomed Italian students and scholars, as well as those from various European countries searching for cultural freedom and expression. It is one of the oldest and most prestigious seats of learning. Still today, the University of Padua holds some impressive numbers. With over 60,000 students and 2,200 educators within its 32 departments, the University also employees over 2,400 technical administrators. Accrediting more than 13,000 graduates each year, awarding 5,000 scholarships, and brandishing over 2 million books available throughout its 29 libraries. The University continues to transform its level of excellence in education by offering a vast range of degree programs. Including over 100 bachelor and master degree programs, 10 single-cycle degree programs, almost 100 master degree programs, more than 20 advanced programs, and over 10 specialized training courses. The University includes over 60 specialization schools and 40 PhD schools.

The conference takes place during the exciting thematic year of the celebration of 800 years of our University. Updates on events at https://800anniunipd.it/.

HALL OF THE GIANTS (conference inaugural venue)

The Sala dei Giganti (Hall of Giants) originally belonged to the Palazzo dei Carraresi (from the name of the da Carrara family which governed Padova in the 14th century). This great hall was named from the size of the figures – personages of Ancient Rome – depicted in the frescoes. The original cycle, now lost, was inspired by Petrarch at the invitation of Francesco I da Carrara, whose guest he had been, on the basis of his De viris illustribus, recounting the lives of illustrious men in the history of Rome. The first decoration of the hall, completed a few years after Petrarch’s death (1374), is attributed to either Altichiero da Zevio or Jacopo Avanzi. Among the personages portrayed was Petrarch himself, posthumously: his portrait is the only one of the older cycle which has survived. The hall was completely renovated in the 16th century. A new cycle of frescoes was completed around 1540, by Domenico Campagnola and his collaborators, in which the theme of two centuries earlier was taken up again, with changes to some of the subjects depicted. The Sala dei Giganti housed the University Library from 1631 to 1912. The frescoes were restored to their original splendour during recent works.
Conference Programme and Venues

**Palazzo Liviano, Piazza Capitaniato 3/5**
Sala dei Giganti (Hall of Giants)

**Palazzo Luzzato Dina, Via del Vescovado 30**
Aula Magna, Aula Sto 1, Aula Sto 2, Aula Sto 3

**Palazzo Wollemborg, Via del Santo 26**
Sala Africa, Sala Alpi, Sala Adriatico, Museo di Geografia (Museum of Geography)
Palazzo Bo, Università di Padova
GETTING TO THE CONFERENCE

By road:
- Motorway Venice-Milan (A4)
  Exit at Padova Est if you come from Venice; Exit at Padova Ovest if you come from Milan
- Motorway Bologna-Padua (A13)
  Exit at Padova Sud
  PLEASE NOTE that Padua has a Restricted Traffic Zone. Further information can be found in the Comune di Padova website

By rail:
From the Padua Railway Station you can reach the centre by walking in 15-20 minutes.
By taxi (the taxi rank is in the square in front of the station)
Tel RadioTaxi: 049.65.13.33
By APS city buses and metrotram: many depart from the railway station

By air:
- Venice: Marco Polo airport (Tessera). From here, you can get to Padua in the following ways:
  - By taxi: a 40-60-minute drive.
  - By coach: coaches run from the airport to the Padua coach terminus every half hour from 6am to 11pm on working days and at different times on holidays. Bus stop in front of the airport. https://www.fsbusitalia.it/content/fsbusitalia/eng/veneto/timetables-and-lines.html
  - By rail: you can get a bus from the airport to the Mestre railway station and from there a train to Padua. It takes about 40 minutes.

- Verona: Valerio Catullo airport (Villafranca Veronese). Buses run from the airport to the Verona railway station.

- Treviso: Antonio Canova (Venice-Treviso) airport (bus stop in front of the airport, at the opposite side)
Courtyard of the Department of Historical and Geographic Sciences and the Ancient World
SOCIAL EVENTS

At the end of the Conference, on Saturday 24 September afternoon, the local Organizing Committee offers to the attendees the unique opportunity to visit Padua and its surroundings.

Padua and its waterways

The Piave channel and the river Brenta waterway connects the city of Padova with Venice. Navigating along the Piave Canal, excavated by the inhabitants of Padua during the early 13th century, offers a peculiar and evocative perspective on the city’s historical and contemporary landscapes. The excursion, by electric boat, allows to admire the city walls, the ramparts, the palaces, the churches and other Padua landmarks, but also to grasp the centrality of the water mobilities for the city, once crucial for its economic development and nowadays rediscovered by recreational and cultural activities.

The Euganean Hills cycling ring

The Euganean Hills, rising from the southwest plain next to the city of Padua, are one of the most beautiful hilly areas in the north of Italy and they are completely surrounded by a cycling path. The excursion covers a section of this itinerary, touching the places and the memorial house of Francesco Petrarca, one of the greatest Italian poet and humanist of the Renaissance, winding among medieval villages, castles and vineyards, as well as bordering centuries old trachyte excavations, from where the grey volcanic stone was transported, along the waterways, to Venice. The itinerary ends with a wine tasting in a local winery.
Scrovegni Chapel and Botanic Gardens

The Scrovegni Chapel, known by the surname of its patron Enrico, is dedicated to Santa Maria della Carità and is famous all over the world for the extraordinary cycle of paintings by Giotto. The work is the greatest fresco masterpiece of the artist and testifies to the profound revolution that the Tuscan painter brought to Western art. Created in 1545 on the property of the Benedictine monks of St. Justina, Padua Botanical Garden is the oldest existing university botanical garden in the world. The Senate of the Venetian Republic approved its foundation for the cultivation of medicinal plants, which later constituted the largest portion of the so-called “simple” herbs, i.e. medicaments of natural origin. This is why early botanical gardens were called Horti simplicium (“Gardens of Simples”).
EXHIBITIONS AND ART EVENTS

Special Art & Mobility event
21 September, Palazzo Wollemborg, Museum of Geography, 8:00 pm

Increasingly, transport and mobility studies have been experimenting with the potential of art and creative methodologies in the study, imagination and expression of mobility issues.

The Art & Mobility event explores the growing exchange between transport and mobility research and art-based practices and methods, promoting a conversation between art practitioners, curators and mobility scholars. The event is inspired by key questions that sketch both the state of the art of this art-mobility dialogues, starting from empirical examples presented by invited artists and curators, and an initial future agenda.

What are the potentialities, limits and ethics of art-mobilities research? What is the relationship between public art and public transport? And how do public administrations sustain or not this exchange? What is the social impact of art-mobilities collaborations? What are the examples of transport and art collaborations that we should take in mind? How can we imagine our universities as entities that activate various kinds of mobilities? Which is the role of creative visuals and infographics in communicating the mobilities of our univer-cities to wider publics? How can artists and researchers collaborate around mobility topics and what is the role of artist-researchers in mediating this conversation?

This event will host the screening of an original video work with the presence of the artist, the official opening of the exhibitions Rabbits & Rails and Padua UniverCity with the curators, and guided tours of the Museum of Geography.

Opening address
Andrea Caracausi, Director of the MoHu Centre and Vice-Director of the DiSSGeA Department
Giada Peterle, Director of the Museum of Geography and co-curator of the Creative Commissions 2019

Participants
Aleksandra Ianchenko, artist and curator of the Mobile Exhibition Rabbits & Rails
Mauro Varotto, cultural geographer at the MoHu Centre and co-curator (with Tania Rossetto) of the exhibition Padova UniverCity
Paula Kaniewska, artist presenting the video work Incoming Call from Abstract Sculpture

Museum of Geography
Palazzo Wollemborg, via del Santo 26

The conference hosts two exhibitions and an art event in collaboration with the Museum of Geography of the Department of Historical and Geographic Sciences and the Ancient World. Within the framework of the Mobility Expo, our conference attendees are invited to enjoy exhibition events at our Museum spaces at Palazzo Wollemborg, in via del Santo 26.
Moving Knowledge/Mobility Expo is a third mission project coordinated by the Museum of Geography of the University of Padua and sustained by an interdisciplinary board of members of the MoHu Centre. The project’s main goal is to circulate among a wider both academic and non-specialistic audience the reflections emerged through the interdisciplinary researches on mobility issues conducted at the DiSSGeA. Starting from the topicality of mobility issues in contemporary research and society, the project presents the Museum of Geography as a cultural hub and place of encounter between the University and the City, and promotes the dissemination of academic research through a strong dialogue between art and science, organizing exhibitions, workshops, and events both online and in person.

The events hosted by the Conference have been supported also by the Royal Holloway University of London Centre for the GeoHumanities, which collaborated on the Creative Commissions 2019 and other public activities developed by the MoHu Centre as a leading actor of art-based academic initiatives.

Rabbits & Rails exhibition
21 September - 23 October, Sala degli Specchi, Museum of Geography
in collaboration with the project PUTSPACE

How often do you take a bus or a tram or use some form of public transport? Have you ever thought about why it is called public transport? And what makes it public? Is public transport a public space and how is it different from other places in the city which we use collectively?

Similar questions have been asked in the project Public Transport as Public Space in European Cities: Narrating, Experiencing, Contesting (PUTSPACE). The three-year project (2019-2022) has brought together academics and artists and this exhibition, curated by Aleksandra Ianchenko, is one outcome of their collaboration. The exhibition has two sections. The first, “Rabbits”, asks how different publics (users and providers, pas-
Exhibitions and Art Events

sengers and staff) interact with each other on public transport. The second, “Rails”, using
the example of trams, asks what role public transport plays in peoples’ lives and in cities.

The exhibition comes in the shape of a vehicle, allowing you to make an imaginary
journey, exploring stories from different European cities as well as in an online version in
seven languages. Earlier exhibited at Les Halles Saint-Géry in Brussels (Belgium) and
at the Estonian Road Museum in Võru (Estonia), on occasion of the T^M Conference,
Rabbits & Rails will be hosted at the Museum of Geography from 21 September to 23
October.

Have a good journey!

Rabbits & Rails is the Mobile Exhibition of the Project Public Transport as Public Space in Eu-
ropean Cities: Narrating, Experiencing, Contesting (PUTSPACE), which is financially supported
by the HERA Joint Research Programme (www.heranet.info) which is co-funded by AKA, BMBF
via DLRPT, ETAg, and the European Commission through Horizon 2020.

Padua UniverCity exhibition
21 September - 23 October, Sala della Musica, Museum of Geography

Over its eight centuries of history, the University of Padua has shaped and enriched the
urban fabric of the city. It has caused people to move by fostering regional, national and
European mobility, built up collaboration networks, and stimulated exchanges of ideas
at a global level. Through cartographic visuals and infographics, the Padua UniverCity.
Geographies of a moving University exhibition invites you to discover the living and pul-
sating dimension of the University of Padua, its mighty growth and the spatial articulation
of a university-city-world.
Over time, Padua has become a university city due to the desire of the University to permeate the urban space, which welcomed it from the very start. Through the exhibition and the related interactive Padua UniverCity web portal it is now possible to reconstruct the history and explore the geography of the physical expansion of the University into and beyond the city of Padua. The University is also made up of the mobile geographies of those who attend and have attended it over the centuries. The exhibition and the portal show the evolutionary trends in the number and provenance of students, technical-adminISTRATIVE staff and university teachers, based on available data from past centuries and with greater precision over the last thirty years. Since its origins, the University of Padua has been a meeting point for people of different backgrounds and cultures. In particular, the last century of its history reflects the cultural growth in society: until the early 20th century, attending university was a privilege reserved to just over 1,500 students. In the 2021-2022 academic year, the University had 69,240 enrollments, the highest peak in its eight centuries of history. The geography of the University of Padua is also made up of networks, relationships and exchanges, which now embrace the entire planet. Padua UniverCity shows also the international dimension of our university, the flows of students entering and leaving Padua with the Erasmus+ and Erasmus Mundus programs, the foreign universities with which the University of Padua has activated agreements and collaborations in the last fifty years, the invisible but growing network of web and social interactions.

Incoming Call from Abstract Sculpture
Video work by Paula Kaniewska
Film screening, 21 and 23 September, Museum of Geography, 8:00 pm

If the sculptures in the public space could talk, what would they say? In her video work "Incoming Call from Abstract Sculpture" Paula Kaniewska gives the works of art a voice. The project is based on four site-specific sculptures, created for the Danish town of Aalborg in 1967 by Polish sculptors (Bogusz, Jarnuszkiewicz, Kierzkowski, Więcek). They
set the sculptures at four corners of a large crossroads and designed them to be accessible from different means of transport: a car, a bike, or a pedestrian perspective. Yet since 1967, when the artworks were placed in their original positions, the town has changed. Gradually, it was the sculptures that started wandering around the urban space. Kaniewska brings the sculptures together via a zoom video conference. The artworks talk about their origins, life on the streets and their complex identity: as Pole-Danes and Communist-Capitalist hybrids. Their dialogue is complemented by stories from Aalborgers, who tell about their encounter with the sculptures in the urban space.

**Guided tour of the Museum of Geography**

21 and 23 September, Palazzo Wollemborg, Museum of Geography (booking required)

The Geography Museum of the University of Padova invites visitors to discover the power of Geography, a fascinating science which has always been animated by the desire to understand the world by way of continual dialogue between the methods of natural sciences and those of social sciences.

The collections testify the geographical research and teaching activities which have taken place at the University of Padova since the 19th century and narrate the development of geographical thought, from determinism up to the cultural turn. By means of instruments, maps, globes, relief models and photographs, the Museum proposes a three-stage journey, corresponding to the keywords: Explore, Measure, Tell. The setup underlines the link between past research and present times and involves visitors of all ages in an open dialogue.
Palazzo Bo, Università di Padova
CONFERENCE SESSIONS AND ABSTRACTS
S1: Tourism, leisure and everyday mobilities

Chair: Elena Canadelli, Università di Padova

Maria Alice de Faria Nogueira, Universidade Federal do Rio de Janeiro & Ana Carolina Padua Machado, Universidade de São Paulo

Consuming places as a new type of mobile activism? The Airbnb campaign in the Russia war on Ukraine

Airbnb can be contextualized as an online platform within the shared economy in the tourism sector having profound repercussions on the ways in which people currently travel and interact (Airbnb News 2021; Guttenta, et al. 2017; Todd, Musah & Cheshire 2021). Over the years, Airbnb has taken off all over the world and currently has 5.6 million listings in over 220 countries and regions, with 900 million guests and 4 million hosts. Three weeks after the beginning of the Russia war on Ukraine, Airbnb was at central stage in a global social media campaign which was released as a new way to support the Ukrainians. In 48 hours, Airbnb’s guests have mobilized nearly $2 million dollars by booking 61,000 nights in Ukraine cities, without any intention of visiting there. Although mobile activism or humanitarian aid through the Internet are not new as a practice of being sympathetic to social or political issues, what called attention in this case was not the global donation movement itself but the chosen method. Based upon the case of Airbnb in the Ukraine war, this paper aims to discuss what is put on circulation in terms of ideas, images, imaginaries and expectations (Allis, Moraes & Sheller 2020) when the largest platform associated with the phenomenon of tourism, in times of war can temporarily shift their business and work as a tool of mobile activism through place consumption (Urry 1995). This reflection also leads us to reflect on what circulates and what does not, mostly because the Airbnb’s social media campaign brought to the fore debates about equalities/inequalities related to, for example, who those donations are helping since they reach just 1% of the Ukraine population, especially those who have internet access and speak English and other languages.

Elena Tardivo, Università di Padova

Heritage tourism mobilities in an Italian Catholic temple: the case of Duomo di Milano

In this work I will try to outline some aspects concerning how tourism takes place in sacred spaces, through the analysis of the micro-mobilities of various actors temporarily installed in what are among the most typical architectural artifacts of Italian cities: churches. The article will present the case of Milan’s Cathedral drawing upon the performative turn in tourism studies, which allows to give an account of how tourism practices intersect with everyday life, by looking at the socio-material entanglements that both structure and are revealed by the embodied practice of the cultural “visit”. The micro-mobilities of various social actors (tourists, church-goers, staff) are observed in their individual attitudes (e.g. the “experientialization of faith”), in the spatial relationships that they establish reciprocally, and in the different interactions they have with the materialities of the church: “sacred” objects, artworks, etc. The latter highlights dynamics of distance-proximity, inclusion-exclusion, ostension-mystery, permission-prohibition actively governed by the ecclesiastical authority, which intervenes in the sacred space, separating areas for tourism consumption from areas reserved for the faith. The church,
historically linked to the development of urban society, is considered here as a temple, an artistic pole, a workplace and a peculiar type of public space. Tourism is perceived by public opinion and in literature as a disruptive phenomenon, capable of endangering the nature of churches both as temples and as public spaces. This analysis looks at tourist micro-mobilities within the Duomo di Milano in order to focus on the new cultural and power configurations that inform this religious site. By contextualizing what emerged in the broader context of the evolution of European cities, marked by the development of the tourist cultural industry, it is possible to make some considerations about the socio-political-cultural repositioning of the Catholic Church in the present context of “advanced secularization”.

Camila Maria dos Santos Moraes & Yuri dos Santos de Carvalho, Universidade Federal do Estado do Rio de Janeiro

The solar corridor: mobilizing the solar energy in a favela under the tourist gaze

In 2015, residents of Babilônia and Chapéu Mangueira, two favelas in Leme/Copacabana, were struggling with the electricity company to have better service as well as a social tariff. It was in this context that Revolusolar, a solar energy cooperative, was founded in these favelas connecting entrepreneurs and community leaders in the utopia of taking solar energy to all favelas. In 2021, a professional guide and community leader that is part of Revolusolar board, designed the Corridor Solar – a favela tour about the solar energy cooperative to be launched in the tourism recovery after the pandemic of covid-19. In this paper, we describe and analyze the narrative of the solar corridor pilot. To do so, the research is theoretically and methodologically guided by the ideas of mobility justice (Sheller 2018) and mobile methods (Büscher & Veloso 2018). In this sense, the authors have been working in partnership with community leaders in the solar corridor pilot. We followed the guided tours, mapped the route and built a storymap of the corridor solar. As a result, we found that the professional guide and community leader, who conceived the project, builds the tour by mobilizing his political, community and professional networks in order to position, globally and in Rio, Babilônia and Chapéu Mangueira as favelas that have solutions to the city problems. He does that by making use of the tourist gaze (Lash & Urry 2011) as a strategic tool because he recognizes that favelas are on the move as part of a global phenomenon of slum tourism (Freire-Medeiros 2013).

Dominic Lapointe, Université du Québec à Montréal

Navigating the biopolitics of the ongoing COVID-19 Tourism era

Much has been already written on the impact of the COVID-19 pandemic on tourism. But as these words are written, the Omicron variant is pushing a global surge and the ongoing frenetic ballet of sanitary restriction is transforming life, politics and mobility (Cheers et al, 2021). Using a biopolitical framework (Esposito, 2011; Foucault, 2004) I will navigate through heterodox data and multiple methods to draw a fragmentary journey of the enduring, but truncated, tourism phenomenon in the COVID-19 era. I will use global newspaper analysis, netnography and auto-ethnography to hint at some of the biopolitical multiscaled entanglements exposed by COVID-19, from threats to privileges, from fear to hope, from the global to the micro-local. The presentation will close with some philosophical perspectives, engaging with Deleuze and Guattari (1980), Levinas (1961) and Tsing (2012) to discuss tourism research.
S2: Active mobility, immobility and deceleration (I)

Chair: Tiina Männistö-Funk, University of Turku

Luísa Sousa, NOVA University of Lisbon

Setting a History Lab for future sustainable urban mobilities. Hi-BicLab research project on Lisbon’s cycling policies

This paper will present and discuss the research project Hi-BicLab. History Lab for Sustainable Urban Mobilities: Lisbon’s cycling policies. This project aims at contributing to current policies based on sustainability and inclusivity with insights from Lisbon's mobility history. Understanding the city, its materiality, agency and fluxes, in a historical perspective and in an interdisciplinary scope, from urban planning to bike lanes and transport investment, is necessary to understand the “path-dependency” generated by the current car-centred socio-cultural-technical arrangement. Hi-BicLab draws from the experience of previous history labs (e.g. on the lessons of the British railways, 1955-1975, co-facilitated by Colin Divall in 2014, a Hi-BicLab consultant) and research projects (such as the project “Cultural Politics of Sustainable Urban Mobility, 1850-present”, coordinated by Ruth Oldenziel, a Hi-BicLab consultant; and the book that resulted from it, “A U-Turn to the Future. Sustainable Urban Mobility since 1850”, edited by M. Emanuel, F. Schipper and R. Oldenziel in 2020), and will contribute to the Cycling Cities book series (coord. by R. Oldenziel). Hi-BicLab will set a history lab by mobilising history for academic and non-academic audiences, engaging them in historical thinking for identifying key socio-cultural-technical factors that have shaped how people moved (and did not move) and how these might suggest ways to intervene in the present to promote more sustainable urban mobilities, particularly in cities with low cycling maturity.

Sonia Ibrahim & Seçil Öznur Yakan, Università di Padova

Soft mobility between peace and crisis: cycling during wars, natural disasters and pandemics

Urban policies around the world have started to embrace soft mobility as the saviour concept for future cities. Specifically, cycling is rediscovered as a mode of transport for a clean planet. However, the ways in which bicycles have been used as a mobility concept –from luxury items to resistance tools– have changed over the years. Bicycle mechanisms did not change drastically but their uses changed significantly over time and across different spaces. Communities’ perspectives on bicycle use changed and adapted to various conditions. In wars and disasters, for example, people used bicycles as resistance symbols and humanitarian bicycles were used by volunteers to save people. The paper seeks to learn from the history of cycling to reach a new perspective on soft mobility. Cases about bicycles for peace and recovery, bicycles as safe transport after earthquakes, and bicycles used for distributing humanitarian aid such as medicines and food in recent wars are presented. These cases are mentioned to show experiences of the efficiency of cycling during crises. The paper introduces key lessons learned from successful initiatives in both peace and crisis times and concludes with the advantages of cycling advocacy methods. It suggests to urban policymakers to consider the results of the paper as they implement cycling strategies.
Krzysztof Andrzej Janko, Technische Universität Berlin

**Governing sustainable multimodality in the Berlin-Brandenburg metropolitan region**

Multimodality and intermodality are often conflated with shared micromobility, i.e., e-scooters or e-bikes. However, combining different modes of transport is far from a new phenomenon. This paper explores some preliminary findings on how sustainable multi-and intermodality, in this case, the combination of walking or cycling with rail passenger transport, has developed in post-reunification Berlin-Brandenburg metropolitan region. While there has been research on the role that rail infrastructure has played in reconnecting the iconic divided city, the role of ‘soft’ or active mobility remains underresearched. This paper looks at the broader Berlin-Brandenburg metropolitan region rather than the city itself and investigates the role that sustainable multimodality has been playing in reconnecting the city with its surroundings. This is important, as the sub- and exurban tend to be seen as places dominated by car-based mobility and where a transition towards more active and sustainable mobility is most challenging. Active mobility is therefore rarely considered a viable solution there, even though historically both walking and cycling have also strongly shaped the exurban. This paper seeks to investigate the governance of sustainable mobility practices spanning across the rural-urban spectrum in the region. Based on a series of interviews with stakeholders from the civil society and local politicians, and a review of planning documents from the period, the paper seeks to recreate the polity, policy and politics governing sustainable multimodality in the decades after reunification. By exploring these processes, this paper hopes to contribute to contemporary debates on transitions towards sustainable mobility regimes by providing some historical context on the development of multimodality in the Berlin-Brandenburg capital region.

Dhan Zunino Singh, Universidad Nacional de Quilmes

**Family and mobility. Cycling to the school in Buenos Aires**

Within the context of a “bike boom” caused by the public transport restriction during the Covid-19 pandemics in Buenos Aires, one of the mobility practices that became more visible in this city was the use of bicycles to carry children to the school. Observations about urban cycling, taken between 2020 and 2021, show different forms of riding bikes with kids. Intersecting gender, class, age as well as materialities and performance, this paper explores “family cycling” to the school as a particular mode of commuting and a care practice. By depicting the images recorded on the street, it discusses safety, the ways of carrying children, the embodiment experience, the types of bicycles as well as gadgets and objects, children’s mobility, gender relations and socio-economic conditions. We wonder to what extent this emergent practice will become permanent in a post-pandemic scenario, how much the existing infrastructure and mobility policies can help or not, how gender relations might be changing, but also the limits or dilemmas of this “sustainable mobility”. Although this form of commuting can be desirable for a mobility transition, it also shows forms of socioeconomic inequalities, traffic and transport problems, and unsafety that deserve to be discussed from a mobility justice perspective.
Fernanda Duarte, North Carolina State University

Street-smart cities: a decolonial approach to (des)innovation through caring technologies

This study builds from a critique of smart city models as top-down public-private projects bound to neoliberal narratives of progress, technological sufficiency, and automated self-governance through large scale state-of-the-art digital networks to acknowledge other forms of “smartness” in urban areas that emerge from incremental, often low-tech, makeshift, and small-scale technological disruptions employed by citizens. The goal of this study is to map tactical, and non-institutional forms of technology appropriation in Brazilian urban areas that enact community-oriented care, including forms of shared governance and technologies for survival. Smart cities are set up as test-beds, where every human and non-human movement can be traced, processed, and tagged to continuously promote greater work efficiency and productivity. Every material surface (i.e., a wall, a light pole) acts as a sentient sensor connected to a central processing center capable of transforming the city into an always improving, “smarter, and better” physical environment. Some Brazilian cities have established partnerships to implement top-down smart city test-beds funded by private and public partnerships, i.e. Rio de Janeiro’s project with IBM, Curitiba’s partnership with Huawei, Oi Telecom and the Smart City Business Institute. However, I argue that the systemic infrastructure and social inequalities provide for challenges that require a different approach to recognizing “smartness” in Brazilian cities. Moreover, given the slow speed at which institutional and governmental actions occur to address these problems, I want to call attention to how Brazilian citizens have been implementing temporary solutions, namely gambiarras, to solve everyday problems in urban spaces. By focusing on alternative forms of technological practices and knowledge, this study aims to apply a decolonial approach to argue for caring technologies as a form of “smartness” that informs technological (des)innovation.
S3: Active mobility, immobility and deceleration (II)

Chair: Chiara Rabbiosi, Università di Padova

Elisa Mozzelin, Università Ca' Foscari Venezia

Walking through enclosures. Transformation of space and metamorphosis of the walking practice from the process of original accumulation

A turning point in the transformation of the practice of walking is given not only by the advent of the so-called transportation revolution, but also by the consolidation of the process of enclosure of common lands (Marx 1867; Wallace 1993). What are, then, the mutual transformations that involved both the metamorphosis of the environment and that of the walking practice? In which direction does the relation with land and nature change the ways in which rural space is accessed? In this context, it is interesting to note how walking becomes a prism for interpreting several phenomena that, thanks to this event, acquire a particular political value: from the expulsion of peasants from the countryside, now forced to wander in urban centres (Jarvis 1992; Federici 2018; Marx 1867), to the use of walking as an ante-litteram form of guerrilla tactic deployed to preserve fragments of a collective landscape (Wallace 1993), to continue with the role of the women, victims of the termination of customary rights, who opposed the privatisation process through the violent removal of fences and for this were denounced as witches (Federici 2018). All these phenomena, driven by the emergence of a new mode of economic production, do not only tell about the transformation of a slow, and progressively more dependent from its urbanized counterpart, countryside (Lefebvre 1970, 1972, 1992), but above all they contextualize the role of a vernacular practice, such as walking, within the metamorphosis of the territory and reveal the influence that these two terms, players of a dialectical relationship, have in the gradual process of both nature and walking urbanization.

Gabriele Lazzari, Lena Mattheis & Charlotte Mathieson, University of Surrey

From immobility to mobilisation: radical reimaginings

This paper presents a research project that is currently being developed by a group of scholars working in literary and cultural studies and affiliated with the Mobilities in Literature and Culture Research Centre at the University of Surrey, UK. The project aims to look at moments of radical reimagination and at forms of political and social mobilisation that have emerged during the COVID-19 pandemic, in a time of forced immobility and unevenly distributed mobility. Some of the examples of radical undercurrents and social movements we address are: global struggles for racial justice, networks of support for the most vulnerable, and narratives questioning contemporary lifestyles in relation to the environment. One of our goals is also to identify moments of self-reflection on im/mobility that preceded the current pandemic, so as to analyse the social and political genealogies of radical or utopian undercurrents that have crystallised at moments of crisis. At the same time, we feel it is crucial to investigate how im/mobility has been unevenly experienced across geographies and social communities. In this sense, the project also analyses the complex interaction between radical reimaginings and those economic, social, and political forces that have reinforced, if not aggravated, existing inequalities,
forms of discrimination, and environmental degradation. In bringing our literary-cultural perspective to the study of these questions, we also aim to stress the significance of narration and narrativity during moments of existential precariousness for a critical reflection on how ideas of the world, interconnectedness, relationality, and shared horizons of meaning have been profoundly reshaped during the ongoing pandemic. Our project thus approaches the pandemic by looking at its past and at some key moments of radical reimagination to assess the legacies of this world-historical phenomenon in relation to future perspectives on immobility and mobilisation.

Giovanni Lanza, Politecnico di Milano

Enabling im-mobilities. Discussing a theoretical and operative approach to promote reversible im-mobilities through accessibility

The research on mobilities has extensively focused on mobility’s social relevance, conceptualizing it as a complex set of spatial practices and a key driver for social participation and inclusion. Based on this interpretation, the relative absence of mobility (immobility) generated by mobility differentials among individuals would assume a negative value, being the possible symptom of unfair distributions of the possibility to move. This latter condition suggests the existence of constrained forms of immobility that may be induced by individual and contextual factors over those who suffer from such inequality. However, a state of chosen reversible immobility could instead be proper for individuals who can access in proximity to the resources and activities they need for their wellbeing, and for which limited mobility does not represent a limit for inclusion and social participation. At the same time, high mobility can be, in some circumstances, a constrained condition experienced by individuals, demonstrating how the social outcomes of im-mobility practices might not be easy to assess and interpret. Based on an ongoing Ph.D. research, the paper proposes a theoretical and operational framework to explore, under a planning-oriented perspective, the potential social and spatial implications of conditions of daily im-mobilities expressed by individuals considering accessibility as a qualifier of forms of constrained and reversible mobilities and immobilities. A mixed-methods approach is thus proposed and applied in the testbed of the Piacenza Apennine territory, a low-density and poorly accessible mountain area in Northern Italy. The results, which should be read as the outcomes of a step-by-step experimental and multi-scalar exploration, contribute to shed light on the complexity and variety of daily im-mobility practices and related social outcome and proposes a set of land use, mobility, and welfare-related policy actions to promote the transition between forms of constrained and reversible im-mobility in low-density territories.

Renate Albrecher-Königseder, Ecole polytechnique fédérale de Lausanne

Pedestrian typologies: nuanced considerations of urban walking

The analyses of urban environments, norms, micro-census and scientific studies reveal a variety of myths about pedestrians. One of them is the dominant representation of the pedestrian: A single person, usually with a healthy body and in leisure mode. Pedestrians seem to be considered like cars, with fixed masses, limits and maneuverings – which corresponds also widely to Goffman’s use of “unit”. After observation of more than 9,000 urban pedestrians, we propose more nuanced typologies which better reflect their dif-
different realities. A first typology refers to constraints, categorising elements reducing the pedestrian’s degrees of freedom and opportunities. We identified three main types of constraints: individual constraints having their source in the pedestrian’s body of long term (Type 1) and short or medium term (Type 2). The third type is the most common, but also the least considered in studies and urban realities: external and inter-individual constraints (Type 3). The second typology concerns the relation between the physical process of moving on two legs and the spatial and temporal environment, described as “gait” and divided into five classes, from “de-terminated” to “strolling”. A third typology refers to the number of people walking together, creating therefore different and usually invisible rules and codes of walking. Each of the types described has different requirements for the public realm. An interdependence of use and exclusion can also be observed. Planning based on a pure measurement of the number of bodies cannot meet these requirements. Studies for the future use and allocation of public space, e.g. with regard to self-driving vehicles, should be based on these typologies, as they allow a better understanding of pedestrians and therefore increase predictability. These typologies enable also the development of indexes, to analyse effects of interventions in public space and to count absent users and usages.
S4: Epistemological shifts in theorizing movement, transport and mobility

Chair: Margherita Cisani, Università di Padova

Maarja Kaaristo & Ilze Mertena, Manchester Metropolitan University

**Mobility skills: a practice theory perspective**

Practice approaches are often utilised within the "new mobilities" literature to address the embodied and sensory experiences of various habitual and routine mobilities. Adopting the practice theory approach, this presentation discusses skills as one of the key elements of mobility. Extending the theoretical debate on mobility as practice, we examine skills needed for successfully practicing mobilities of various kinds. Drawing examples from qualitative data on train travel and canal boating in the UK, we discuss skills – tacit, subjective and context-dependent practical capabilities – as largely implicit and learned through practice. The analysis reveals that any practice requires an amalgam of diverse skills – a skillkit – to be carried out effortlessly and with confidence. While specialist skills have been widely researched and recognised in extant literature, commonplace skills (mundane, attentive, practical forms of know-how used to support ordinary non-discursive and habitual enactments) have gained little attention. These commonplace skills have often been taken for granted because they are rarely the object of conscious reflection. As we will demonstrate in this presentation, understanding the skills required in various mobility contexts is key to the continuous creative reproduction of mobile practices.

Silke Zimmer-Merkle, Karlsruhe Institute for Technology, Institute for Technology Futures

**Children’s mobility. Starting points and methodological issues of reconnections with the past**

As the necessity of mobility transformation is increasingly being acknowledged, the mobility practices of children get into focus. A comprehensive historical study on the mobility practices of children in the past is missing, though. What consequences does our image of children and their mobility have for everyone’s mobility practices? What role does socialization in childhood play? What alternative mobility practices can be found in the past? And, why and how have children been transported in the past or moved around themselves? Answers to the questions raised above, nevertheless, seem instructive and probably even crucial for successful mobility transformation. A solid historical knowledge base on this topic is therefore needed. The paper gives insights into the concept of a research project that has the aim not only to illuminate the cultural history of children’s mobility but also has strong relations to present societal demands. Additionally, the paper discusses the methodological issues of such an endeavor and to what extent a historical study can be able to inform current societal debates and live up to its own aspirations. Since the research project is in its initial phase, possible periodization, potential systematizations, and worthwhile source material are up for discussion. Recommendations as well as criticism will be greatly appreciated.
Ludovico Mery, Università di Padova

Mobility, industry and museum: a different approach to understand

This paper will present three means of transport exhibited at the National Museum of Science and Technology “Leonardo da Vinci”, in Milan. The vehicles taken into consideration are a locomotive, an aircraft and a moped, which have been produced over a period of fifty years by the same company, Breda, one of the largest and most important Italian industrial groups of the 19th and 20th centuries. What is fascinating here is the particular approach to mobility represented by each of them. They all allowed physical movements in space and time, by being unique in their own way. The locomotive, GR. 552-036 FS, ran on Italian railway lines, as part of the international London-Bombay route, internationally known as the “India Mail”, and, due to its technical features and elegance, could be exclusively afforded by a rich public. The aircraft, Breda 15, was also reserved for a wealthy target group, but what is striking is its political connotation. With an upgraded engine, it was used by the Italian female aviator Gaby Angelini to fly to Europe and the “Orient”, where she lost her life. She was openly fascist and her bravery was constantly celebrated by the regime to extol the fascist spirit. The moped, Breda 65, was produced after the Second World War and intended primarily for the mobility of the working class. Because of its low cost and simple mechanics, it was a product that greatly aided Breda’s conversion from war production to civilian purposes. Through the analysis of these objects it is possible to understand how the concept of mobility can be associated with the idea of exclusivity (locomotive), political exaltation (airplane) and post-war economic recovery (moped), and to conceive the different narratives that museums could develop to bring out these aspects.

Rodrigo Morganti Neres, Universidade de São Paulo

Railway stations, accessibility and mobile practices: a theoretical approach

This paper presents part of the theoretical basis of a PhD research in progress on São Paulo’s railway stations. The aim of the research is to discuss these transport infrastructures as public places where thousands of people circulate daily, focusing on combining a spatial interpretation of these infrastructures with an analysis of the everyday practices of the people who frequent them. Therefore, it complements other research on São Paulo’s railway stations that deal with architectural and urban issues, but with a focus on spatial, aesthetic, constructive or functional aspects. In this paper, the topics of interest are articulated in two axes. The first addresses the role of transport infrastructure and railway stations in structuring urban spaces by expanding the accessibility of the places served. The second axis presents mobility as a perspective of analysis of movements, practices and representations, as proposed by the Mobilities Turn researchers. The two axes contribute to each other. Since the intensification and complexity of movements are very representative elements of current times, it is necessary to understand the interrelation between them. There is a dependency between infrastructure and mobility, the first being the physical base that allows, controls, expands or retains the realisation of the second. In this respect, as the articulation of these concepts assumes, moorings and flows are components that feed back each other. In conclusion, the theoretical reflection presented in this paper intends to outline a perspective of analysis of railway stations based on the combination of transport, accessibility, space, movement, representations and practices, thus resulting in directions for the research in progress.
Richard Randell & Robert Braun, Institute for Advanced Studies Vienna

Piero Puricello and Norman Bel Geddes: ontologists of modernity

“Ontology”, a term that combines the Greek ontos and logos, the science (logos) of Being (ontos), has traditionally been conceptualized as a metaphysical project: determining the nature of Being (ontos). Another way of thinking about ontology, or, rather, ontologies in the plural, is as constitutive projects, the projects of constituting worlds. The former, the science that would determine the nature of Being, is ontology conceptualized as an epistemological project. The latter is ontology conceptualized as an engineering project; “engineering” understood in its widest possible sense. The engineering science par excellence, Auguste Comte believed, was sociology. Conceptualized as a constitutive enterprise, ontology becomes inseparable from the political. If ontology is the science of world-making, then those who make worlds, who make ontologies, are its ontologists. This paper explores the world-making projects of two ontologists: Piero Puricello and Norman Bel Geddes. What we today call “automobility” was a fundamental component of the world whose construction they contributed to. Puricelli is remembered primarily for having designed the world’s first road for high-speed automobile travel, an “autostrada.” In the United States, Norman Bel Geddes, who is remembered primarily as an industrial designer, similarly envisaged the construction of an automobilized world. Although Puricelli, an engineer, designed an autostrada, Bel Geddes, an industrial designer, built something much grander, albeit in miniature: the Futurama exhibit at the General Motors pavilion at the 1939/1940 New York World’s Fair. Their visions contributed to the construction of an entire world, an equipmental totality, an ontology, one central component of which is automobility. It is a hegemonic world, the world of modernity, the world we inhabit, which has been constituted through routine, slow violence.
S5: Linear infrastructure: politics and narratives

Chair: Jinhyoung Lee, Konkuk University

Cornelis van Tilburg, Leiden University

Carolingerian connections: infrastructure and mobility during the reign of Charlemagne

In the 4th century, some areas of the Roman Empire had been conquered by Germanic tribes, but the continuous road network of about 100,000 km of paved roads still functioned properly. That changed in the 5th and 6th centuries, when the Roman Empire disintegrated and Germanic tribes conquered it completely. The result was an enormous depopulation and unrest. The continuous interregional road network was transformed into a fragmented local road network and in many places the roads completely disappeared. So, in the Frankish Empire, which largely corresponded to the former Western Roman Empire, a new infrastructure was created: short, mostly unpaved roads for local economies. Goods traffic, insofar it still existed, took place almost exclusively over water, because the country road network had become disintegrated. Only places with an ecclesiastical centre and situated along a navigable river had a chance to survive as economic centres. A typical phenomenon in this period was the so-called manorialism: small villages, under the protection of a local potentate or monastery, almost completely self-supporting, where food transport did not take place at a large scale. Passenger transport was restricted to troop movements, controllers of the state (missi), missionaries and pilgrims. This was the society in Western Europe at the beginning of the reign of Charlemagne (768-814). He is usually considered a restorer of the former Western Roman Empire, but he also conquered areas that did not belong to it. Was he also a restorer of the ancient Roman road network and mobility? The answer my paper will give is “no”. During the reigns of him and his successors, trade still took place via the rivers; Charlemagne tried to maintain the land infrastructure for the functioning of his empire, but was unable to do so, due to its size.

Jørgen Burchardt, Museum Vestfyn

Attitudes towards bridges and local mobility: cooperation, technology, economics, and politics through the ages

Although we know many histories of individual bridges and their construction, the development of their relationships in a broader sense has not been examined to the same depth. The proposed paper will capture attitudes towards bridges seen from a long-term perspective. Bridges have always been important for local mobility, and the paper will outline how attitudes towards the structures have changed considerably through the ages. Before agreements about bridge construction and maintenance are made, cooperation between actors is necessary, and material conditions often set the frames for attitudes towards the structures. However, technological progress has changed, and planning has introduced politics to the agenda when the economy has had to be taken into account. The paper will draw from micro studies on bridges and their local societies in six areas. Selected to show variation in solutions in different geographical and traffic situations, the bridges will range from large to small and include one that was never built. Meanwhile, the periods examined will range from when the bridge was first conceived,
probably in the Middle Ages, until the present day, with materials that follow the general trend in technological development, from wood to masonry to steel to concrete. The bridges examined in the paper are the Little Belt Bridge, a regional bridge first conceived in 1854, planned to become a rail-only bridge in the 1880s, but later combined automobile and rail with steel in 1935. Sebbersund Bridge – local bridge, first idea 1872, bridge in wood 1880, bridge in concrete 1933, giant bridge 1964. Halskov Bridge – in a harbour town, the first bridge in wood 1847, railway and road bridge to open for ships 1856, giant bridge in wood with faster opening 1883, larger bridge in concrete with faster opening 1925, larger bridge with faster opening 1985. Asum Bridge – regional bridge – ford, bridge in wood 1584, larger bridge 1852, iron bridge 1898, concrete bridge 1953, larger bridge 1970s, larger bridge 1994. Fano Bridge – bridge to an island, planned since the 1890s, never built. Lienlund Bridge – local bridge, first bridge around 1646, back to a ferry, bridge 1821, concrete bridge 1898, larger bridge 1954. The described bridges are all from Denmark, and the paper will thus tell the history of bridges as affected by the country’s particular geographical situations over the centuries. Some bridges described in the international literature are compared to show general trends caused by new technology, more social economies, and improved public administration.

Hiroshi Todoroki, Ritsumeikan Asia Pacific University

Roads as part of early modern Korean imaginative geography

The Joseon Dynasty is the last Korean kingdom that survived from the 14th century to the beginning of the 20th century. During almost 500 years, many geographic topographies and maps were created. Through these geographical materials, it is possible to know about the road system of the Joseon Dynasty and the associated imaginative geographies. The Joseon dynasty had a centralized political system. Therefore, the road system was also centered on the capital. The roads radiated from Seoul. Their destinations are borders with neighboring countries, major military installations, and other frontiers. The number of arterial roads varies depending on topographies. The least is 5 routes, and the most is 10 routes. This difference is not a shift over the timeline. It varies depending on the author of the topographies. They have been created by several geographers. Therefore, each scholar has presented different models of road systems. In other words, there was no clear definition of road routes by the government. It did not mean that the nation did not edit any topographies. Especially in the 18th century, many topographies were published by the order of the king. But even that was based on the personal geographer’s work. Many branch lines branched off from the main road, whose destinations were almost always local cities. Besides the road, there were geographical elements that were drawn in the same way – mountains and rivers, which also connected all local cities with the capital. Many old maps are drawn with these four elements – roads, mountains, rivers and cities. All elements symbolize the authority of the dynasty which extends to the entire land. It reflects the Korean peninsula’s geopolitical position, which has been constantly invaded by surrounding countries in its history. Roads were one of the factors for that.

Anthony Goutthez, Università di Roma La Sapienza

Trans Europ Express, where the luminous past of the railway meets the future

The TEE (Trans Europ Express) are trains that circulated in Western Europe from 1957 to 1987. They were a response to the demand for mobility which arose after the creation of the EEC in 1957. TEE are trains designed for businessmen, they were composed of
only first class coaches. The purpose of the TEE network was to link the main economic, financial and political poles between them, all while combining comfort and speed. TEE trains have been a huge success and connections have always increased over time until reaching their peak in 1974. Subsequently, the development of the Intercity brand in Germany in the early 1970s (speed trains including also second-class cars) and the development of the TGV in France were offset by the TEE train system. The TEE brand was preserved until 1987 before being dissolved and replaced by the EUROCITY brand, still in force today in many European countries. The most famous trains of the second half of the twentieth century have redesigned the acronym TEE such as in the case of the “Mistral” in France, the “Rheingold” in Germany or the “Settebello” in Italy. This helped to bring the TEE brand into the collective imaginaire. TEE trains met a need for mobility at a time (the late 1950s and early 1960s) when other means of transport were not yet developed and did not make it possible to reach European cities quickly and comfortably. Recently, the German railways have proposed the idea of relaunching the TEE brand for rail journeys in Europe. However, in contrast with the original TEE project, the German railways want to highlight the ecological aspect of trains in relation to road transport and aircraft (especially low-cost companies) in order to attract a new public, quite different from the original TEE travelers, to take the train for European journeys. It may be interesting to question the TEE brand between past and future.
S6: Cultures and perceptions of human mobilities

Chair: Lucio Biasiori, Università di Padova

Daijiro Yamagishi & Adam Doering, Wakayama University

Dressing up the place: lifestyle mobilities, fashion and place making in Miyazaki, Japan

This study examines how rural tourism destinations are dressed up to create fashionable experiences by the influence of urban elite lifestyle migrants. To better understand this mechanism, we pay attention to the urban-to-rural mobilities of practices, aesthetics, and meanings in the small coastal town of Aoshima in Miyazaki Prefecture, located in southern Japan. Since the end of the 1990s, Japan’s shifting neoliberal policy has resulted in the expansion of urban-to-rural lifestyle mobilities. Regional governments now understand urban lifestyle migrants as key players in rural revitalization. Commonly referred to as yosomon, wakamono, and bakamono (outsiders, young, crazy), lifestyle mobilities are increasingly introducing urban values and aesthetics into rural regions of Japan. Hansen (2022) describes this hybrid assemblage as a “rur-bane” sensibility, and is deserving of further research. In this presentation, we conceptualise this process using Kawamura’s (2018) theory of “fashion-ology” to examine how lifestyle migrants generate a “rur-bane” sense of place, paying particular attention to the ways in which institutions and individuals (designers, creatives, consumers) produce an image and experience of place through fashion. The coastal town of Aoshima has a long history of engaging with the tourism industry as a tool for regional economic development and has recently started to focus on increasing the number of inbound lifestyle migration for rural redevelopment. In this presentation, we provide preliminary insights from the fieldwork conducted in July 2021 and March 2022, focusing on three themes, 1) institutional power 2) “star” designers and 3) gatekeepers. Through this research we aim to offer new insights into the institutional and embodied role fashion plays in contemporary Japan’s tourism place-making.

Petra Weschenfelder, University of Vienna

Mobility as stasis: the scientific perception of North East African mobile groups

Research on mobile nomadic groups from the North East African Eastern Desert is marked by the bias of Eastern and Western sedentary views and 19th and 20th century scientific colonial attitudes. The scholars adopted the perspectives of Byzantine hagiographic texts that describe mobile groups as enemies of the church fathers and the Christian faith. Imagining themselves as heirs of empires, the scholars perceived mobile groups until their own time as marauders, disturbing the sedentary high civilization and eventually causing its downfall. Contemporary archaeologists often with orientalist backgrounds added to the picture by equating the hairstyle of Bronze Age mummies found in the Egyptian Nile Valley with those of modern Eastern Desert groups. Fitting the colonial paradigm they postulated that these groups had lived there unchanged from times immemorial. Thereby they equated mobility with stasis, and mobile groups as antiquated, their lifestyles unfit to the modern times. However, “post”-colonial researchers adapted that narrative and passed it on. While some recent research aims at presenting a more
nuanced picture, the colonial perception persists even in recent publications. My presentation aims at exposing the colonial bias on the perception of mobility in the Eastern Desert and at adding to a more nuanced view.

**Andrea Frizzera**, Università di Padova, Università Ca’ Foscari Venezia

*The descendants of Sullan proscribed. Political exclusion and reintegration in Roman public debate*

Sullan proscriptions represented a new form of repression of political enemies. They were enshrined during Sulla’s dictatorship by a comital law at the end of 82 BC, shortly after the battle of Porta Collina. Through the proscriptions, opponents’ physical elimination acquired a systematic nature: anybody who appeared in the public lists (*tabulae proscriptionis*) could be murdered with impunity. By hitting a rich and international ruling class, the proscriptions caused an unprecedented “explosion” of fugitives’ mobility on a Mediterranean scale. For less than a century, in fact, Rome had steadily expanded its dominion both in the western and in the eastern Mediterranean Sea. Amongst the various measures laid down by the *lex Cornelia de proscriptione*, one regarded the *proscriptorum liberi*, meaning the sons and the descendants of the proscribed. They were deprived of the *ius honorum* and the other political rights, so removed from public life. According to some ancient sources, they were also deprived of their goods, which would have been confiscated and sold. However, they maintained Roman citizenship and did not incur other effects typical of the *aquae et ignis interdictio* to which the fathers were subjected. The *proscriptorum liberi*, phantoms in Roman public life, became one of the most serious themes in the following decades’ political debate. The question of their reintegration strongly emerged in certain crucial moments of the political life at the end of the Republic: in 70 BC, with the *lex Plautia de reditu Lepidanorum*, in 63 BC, during Cicero’s consulship, in 49 BC, when Caesar finally, by passing a law, gave them back political rights. By adopting an approach which combines classical studies’ instruments with more recent studies on “forced migration”, this presentation wants to shed light upon the influence of this trauma and this reconnection on the late Roman Republic’s political context.

**Sarah Maria Noske**, Justus Liebig University Giessen

*Multiple Mobilities: places of commercial intimacy in the Pacific (ca. 1860-1920)*

The paper will present the outline of my PhD project and then focus on the role of mobility in its different shapes and forms within the project. In my project, I analyze and compare social and sexual relations and encounters between people of different origins at sites of Indigenous and non-Indigenous commercial intimacy in the second half of the nineteenth century in Oceania. These places are characterized by a constant renegotiation of what intimacy and commerciality means. Included in this renegotiation were diverse, highly mobile actors participating in intercultural encounters. Based on colonial historian Stoler’s thesis, which argues that the colonial was negotiated precisely in these intimate, i.e., sexual and social, and thus gendered encounters, the project examines and compares intimate encounters in three colonial spaces: the Coranderrk Aboriginal Station near Melbourne, Australia, Dunedin as a gold rush town in contemporary New Zealand, and Nouméa and Bourail in the French penal colony New Caledonia. Mobility plays a central role in my project: First, my case studies are characterized by the fact
that they were places of multiple mobilities: forced deportations in the case of the penal colony, voluntary labor migration in the case of the gold rush town of Dunedin, or tourism and forced resettlement in the case of the Coranderrk Aboriginal Station. Second, these places were all interlinked, be it through precolonial trade routes of Indigenous groups or through cooperation and economic trade between the different colonies. Furthermore, the colonies were always connected to their centers in the motherland. Thirdly and lastly, at the level of scholarly engagement with these histories, one could speak of a kind of hierarchy of mobilities: (In)voluntary labor migrations and settler migrations have been extensively researched, as have forced deportations. Indigenous mobilities, on the other hand, have only been studied by a few, they are disconnected from the other studies on mobility. In my presentation, I would like to focus on the role mobility plays in my project: It is intended as an open reflection that is meant to stimulate further discussions on how to deal with mobility in diverse historical contexts.
S7: Politics and policy in everyday mobility practices

Chair: Marco Bertilorenzi, Università di Padova

Clara Glachant, Eindhoven University of Technology

Towards just transitions in sustainable mobility? A critical discourse analysis of Dutch and British micromobility framing

In the past five years, micromobility has gained considerable interest in policy and academic discussions as it presents opportunities for more sustainable mobility practices in cities. While some studies suggest micromobility could reduce mobility-related carbon emissions, others bring forward criticism on matters of equity, safety or its impact on public space. Much of the current debate revolves around whether micromobility leads to the curbing of negative externalities of urban mobility that are mainly caused by individual car-use. Conversely, little research has been conducted to explain how micromobility is socially constructed and framed by actors through discourse, and how this can contribute to achieving more just and sustainable transitions in mobility. This paper therefore explores the following question: how does the framing of micromobility by relevant social groups shape just and sustainable mobility transitions? Drawing on mobility studies, discourse analysis and sustainability transitions research, this study investigates how micromobility is constructed by societal stakeholders in the Netherlands and in the United Kingdom and how their discursive strategies influence just and sustainable change. A critical discourse analysis of press articles on micromobility from 2017 to present identifies the different frames given to micromobility and how they shape sustainable and just transformative change. By paying attention to both textual and contextual levels, the analysis emphasizes the role of discourse in the production and reproduction of unequal relations of power.

By retracing the social construction of micromobility through discourse, the results of this study offer an insight into the conceptualization of micromobility, which is hardly explored in the existing literature. This paper sheds light on the influence of place-based aspects and power relations on mobility transitions, at the intersection of transitions and mobilities research. Finally, it provides bridges for cooperation with other mobilities scholars who are working on different (non-western) contexts that could lead to collaborative, comparative research.

Olha Martynyuk, National Technical University of Ukraine, University of Basel

Desirable and dangerous: cycling in World War II from Ukrainian perspective

Although the bicycle remains invisible in studies of World War II, its use was life-saving for many participants, particularly in the Eastern Front. The article explores cycling as part of Ukrainian wartime experiences and as an alluring image in both Stalinist and Nazi propaganda. Analyzing newspapers, interviews with survivors, diaries and archival documents, the paper concludes that using a bicycle marked privilege, and at the same time put the rider under suspicion of collaboration with an enemy. Bicycles were used to maintain Nazi rule over the subjugated populations, but as the Soviet army proceed-
ed westwards, many civilians and army men got hold of German bicycles, oftentimes learning for the first time to cycle. Not only the Soviet Union displayed bicycles as important trophies, the post-war Soviet Union developed its bicycle industry as a response to wartime experiences. The article suggests a perspective on World War II as a radical exercise in forcing and limiting mobility.

Nicola da Schio, Vrije Universiteit Brussel & Claire Pelgrims, Université Gustave Eiffel

Between liveability and accessibility in Brussels’s Bois de la Cambre

A large part of the space dedicated in cities to the circulation of people and goods is public or quasi-public space. In this context, considerations about how people (do/would/should) move about the city and organise their trajectories is a critical element in determining how public space comes to be designed and organised. At the same time, as urban space is limited, different forms of mobility but also of other ways to inhabit the public space cannot always be conciliated. Conflicts related to different visions for the city and opposing divergent ways of life emerge. In this paper, in particular, we look at urban park roads and their role as places of leisure and of motorised thoroughfares. Our empirical focus is the Bois de la Cambre, a 120-hectare park situated in the southern fringes of Brussels, at the core of a conflict on whether its roadways should be open or not to motorised traffic. First, we study the 150 years of history of the park. Secondly, we present an explorative survey of citizens’ preferences for the park. Both approaches show how the park setup has reflected the broader societal changes in the way people organise their lives, more than an explicit urban project; and that today the order of priority observed among social groups is strongly connected to residential location, modes of transport and use of and access to green spaces. The study stresses the need to work as much on the construction of concrete mobility alternatives than on the construction of new urban and mobility imaginaries.

Eva Van Eenoo, Vrije Universiteit Brussel

Fuel tax cuts: an illustrative example of car-oriented thinking in policy

As elsewhere in Europe, the Belgian government temporarily cut fuel duty after the dramatic price increase in March 2022. This paper argues that, in Belgium, the parliamentary debate on fuel tax cuts was characterized by blind spots, disputable assumptions and strong car-oriented thinking. Members of the Parliament wanted to act with urgency to ensure the affordability of diesel and petrol. The high prices were considered “an attack on the wallets of families who need their car to go to work or to go to school”. Hence, the tax cut was framed as benefiting “ordinary people” for whom fuel is a “basic necessity”. By analyzing the parliamentary debate regarding the fuel prices, the paper unravels the hidden logics behind this intervention. Firstly, car ownership and car use are considered the norm, although 26.4% of Belgian households do not own a car. In this group, low income groups, singles, single parents and people residing in cities are overrepresented. Secondly, people are assumed to mainly act as homo economicus, as the commute seemed to be the primary concern of the MP’s, leaving other journeys – whether essential or not – out of the debate. Thirdly, the current car-dependent transport system is considered as a given, as no questions were asked on causes and drivers, and no long term strategies to reduce car dependence were formulated.
Liudmila Morillon, Aix-Marseille University

*Everyday mobilities in low-density urban areas: contradictions, constraints, and opportunities. The case of 5 public transport systems in the region of Brittany*

This study focuses on the offer adaptations for low-density urban areas drawing from the example of 5 public transport systems in the region of Brittany in France (Brest, Lorient, Vannes, Saint-Malo and Quimperlé). From the perspective of space organization, these territories present such characteristics as low density, predominance of individual housing, and the existence of multiple centers developed over the long run. Consequently, the inhabitants mostly use cars for moving. For public authorities, it is a real problem to organize cost-efficient public transport for such areas: on the one hand, they need to provide public transport even in the far distant peripheries where few people live, and on the other hand, they have limited transport provision. Therefore, it is crucial to understand how public authorities adapt their offer to the low-density areas. What is their demand for the offer? Are there any innovations implemented or proposed? In order to answer these questions, we analyzed the calls for tenders, as well as statistical data, and 16 interviews made with different stakeholders: on the side of the transportation operator – directors of the transport systems, on the side of public authorities – the directors of the technical services and the elected representatives in charge of mobility questions. The findings of this work show that public authorities’ choices are contradictory and mostly based on the criteria of density. Moreover, there is a need for other modes than public transport, but innovations demanded by public authorities or proposed by transportation operators are not adapted for low-density urban areas. Thus, how to get out of this public transport paradigm? This remains a subject for future studies.

Eskenazi Manon & Daphné Tuncer, Université Gustave Eiffel

*Where do automated vehicles come from? Past, present and possible futures of the governance of automated vehicles*

Despite initial deployments in China and in the USA, connected and automated vehicles (CAVs) are still in their infancy. While further developments are required for the technology to reach a fully mature level, it is anticipated that CAVs will transform mobility services, and impact existing road infrastructures and urban settings. To overcome upcoming challenges, a number of cities have been implementing initiatives to test and evaluate CAV potential and limitations. This communication aims to investigate the interrelated trajectories of the French local and national trajectories of CAV policies through the analysis of a large-scale CAV pilot program. Our objective is threefold: 1) to determine the main stakeholders behind national and local policies and characterize their role; 2) to review the French CAV public policy framework; 3) to compare national and local policies and provide insights onto foreseen CAV deployment trajectories and upscaling. By conducting semi-directive interviews with the industrial and public partners of the program, we show that CAV pilots are endorsed by the same actors at both levels. We demonstrate however that the objectives and policy frameworks of public actors greatly differ at the two levels. At the national level, CAV policies draw from an industrial agenda. The public policy framework is shaped by guided transport references, which raises technical challenges in terms of CAV-infrastructure interrelation. In contrast, the local CAV policy framework draws from public transport and micro-mobility perspectives (i.e., e-scooter sharing development). These results demonstrate the need to critically discuss the roles of public and private actors in shaping smart mobility policies. They also emphasize the importance of a clearly articulated and shared policy framework to address the challenges of the CAV upscaling.
S9: Mobility, connectivity and justice

Chair: Irene Barbiera, Università di Padova

Ruth (Lute) Faleolo, La Trobe University

A resilient culture: Tongan collective agency and mobility

This paper presents findings from a series of mobilities, and migration case studies that were conducted during 2015-2022 as a part of my PhD and postdoctoral work. These studies encompass Tongan collectives based in Australia, America, New Zealand, and Tonga. During this timeframe a spectrum of mobilities, between pre-Covid and post-Covid contexts, was observed whereby collective agency was challenged, transformed, and strengthened as a result of the sociocultural disruptions experienced by families and connected communities. Images of people and material culture, texts, as well as narratives collected during participant-observation and online communication will be interwoven with an analytical discussion of Tongan perspectives of mobility. This evidence reveals the resilience of a Pacific culture in both homeland and diaspora contexts. For Tongans living overseas, the recent natural disasters affecting their collectives living back on their homelands has impacted their connectivity and further motivated ideas of collective agency and shared mobility. The significance of these findings, in relation to the focus of the conference on “mobilities, disruptions and reconnections” is that it is important to reconsider the way we look at mobilities. As Cresswell (2010) advocates, such events as volcanic eruptions, tsunamis and geopolitical scenarios created by the pandemic and need for aid, should cause us to reflect on how we are analysing mobility, based on the meanings behind movements. The various mobilities experienced by Tongan collectives have been shaped and practiced in response to these developing settings.

Bishwendu Ghosh, Jadavpur University

COVID-19 and the railway crisis in Bengal: a case study of the disruption in mobility of traditional socio-economic forces in the District of South 24 Parganas

The British imperial forces employed modern transport technology in their colonial base of Bengal in the Indian subcontinent to access the remote parts of the province from the administrative capital of Calcutta. The district of South 24 Parganas was the immediate hinterland due to its rich agricultural and allied natural resources. Three major railway lines were built from Calcutta to this district in the nineteenth century – one to Diamond Harbour, one to Canning and the third to Namkhana. Post this development, the economy of this region developed significantly. The district became the chief supplier of agricultural products to the city, the newfound mobility became the cause of a major transition in the socio-economic structure and led to a social mobility from the villages to Calcutta. The majority of the industrial workers of the then fledgling industrial belt of Calcutta hailed from this region. A pattern evolved over the years since the inception of this railway network as it opened new economic avenues for people of this region. Traditionally, the adult male of a working family from this district either works in a factory or sells his agricultural products in the city markets, whereas their wives usually work as
maids and domestic helpers in the urban households. But with the onset of the COVID-19 pandemic in 2020 and the subsequent closure of the entire railway network for a prolonged period of time to prevent spreading of virus, the entire economy collapsed and the dependent demographic section struggled tremendously. The paper would be a comprehensive study that would capture all the aspects of the "story": its colonial roots with an explanation of the British agenda, how local people used the railway lines to widen their economic and social opportunities and how the pandemic comprehensively disrupted the traditional socio-economic structure of this region.

Alena Myshko & Cinzia Colapinto, Università Ca’ Foscari Venezia

Strategic applications of digital platforms in agriculture: shifting focus on mobility’s role

Recently, the lock-downs and restrictions conditioned by the pandemic, on the one hand, have deepened the separation of nodes of many supply chains and, on the other hand, accelerated their shift to digitalisation. Business transactions, relations, networks and activities were enabled by and occurred on digital platforms. The “new normal” is characterised by the permanence of these new arrangements and by a mesh of traditional and novel digital supply chain setups. Digital multi-sided platforms promise to increase the efficiency of transactions, to optimise logistics, to decrease the environmental impact caused by the transit of people and goods. Nevertheless, the digital technologies’ employment does not bring this efficiency by itself and not uniformly in all spheres of economic activities. Thus, digital transformations in such sector as agriculture and agri-food are aggravated by its high degree of fragmentation and dependency on physical supply chains. Our research aims at analysing the potential and strategic implications of digital multi-sided platforms as means to conduct transactions and communication among nodes in “physical” supply chains. Also, it focuses on developing and validating, according to a design-science approach, a model of a platform that can intermediate actors in a variety of supply chains (Italian context). The inclusion of such actors as logistical and transport providers in the platforms is crucial due to its provision of the most optimal choices for both suppliers (agricultural enterprises) and consumers. In this way, our research aims at solving the consistency of real physical and information flows on the basis of a multi-sided platform. The connection of such concepts as digitalisation and the application of digital platforms on the one hand, and mobility on the other hand, expands the opportunities to investigate disruptions and dis/re-connections within the agricultural sector and its operations based on movements.

Mariana Reis Santos, École des Ponts ParisTech

Public transit infrastructure: An instrument of regional spatial cohesion or segregation? The case of Greater Paris

Transportation is becoming progressively important in the development of cohesive and sustainable regions. Indeed, developing adequate transport infrastructure is critical for connecting regions to larger financial, social, and political networks in the context of a globalised economy. At the same time, transport development and policy may have controversial effects, intensifying rather than alleviating regional disparities. In this context, problems of spatial (dis)connection are a major concern. Particularly in rural-urban regions. Using the example of Greater Paris, this paper explores the two-folded role
of public transport infrastructure in the socio-spatial development of rural-urban areas. Specifically, this article takes interest in the northeastern departments of the aforementioned region, namely, Seine-Saint-Denis and Vale d’Oise. Through a historical analysis of transport plans and policy and the collection of empirical data, it demonstrates the disparities between planning objectives and outcomes. With this analysis, this article challenges the model of Transit-oriented Development (TOD) and contributes to the existent body of literature on rural-urban development, spatial morphology, and mobility justice in France and elsewhere.

Leon Vauterin, Technical University of Eindhoven

*Enriching Transit Oriented Development (TOD) with mobility justice concepts: a critical analysis of the Eindhoven Knoop XL case*

By organizing land use planning around a transit network, TOD tries to divert car-centered mobility towards more sustainable mobility systems, while creating more livable and inclusive neighborhoods. Many TOD studies and projects are inspired by a narrow range of principles and concepts with economic demand as the most popular concept. Recent academic debates on mobility-related social exclusion point to a broader range of principles and concepts that can be used as a basis for transport and land use planning in general and TOD policies in particular. This study investigates the TOD project Internationale Knoop XL in the Dutch city of Eindhoven. Explicitly referring to TOD principles, this Knoop XL project aims at achieving a modal shift in car-dominated Eindhoven, while creating a dense new neighborhood around the central train station. The question is, however, to what extent other neighborhoods will be affected by this plan. Will it effectively aid the needs and wants of the residents in those neighborhoods, or does it risk causing gentrification and displacement instead? Applying a mobility justice lens, this study presents a critical discourse analysis of, among other things, planning and policy documents, newspaper articles, and webpages dealing with this case. This way, it will assess the way in which the Knoop XL project seeks to aid social inclusion. This study could possibly offer insights for planners and policy makers on how to improve social inclusivity in this case in particular, and in TOD in general.

Samana Madhuri, Chandrakona Vidyasagar Mahavidyalaya, Vidyasagar University

*“We don’t need no education?”: Working class migrants and the fate of Telugu schools in select region of West Bengal*

Recent debates in India on National Registry of Citizens (NRC) followed by the unexpected and sudden unfolding of migrant crisis at the wake of Corona Crisis have re-directed our focus towards the cruellest but the strangest truth studies on migration in South Asia i.e., the immediate and urgent need to think beyond the event of partition and to work on the much neglected area of interstate migrations, its effects on people, demography and cultures of regions in respective states within the country. More often than not the stereotypical figure of the poor, uneducated Bihari or the Bengali/Bangladeshi migrant is underscored whenever interstate migration in India is discussed. The paper will make an attempt to break the stereotypical understanding of migrations in India by drawing attention towards the invisibilized history of Telugu medium public schools in West Bengal and will underline the reasons for the depleting student strength of schools in the past dec-
This paper will analyse the rise and fall of education in Telugu medium by connecting it to the phenomena of in and out migration of working class people belonging to the agrarian community particularly from Srikakulam district of Andhra Pradesh to the South Eastern Railway Division area of West Bengal in the past century. With particular focus on the present state of Telugu medium schools, that is the exterior state of the school buildings and the interior truth regarding the dwindling student numbers, the paper will discuss the rise and fall of education in Telugu in West Bengal by paying attention to the altering financescapes of post liberalized India and by critically engaging with the role of Railways, Port Trust & Jute Mills in migrations of Telugu speaking people to this region.
S10: Narratives, affects and mobilizations

Chair: Giada Peterle, Università di Padova

Sandra La Rota, University of Antwerp

The role of filmmaking in creating narratives around mobility: the case of a filmmaking competition of rural women’s transport in Tungurahua, Ecuador

Most of the studies on Transit-Oriented Development (TOD) are related to how people move, rather than the impact of TOD on people and their community life. Moreover, the majority of studies use morphological or statistical lenses with little or no attention to the human experience of mobility. Some authors challenge this trend with methodologies focusing on people and their well-being rather than solely on their choices of transport. Echoing this trend, this paper proposes art as a lens to study TOD, specifically through the art of documentary filmmaking. Some authors have already proposed to include artists in official planning processes; however, this paper goes beyond public policy, and the objective is to explore art and the process of making art as a possible transformational tool for those making and receiving art. A second objective is to question the assumption that “experts” know a situation better than the affected parties. A key question is how narratives change when other types of actors tell the story. This study uses a film contest entitled: “Between the countryside and the city: stories of rural women’s transport” to see what happens when the production of knowledge is made by “non-experts”. The analysis includes the footage of the two winners of the contest, a webinar, and interviews with the organizations and participants involved.

Bettina Severin-Barboutie & Eva Maria Gajek, Justus Liebig University Giessen

Du bist, was du fährst. The automobile as social practice

Taking the Mercedes as an example, this presentation explores social practices and reveals perspectives on transnational connections between mobility and the social world that have so far received little attention. First, we want to investigate the connotations with which the automobile has been charged in fictional narratives about migrant workers in the Federal Republic of Germany, as well as in ego-documents and photographs. Secondly, we want to mirror these individual constellations of meaning with collective narratives about the automobile in general, as reproduced by Daimler in the advertisement. Our aim is to show the role of media and cultural contexts in these individual performances. We also intend to demonstrate that individual narratives run contrary to collective narratives, virtually undermining them, and that the Mercedes automobile consequently functioned as a transnational, mobile object for different interpretations of social orders.

* This contest was co-created with the house of Ecuadorian culture of Tungurahua, GIZ- Ecuador, Grupo FARO (a local NGO), and Cinecyclo Ecuador. It took place between January and October 2020, in the province of Tungurahua (Ecuador).
Siying Wu, University of Edinburgh

*Passenger affects: mundane mobilities and affective encounter in Guangzhou Metro, China*

The metro is a unique public space that encapsulates intense and transient encounters between different bodies and materialities. This research explores how everyday encounters with others and affective experiences of passenger (im)mobilities in metro space unfolds. Drawing on ethnographic research based on semi-structured in-depth interviews with metro passengers and participant observation during multiple trips in Guangzhou metro, I will present how everyday encounters on the move shape and are shaped by the bodily capacity “to affect and to be affected”. Through the lens of affect, this research attends to the micro-geographies of experiences and practices of embodied mobility. Resonating with recent calls to develop theoretical and paradigmatic dialogues between mobilities studies and transport geography, this study argues that the metro is more than a physical mobility infrastructure accommodating mass transportation in the city, but a unique urban public space that is open to negotiation, reproduction and contestation through affective encounters. Thus, this research asks how the “thrown-togetherness” (Massey 2005) of urban everyday life is rooted, lived and represented in and through affective encounters in mundane mobilities in metro travel. Apart from narratives from interviews and ethnographic observations, I will also present photographs taken by research participants and myself during metro journeys to shed light on how banal moments of (im)mobilities are made sense of through meanings and representations (Cresswell 2010). This research offers insights into urban mobility experiences in emerging mega-city in China and extends existing debates at the intersection of affect and public transport mobilities with empirical evidence beyond Western contexts.

Anne Victoria, Knoxville Area Transit

*Bus stops: stick in the ground*

Often a bus stop sign or knowing where to stand is just a stick in the ground. Topographic challenges, right of way requirements, and visibility issues dictate where a sign can go. Mounting a sign on existing traffic or utility poles appears the simplest solution after official permission is granted to do so. Knoxville Area Transit (KAT) began installation of new bus stop signage in 2020. The opportunity to use KAT’s own poles allowed flexibility where signs are placed – under shade trees, closer to better lighting, or at concrete pathways already in place. The principal goal of this research is to explore disruptions of perceiving. This study is based on conversations with public transit workers, City employees, bus users, and residents connected to one bus route. Route 40 represents a viable neighborhood/business route in which the re-location of several bus stop signage was passionately contested. The results describe the reconnections of knowledge gaps.
**S11: Mobilities, Connections, and Ethics of Community**

*Session Introduction*

This panel session examines connections of mobilities from the humanities perspective. The construction of mobility in a specific time-space is generally known to improve connections between spaces, between things, between bodies, and between emotions. At the same time, it also significantly impacts human relations, newly introducing, accelerating, inequalizing, or internationalizing mobilities, so that it (dis)organizes communities significantly by propelling to disrupt, neutralize, or adapt most of all a given ethic. In this vein, the connection of mobilities can be seen as effective in materialistically strengthening or weakening the cohesion of a community. Therefore, presenters in this panel critically (re)consider the connection of mobility as engendering a rupture in society, challenging a sense of place, leading a colonial reorganization of a traditional village, and forming an isolated ethnic group in a foreign country; which raise a problem in communities and their ethics.

Chair: **Jinhyoung Lee**, Konkuk University

**Jooyoung Kim & Inseop Shin**, Konkuk University

*A Korean mobility novel and the ethical perspective: focusing on “The Green Juice Girl Has No Time for Sorrow”*

The “Green Juice Girl Has No Time for Sorrow” (2021), which this paper intends to discuss, is a contemporary Korean novel about a young woman who is excluded from her family and society, addicted to alcohol, and works as a delivery woman who later overcomes addiction and returns to the social system. The novel focuses on the delivery person and visualizes this invisible person in the delivery culture. It consists of two key concepts: delivery and the underdog. The novel thematizes an ethical reconstruction related to personal rebirth, focusing on Kang Jeong-min, heroin, as an underdog involved with the ethical problem of alcoholism in addition to her job as a delivery worker. Given mobility capability deeply involved with economic and social ownership of capital, she is at the lowest level of mobility capability, having to take the stairs when she is denied access to the elevator at the delivery place; In various places, the novel describes the delivery method with the lowest mobility capability. Thus, this presentation agendicizes the delivery person’s right not to be ignored in society.

**Taehee Kim**, Konkuk University

*Place and ethics in an accelerated and mobile world*

Humans are inherently beings-in-place to the extent that the place is a fundamental condition of human existence and identity. Thus, ethics, a necessary condition for intersubjective existence, would be impossible without a genuine sense of place. Around the contemporary globalized world, however, the sense of place is being undermined by more temporary, unsettled affects and perceptions that result in volatile intersubjective and ethical relations. As everything travels and changes rapidly, the placelessness seems to
be generalized. Despite such diagnosis, however, the significance of place for human life could hardly be denied, given the fundamental fact that a human as an embodied being is always an embedded and, by so much, emplaced being. In these contemporary contexts, two points are significant for the ethics of place. Firstly, we should more seriously take into account the sense of place. Secondly, however, we should re-conceptualize the sense of place for more mobile forms of life to avoid conservative and even reactionary mindsets attached to a place. Based on considerations of the concept of vulnerability, this presentation will explore how ethics of place could be established in the high-mobility era.

Jinhyoung Lee, Konkuk University

Disruptive mobility

This presentation examines disruptive mobility as an essential characteristic of colonial mobility, a new mobility network built for the colonial purpose, which on the one hand fundamentally deconstructs or ignores the traditional mobility network in a colony, but can function as an implosion of the colonial regime thanks to its catastrophic property on the other hand. The presentation analyses Kirim Kim’s novella, “The District along the Railway” (1935-1936), as exemplarily representing such colonial mobility’s antinomy. In this work, the construction of a railway in a village deep in the mountains of the Korean Peninsula under the Japanese occupation (1910-1945) intends to connect every corner of Korea and allows the colonial power to extend across the country. Hence, colonial mobility gains its domination over the village, disrupting family and village community through the neutralization of the traditional ethics. However, the disruption of the human relations finally exposes the colonial regime’s sustainability as impossible and hopeless by scattering the colonized around the country, fluidizing their community and thus failing to reorganize that community as a faithful colonial group.

Myungsim Yang, Konkuk University

Ikaino and community ethics of Korean residents in Japan

Ikuno-Ku in Osaka is the largest and oldest residential area for ethnic Koreans in Japan (Zainichi Koreans). In 1923, when the Korean Peninsula was under Japanese occupation (1910-1945), with the operation of a regular passenger ship connecting Jeju Island, the largest southern island of Korea, and Osaka, Japan, many Koreans from Jeju Island moved to and settled in “Ikaino” of Osaka, later constructing it as a dense area for their living. From a historical perspective, this presentation looks at the formation and development of Ikaino, which has become a diaspora space. It also explores the characteristics of the Korean community in Japan formed around Ikaino, focusing on the ethical issues that emerged in the process.
S12: Gender and mobility: a contemporary and historical perspective (I) - Debate session

Session Introduction

Much has been written about contemporary gendered mobility patterns: women have shorter travel time and/or distance to work, are more likely to use public transportation, do more multi-stop trips, serving passengers/children… (Hanson & Johnston 1985; McGuckin & Nakamoto 2005). Women (de-motorised) mobility patterns look more like “ethical” mobility, in the sense of more sustainable and care-related mobility than does men’s travel. However, these patterns mask different constraints and meanings to people (lived experiences, impacts on identities) that result from gendered relationships of domination (Hanson 2010) that are historically rooted. Mobility practices are in each period and space indicative of gender inequalities. Gendered perceptions, attitudes towards mobility practices and objects – and therefore mobility behaviours – are deeply affected by gender roles (Prati et al 2019). Mobilities become gendered as specific movements are iteratively performed by individuals in relation to their gender identities and roles. If mobilities are materialized by a gender reiteration, this materiality is never completely finished, thus giving a glimpse of its instability and its possibility of re-materialization (Butler, 1990). In fact, gender identity is constructed in a complex and contradictory way and is not totally pre-constituted (De Lauretis 2007). These mobility practices become an evolving indicator – creating, reinforcing and transforming meanings – of that gender identity through “gendering” processes (Cresswell & Uteng 2008, Bonham, Bacchi & Wanner 2015). These are the always incomplete processes of gender formation through which femininity and masculinity become attached to, and detached from vehicles, equipment, practices and infrastructure. Gathering scholars from history, sociology, geography and urban studies, this panel is devoted to exploring the past and present, disruptions and reconnections, of these “gendering” processes in several urban and rural contexts offering a wide range of case studies and plural approaches. The session will offer the opportunity to provide an overview of current cutting-edge research in this growing field.

Chairs: Claire Pelgrims, Université Gustave Eiffel & Natacha Lapeyroux, Université libre de Bruxelles

Manon Dessaud, Philippe Gerber, Luxembourg Institute of Socio-Economic Research & Karine Duplan, University of Geneva

Towards a critical approach to mobility biographies through the lens of gender

While urban mobilities have been for long taken for granted as universal travel modes, critical scholars, among them feminist scholars (Hanson 2010; Massey 1994), have usefully highlighted how power relations affect urban travel modes in everyday life. Indeed, gender has been unquestionably proved to be an issue that needs to be included in public policies to contribute to a more just, inclusive and sustainable city. From urban planning to transportation, gender issues are considered to be central for designing equal public policies. This notably includes the transdisciplinary subfield of Mobility Biographies Research (MBR, e.g. the premises from Lanzendorf 2003, Scheiner 2007).
However, only a little work has been done to explicitly link life course approaches to travel behaviour using a gender perspective and comparing quantitative and qualitative approaches (e.g. Scheiner 2020). One can therefore question how gender is (or not) considered in research on daily mobilities and how this affects the outcomes of the research. This paper draws on an in-depth review of the literature conducted through a bibliographic meta-analysis. It will present the first results of this research, aiming to bring further reflections on the way various epistemological grounds of research on gender orient the scope of the research along with their respective outcomes and limits. As such, MBR appears at first sight to use gender mostly as a variable, eluding power relations at stake. Moreover, it appears to focus in an unquestioned way on trajectories of Western heterosexual households, eluding for instance other forms of family organisation, in Western or non-Western contexts (Plyushteva and Schwanen 2018), proving therefore both its heteronormative and Western-centric assumptions. This paper aims to sketch milestones for a critical approach to MBR, highlighting the critical power of a gender perspective when conducting research on daily mobilities in relation to spatial justice.

Areej Abou Harb, Université Lyon 2 Lumière

The railway and the cultural spaces. Mobility and modernity in the Levant (1890-1940)

This paper is in the framework of an undergoing PhD research titled “Chemin de fer et lieu de culture – mobilité et modernité au Levant entre 1890 et 1940” (The railway and the cultural spaces – mobility and modernity in the Levant between 1890 and 1940). During the last years before the fall of the Ottoman Empire and as the Levant was in transition into the French and British mandates, a section of the railway linking Palestine, Lebanon and Syria, as part of the Al-Hijaz railway, was built and put into service in 1892. This paper focuses on the mobility of individuals for social and cultural aims in the Levant starting from the 1890s, with the inauguration of the first two railway lines: Beirut/Damascus (1895) and Jaffa/Jerusalem (1892) as a public transportation means, and it doesn’t strictly end in the 1940s with the creation of states and borders after the mandates, as sections of this transportation network stayed in service during the 1950s and even later. At that time, the railway project had mainly geo-political and economic functions and interests. However it also played an important role in transporting individuals and thus in increasing mobility of cultural and social aspects between Levantine cities such as Beirut, Tripoli, Damascus, Haifa, Aleppo and Jerusalem. In a later stage during the same period, the tramway projects in the region were also introduced and played an important role in the modernization within Levantine cities such as Jerusalem (1910), Beirut (1908) and Damascus (1907). Therefore, this modern mobility contributed to the development and growth of Levantine cities, it impacted their cultural scenes but above all it generated changes in the individual ability of movement for men but also for women. This paper searches the ways in which these transportation means have been used by women and men for different aims and with different usages based on gender. It also traces the cultural connections that marked these circulations based on different social classes. On the other hand, the article follows the construction of new spaces, concerts halls in hotels and theaters, coffeehouses and squares located next to train and tramway stations or being on their trajectories, their functions and programming, and the audiences and artists they received with a focus on their gender. It highlights the mobility of women to attend and or participate in cultural and artistic manifestations... from rural areas to cities and between cities. The paper uses published memoirs (such as Anbara Salam Khalidi and Wasif Jawhariyyeh) and archives of periodicals and journals (such as Lisan Al-Hal).
Session Introduction

In the last decade, the “mobility turn” in human sciences has led to a reconsideration of the concept of mobility that includes now short-distance, daily and/or regular movements and the wider circulation of goods, objects and ideas (Merriman and Pearce 2018). In the same perspective, administrators and urban planners have gained awareness about the fact that women and men move, travel and commute differently. Also, it has been pointed out the recurrent gendered imbalance in the transport sectors, and the need for policymakers to consider also gender in transport planning. Moreover, an intersectional approach also provides evidence of the fact that as women, migrant people, minorities and elderly have different ways to move and make a different use of transportation (Moraglio and Kuttler 2021). These works and research focus primarily on contemporary societies: however, their findings question also scholars studying societies of the past. How have gender practices and transports articulated in different time and space? This panel aims to explore transportation patterns of women and men in a historical and gender perspective, and from a range of disciplinary approaches (economic and social history, history of representation, urban history, history of literature). Papers should address one (or more) of the following questions: 1) How can we understand transportation and mobility trajectories of women and men in the past societies? How the gendered body and spaces have been conceived within the history of transports? 2) What kind of transport did women and men use? What kind of knowledge was required? 3) How did the use of different transport techniques (caravan porters, working animals, steamships, trains, cars, etc.) and the increase of speed in crossing long distances participate in the redefinition of new spaces, dress and gender roles? Which role did different transport techniques play in producing gendered stereotypes and in the (re)production of gender roles? 4) How women and men’s transportation patterns were shaped by economic, cultural and/or social factors (access to economic and/or social resources, expected behaviour for women and men, situation of danger)? 5) How do transportation patterns change representation of women and men? 6) How did transportation policies influence the activities of women and men?

Chairs: Beatrice Zucca & Silvia Bruzzi, Università di Padova
Discussant: Beatrice Zucca, Università di Padova

Irene Martin, University of Barcelona

Inhabiting spaces. Sexual separation of passage in shipping (1850-1950)

This paper aims to analyze the conditions to which women were subjected during the maritime crossings aboard transatlantic steamships between 1850 and 1950, focusing especially on the services offered by Spanish shipping companies on the lines between Europe and South America and the Philippines. For this purpose, we will analyze the criteria used by the shipping companies to organize and distribute the spaces assigned to the passengers, with special attention to those destined to women and children. The influence of legislation aimed at shipping companies dedicated to the maritime transport of passengers, and its consequences on women travelers who ventured to start a jour-
ney in adverse conditions. On the other hand, these women were subjected, especially in the Spanish case, to restrictions based on the social and legislative control of their movements, conditioning, even more, their presence in maritime voyages. In this line, we will provide some data on the women who traveled on the steamers of the Cía. Transatlántica, SA. during this period, chronologically, between the mid-nineteenth century and the mid-twentieth century, highlighting the beginning of maritime pleasure trips that today we know as luxury cruise tourism, and on the other hand, the time of the great migratory movements from Europe to America. Women are present in both cases, with differences between the two categories, in the conditions in which they inhabit the spaces of the ships.

Alon K. Raab, University of California, Davis

*Wheels of fire: the history of women’s cycling in the Middle East*

In 1890s Constantinople most cyclists were young men of means or education but writer and women’s rights activist Topuz (1862-1936), often in a flowing white dress, rides her bicycle through the narrow cobblestone alleys and the new airy boulevards. Men jeer and sometimes try to pull her off her vehicle but she ignores them. Pushing harder, pedaling faster, she leaves them behind and sails on. Topuz’ journeys and those of other women of her era are part of the history of cycling in the Middle East and of the battle, still ongoing, for full participation in public space and for autonomy. This struggle for liberation was aided, in the Ottoman ruled Middle East and in the first decades of the 21st century, by the bicycle, a vehicle that became for the women whose lives I aim to evoke and for many other women, a path of personal and communal transportation and transformation. Their lives with bicycles are an important part of the emerging feminist movement in the region as well as of the early history of cycling. While fatwas and laws against women cycling will be included, my focus is on some of the women and groups who chose to ride, as well as on literary and filmic representations of riding. Examination of this mostly ignored history intersects with the way the vehicle became a symbol of middle class respectability while retaining an aura of rebelliousness and affinity with movements for social change. The trailblazers I will spotlight include Lebanese writer and feminist Hanna Kasbani Korany (1870-1898), American head of Constantinople’s Women’s College Mary Mills Patrick (1850-1940), Iranian princess Taj al-Saltaneh (1883-1936) and contemporary riders and groups like Gaza’s Amna Suleiman, The Yemeni Women Bike Group and Turkey’s Bisikletli Kadın İinisiyatifi (Women on Bicycle Initiative).

Daniel Majchrowicz, Northwestern University

*A compartment of one’s own: Urdu travel writing and Muslim women’s mobility in colonial India*

How did Muslim women conceptualize their own mobility in late colonial India? Scholars of Indian history have long been fascinated by the social impact of steam travel on mobility. Over the last several decades, several influential studies have revolutionized the way we understand the frenetic mobility of a region that British colonialists once liked to claim was “immobile” and “timeless”. Most of these studies, though, focus on men, the economy, and capitalist production. Some studies do ask how imported travel technologies like the train shaped women’s lives and mobility. These studies, though, still largely
rely on sources like planning documentation or opinion pieces published in newspapers where women had almost no voice whatsoever. While a few works on mobility in colonial India do address the concerns of upper-class Hindu women, perspectives from Muslim women in colonial India are completely absent. Drawing on a wealth of new historical sources, this article argues that Muslim women were in fact deeply engaged in negotiating changes to their own mobility, and that they primarily voiced their preferences and concerns through the genre of travel writing, almost always in the Urdu language. Muslim women began to write and publish travel writing in Urdu from the beginning of the twentieth century. The arrival of this literature was the consequence of an increase in women’s mobility, gains in Muslim women’s literacy, and the emergence of magazines targeted directly to upper-class Muslim women. This paper will introduce their views, while simultaneously arguing that newly discovered troves of travel writing by Muslim women allow the opportunity to reconceptualize how we theorize and understand gender and mobility in Colonial India.

Sanchali Sarkar, Basanti Devi College

*South Asian women's access to mobility in Germany: a few cases studies*

My paper focuses on the daily trajectories of South Asian women commuters in Germany and studies their “embodied experience of the [public space] and the ways in which they socially and spatially construct” (Morán 2022) their travel routine. With the aid of an intersectional methodological approach, the paper engages with the multiple ways in which South Asian women locate their position and how transport spaces “configure [their] subjectivity and embodiment” (Lidón 2013). When it comes to South Asian women, gender and race are similar in reflecting social norms into the lived experience of the everyday producing space as a complex social construction. Therefore, the paper is attentive towards studying the intersections of both gender and race as socially constructed, in a bid to understand the various nuances of social locations of South Asian women in Germany. One of the critical engagements of this paper is to look at racial violence not just as physical but also in terms of the acts which are “not always visible” – micro-invalidations and micro-aggressions, “which are brief and commonplace daily verbal, behavioural, or environmental indignities, whether intentional or unintentional, that communicate hostile, derogatory, or negative racial slights and insults toward people of color” (Sue et al. 2007). Covid-fuelled discrimination is part of the discourse at present, and the paper will share stories from the research carried out (in January 2022), to show how South Asian women commuters’ mobility is faced with resistance every day during their travel routines. The paper specifically concentrates on the intersections of gender with another important identity marker- race; and studies how these two shape the experiences of South Asian women in Germany. Gender and race do not exist in isolation; instead, they intersect at crucial junctures. Jaine Gaines writes that the dominant feminist paradigm “actually encourages us not to think in any terms of oppression other than male dominance and female subordination”, neglecting racism as a subject in feminist theories. Therefore, the paper foregrounds the heterogeneous nature of the South Asian women in studying their travel experiences, where gender and race both function simultaneously; and studies how this structural pattern affects their “individual consciousness, group interaction, and group access” (Collins 1990).
S14 Why Mobilities Paradigm needs economic and business history 1 (Methodology)

Session Introduction

Economic and business historians have a strong background in traditional transport history. In the past, they studied the evolution of the transport infrastructural system, the history of the main companies (railways, boats, airlines), the growth of industrial production of the means of transportation (cars, engines but also containers). In addition to this traditional and challenged vision of transport history, economic historians have precociously explored many issues strictly related to “mobilities of people, objects and ideas”. The interest in the history of globalization, the role of physical and social networks and the flows of people (immigration and emigration, tourism) and goods (international trade) shows how economic and business history have implicitly approached the mobilities paradigm. Nevertheless, the presence of economic historians in mobilities studies is scarce. The panel will carry out a methodological and historiographic analysis aimed at identifying the main reasons why mobilities should also be studied by economic historians. Through an analysis of the literature of the mobilities studies, the main criticalities will be identified, including short-termism and a total indifference to the role of the market as a promoter and result of mobilities. Depending on the participants, the panel will be divided in four sessions: 1) Methodology; 2) Modern history; 3) Contemporary history I; 4) Contemporary History II. The organizers claim for a long-term approach, so the papers will cover a large historical period from the Middle age to nowadays. Every kind of approach (both quantitative and qualitative) and every kind of issue related to economic history and mobilities (railways, boat and airlines companies; transportation and telecommunications networks; national and international markets; migrations) are welcomed.

Chair: Javier Vidal Olivares, University of Alicante

Simone Fari, University of Granada

Why economic and business history could improve Mobilities Studies?

In addition to the traditional and challenged vision of transport history, economic and business historians have precociously explored many issues strictly related to “mobilities of people, objects and ideas”. The interest in the history of globalization, the role of physical and social networks and the flows of people (immigration and emigration) and goods (international trade) shows how economic and business history have implicitly approached the mobilities paradigm. In other words, the basis for an economic history of mobilities already exists. Furthermore, there are at least three other reasons why economic historians should be interested in mobilities studies. During the extensive review of the literature on Mobilities Studies of the last twenty years some evident gaps have emerged: 1) many studies suffer short-termism, ignoring the historical perspective even where it would be useful; 2) very few studies have related economic and infrastructural networks with mobility, while more emphasis has been placed on social networks, considering for example studies on migration; 3) no research has taken into consideration the market as a physical and theoretical place in which the movements of goods, objects
and information happen. In other words, no one has related the market to mobility. By exploiting these three criticalities, economic and business historians could make a decisive contribution to the evolution of Mobilities Studies. The paper suggests research issues and methodological approaches.

Kostas Chatzis, Université Gustave Eiffel & Arnaud Passalacqua, Université Paris Est Créteil

*Are socio-economic models a meeting place between the history of mobility and economic history?*

By moving away from the traditional approach to the history of transport, the history of mobility has also often moved away from quantitative issues, which are considered too close to transport supply and operating companies and too far from mobility demand and individual behaviours. However, there are many practices involving quantitative elements that characterize the field of transport as much as they condition mobility. This proposal therefore aims to explore one of the quantitative dimensions that is rarely present in the approaches that have become classic in the history of mobility: socio-economic models. At first sight, models could easily have found their place in the dynamics around T²M, especially since they are part of a transnational, notably transatlantic, and multimodal history, starting from the primacy of the automobile. They are an important explanatory factor in the construction of networks, public spaces and territories, and therefore condition the way in which mobilities can be deployed. It is also a place where ideological stakes are present, although often hidden behind what are deemed to be forms of rationality, specific to engineering or economics. However, when we look at the usual themes of the scientific community of historians of mobility, we see that the question of socio-economic models constitutes a world that is often forgotten or left aside. It is more often associated with the history of techniques, knowledge and engineers, or with the history of companies that have developed these models, that is to say let to the economic and business history. The paper proposed here will attempt to shed light on the reasons behind this epistemological configuration and to explore how more precise cross-fertilizations could be fertile for the history of mobilities. It will draw on a few references in the history of socio-economic models in the world of transport. It could also mobilize some case studies already available.

Gabriele Marcon, European University Institute

*Science, expertise, and mobility: new approaches to the global history of extractive economies*

The idea that craft mobility disseminated technological innovation is widely accepted among economic historians. In the early modern period, scientific knowledge was produced in laboratories, workshops, and labour-intensive industries through the bodily engagement of artisans and practitioners with the matter of their work, most often materials and natural resources. The circulation of this practical knowledge was paramount to the development of local economies. As these experts travelled for work, they carried their expertise with them. By focusing on how these practices imposed on and adapted to local settings of knowledge, existing scholarship showed that experts’ migration triggered technological transfer. While the presence of technical experts in local extractive econo-
mies has been associated with scientific innovations, in some cases claims to expertise hindered rather than facilitated the exchange of knowledge and collaborative work. This paper explores the contribution and failure of craft mobility in early modern extractive economies. It analyses the case study of the migration of German miners across Europe and Spanish Americas from a long-term and comparative perspective. It starts from the premise that the mobility of German miners provides a point of entry into the transformation, adaptation, and contestation of scientific expertise in extractive economies across the early modern world. By analysing synergies between technical and ecological in mining expertise, I focus on the original methodological perspectives that the combination of histories of science and labour can offer to economic history approaches. More specifically, I integrate the study of miners’ embodied skills in mobility studies to examine their impact on early modern extractive economies.

Valentina Fava, Università Ca’ Foscari Venezia

Business history and transport history: the end of a love or a new beginning?

According to Alfred Chandler, large industrial enterprises developed consequently and in close relation with improvements in transport technologies during the Second Industrial Revolution. The first modern corporations were born in the attempt to manage the fast-growing US railway (Chandler 1977). Transport related companies offered theorists an extraordinary fertile ground to assess various theories on the growth of the firm from vertical integration to business ecosystems (Abernathy 1978; Pollard Robertson 1979; Williamson 1981; Langlois Robertson 1989; Raff 1991; Lamoreaux, Raff & Temin 2002). In fact, the study of transport related companies – from railways to shipping, from the manufacture of automobiles to the production of aircraft, boats, or containers – has been for a long time the core of business historians’ research interests, at least until the Chandlerian paradigm remained dominant. In fact, the most effective criticism to the Chandlerian paradigm targeted, on the one side, its technological determinism, and, on the other, resulted from a radically different reconstruction of the history of General Motors, emblem of the US large corporation (Freeland 2000). With the crisis of the Chandlerian paradigm, the interest of business historians towards transport industry and technologies seemed to weaken. The narrative and cultural turns of business history seem uninterested in the fate of transport related firms, in the emergence of the MAAS (mobility as a service) business models, and more in general in mobility studies. On the other side, scholars interested in the mobility paradigm seem not to consider firms and markets as relevant actors. This paper intends to provide a systematic review of recent business history literature on transport related companies and explore the existence of possible common grounds in terms of both methods and themes between business history and mobility history.
S15 Why Mobilities Paradigm needs economic and business history 2 (Modern History)

Chair: Andrea Caracausi, Università di Padova

Renard Gluzman, Shenkar College of Engineering, Art and Design

Not enough mobility: flagging out and schemes to disguise a ship’s identity before the invention of the flag of convenience

Today, the shipping industry is both highly national and highly international. However, up until the mid-twentieth century, merchant shipping has been an extension of national commercial life and national power and prestige. No maritime nation with a genuine link between ownership and registration of its ships has ever been able to develop and maintain a national flag fleet without recourse to some protectionism. Such interventions have traditionally taken the form of cargo reservation, flag discrimination, differential port dues, subsidies for shipbuilding and ship-operating, and institutionalized participation in shipping. However, in times of economic downturn, political crisis, plague, famine, and war, the outcry of merchants and ship-operators over-restrictive policies drove them to use trickery, double-dealing, and other deceptions. Within this context, this paper wishes to examine the different schemes used to disguise a vessel’s identity in the early modern Mediterranean before the “flag of convenience”. Although this concept was officially acknowledged and legally settled only after World War II, this essay argues that the essential need to “flag out” existed for centuries. The methodology chosen for this essay uses a compilation of itineraries, ship logs, and related official port documents. This ensemble of reports allows us to follow a floating object through times when restrictions on navigation and transport were in force. By choosing a micro-scale of analysis, the present article explores the potential of ship biographies as a form of microhistory and a powerful tool to weigh up large-scale processes in transport and mobilities studies.

Stefania Montemezzo, Villa I Tatti, The Harvard Center for Italian Renaissance Studies

The role of maritime mobility for business development: the case of Renaissance Venice

The paper deals with the role that public and private navigation had in the business development of Venetian Renaissance commercial business. The public and private navy had a profoundly important role in constructing and preserving the Venetian commercial empire during the Renaissance. While the bulk of the Venetian commerce was carried out thanks to the freight of private vessels, public navigation had for over a century the role of guaranteeing safe and timely connections among the main markets of the Mediterranean and the Atlantic coasts, allowing merchandise and people from distant territories to use the Adriatic port as a commercial gateway. While historiography cleared the organizational and political aspects of the public galleys convoys that characterized later medieval Venice, this paper aims at understanding the role that public convoys had in the private business development and to which degree it was integrated with the use of private vessels for the connections of port cities. The paper will be based on a case study, the Bembo fraterna, a trading company operating in Venice and the leading European and Mediterranean markets in the late 15th century. The information on the availability of
merchandise and the instructions given to move it around the Mediterranean ports, the information on the displacements of merchants and agents, and the usage of vessels to circulate information will render a lively picture of the mobility that characterized the Renaissance commercial world.

**Matteo Calcagni**, European University Institute

*The Ottoman route: Trade and mobility across the Eastern Mediterranean*

The theme of migration has become increasingly important in historical research. However, the mobility of people in the Mediterranean area in the early modern age is, in general, much less known than the movement of goods or the circulation of ideas. Recent historiography, based on global history studies, has highlighted the connections that diasporic communities, such as the Armenian and Jewish ones, had established across national borders. The great commercial elites of the Mediterranean area experienced processes of circulation and mobility in which the paths of movement were often developed within the same family, in which one or more of whose figures were in charge of managing the family trading company’s geographically scattered branches for some years. Yet few studies take into account individual mobility, that is, the one mainly represented by people who did not belong to specific transnational trade groups and who often moved to places where there were no compatriots grouped in organised communities. The aim of my paper is to present a unique case study focused on two Tuscan economic emigrants, Francesco and Domenico Adami, who left the port of Livorno at the end of the seventeenth century to gradually move towards the Levant. The Adami brothers, like other small Italian economic operators, had emigrated to the Ottoman Empire in the hope of becoming privileged interlocutors for the merchants based in the great ports of the Western Mediterranean. Through their experience as maritime workers we can examine the trajectory followed by them, retracing the evolution of these individual migratory movements, in the particular context of the early modern Levant, in order to draw an articulated map and to identify characteristics and specificities of their journey, underlining the decisive moments coinciding with phases of transition or turning point in the economy of the Eastern Mediterranean.

**José Araneda-Riquelme**, Scuola Normale Superiore di Pisa

*Uncertainty. Experiences of epistolary communication between Colonial Chile and the Spanish Court (1598-1670)*

The Kingdom of Chile was referred to as a distant and almost isolated colony within the Spanish Empire in the 17th century. However, if someone observes the letters from Chile kept in the Council of the Indies (Madrid), regular epistolary communication was performed. In this sense, this research proposes to analyse this phenomenon through the concept of “uncertainty” to comprehend the communicational strategies of this faraway imperial border in Latin America between 1598 and 1670. Without postal service, the local actors in Santiago had to use various communicational agents, such as messengers, couriers, missionaires, and soldiers, to dispatch a letter to the King in Madrid. Nevertheless, the spatial-temporal distance between both cities provoked, in local Spaniards, anxiety and uncertainty about the reception of the correspondence and Council responses. Different kinds of media such as letters, printed text, relações, and oral presenta-
tion of procuradores – or cartas vivas, translated as living letters – were used by Chilean settlers in order to deal with the uncertainty of information and to resolve political issues. This research uses the letters sent from Chile to Madrid (Archivo de Indias, Seville) to analyse quantitatively and qualitatively the whole communicational system between the Spanish monarchy and its colonies. This paper supports the argument that epistolary communication could be explained through the "cultural mobility" approach, for which it is possible to observe the circulation of texts and people that maintained a Polycentric Empire in early modern times.
S16: Why Mobilities Paradigm needs economic and business history 3 (Contemporary History I)

Chair: Simone Fari, University of Granada

Marco Bertilorenzi, Università di Padova

*Mobilising French mining capitalism. Mobility of engineers, technology transfer and investments flow (1880s-1960s)*

This paper investigates the mobilities of the French Ingénieurs civils des mines (ICM - Civil mining engineers) during the 19th and 20th century. Usually, the scholarly studies about engineers mainly focus on the transfers of technologies and techniques that came along with the mobility of these skilled workers. Although technology transfer is an important aspect, this research project would like to extend our understanding about the engineers’ mobility, integrating the transfer of capital (foreign direct investments, explorations, multinational companies) and of commodities behind their mobilities. On the one hand, the study of the mobility of French ICM can be used to chart and account for the spread of French capitals abroad, both in the French colonial empire and in other countries. Engineers only seldom move following their own personal goals, in many cases they were sent as agents of large firms that had clear strategies of foreign direct investments or resources exploitation/exploration. On the other hand, the linkage, through ICMs, between France and other countries can shed light on the creation of complex commodity chains, exploitation of resources and a growing integration of the global mining economy. Actually, the impact of French investments abroad was not only an outcome of the colonial policy, but it entailed the creation of private strategies of business groups in a wide range of countries outside the French colonial empire, like in Russia, Latin America, and Arabian and Far East regions.

Alberte Martínez-López & Jesús Mirás Araujo, University of A Coruña

*Mobility of ideas in the European gas industry, 19th and 20th centuries*

Transportation studies have traditionally focused on physical goods. As for mobility studies, they have generally addressed the movement of large groups of population in different geographical contexts. This paper suggests a new viewpoint, which aims to merge elements of the history of technology and business history, adopting professional and ideas mobility as the research topic. The empirical evidence will be based on the study of what happened in the European gas industry during the second half of the 19th century and the first half of the 20th century. Specifically, the main mechanisms of technological diffusion will be analyzed and, in particular, the geographical and business mobility of its leading actors: engineers.
**Melina Piglia**, National University of Mar del Plata

*Modernization, national defense and indebtedness: Aerolineas Argentinas during the last dictatorship. Argentina 1976-1983*

This work explores the experience of Aerolineas Argentinas, the state-owned Argentine flag carrier, during the last military dictatorship, between 1976 and 1983. In those years, the bloody repression was combined with an economic policy that implied a radical shift: deindustrialization, deregulation of markets and the primacy of financial speculation. In contradiction with the public discourse of the economic establishment, which underlined the need for a subsidiary state that would reduce its participation in the economy, and with the growing worldwide questioning of the model of the large flag carriers, the dictatorship’s policy regarding Aerolineas Argentinas followed a very different path. Rather than shrinking or be privatized, Aerolineas Argentinas, firmly controlled by the Air Force, expanded: it modernized and increased its fleet (it became the first and only Latin American airline to fly the giant B747 Jumbo jets), it inaugurated simulators, workshops, training, aircraft food processing plants that also provided services to other companies; and expanded its international routes. The flip side of this growth was an enormous indebtedness, a heavy burden that would make itself felt strongly in the 1980s. This paper explores this apparent contradiction by linking it to the interests and the role that Aerolineas played for the Argentine military, both in terms of strategic (national) interest – something that would be seen in the Malvinas conflict – and the interests of the Air Force as a corporation.

**Javier Vidal Olivares**, University of Alicante

*The new tourist mobility and its impact on airline management before the liberalisation of international air transport: the case of Iberia, Spanish Airlines 1959-1978*

Since the end of World War II, international air transport has been organised as a highly regulated market. Most airlines developed and consolidated as public companies and responded to political and international relations. The emergence of tourism as a new market, especially in Europe, eroded the traditional business of the flag carriers. Iberia, one of the airlines that benefited most from the boom in the new tourist mobility between 1960 and 1978, had to change its management strategies to adapt them to the competition. The emergence of charter airlines, their lower relative fares and new customer-oriented management mechanisms and flexible internal organisation challenged the large publicly owned airlines. Iberia had to quickly change its high quality and product-oriented management from its classic public flag carrier strategy to the new mobility of tourism. The rigidity of international market regulations was a problem that Iberia had to overcome. The article explains how the changing competitive environment of the tourism boom affected the company and the strategic response of Iberia’s managers with new management mechanisms and adaptation to the new challenges before the process of progressive liberalisation of world air transport markets was triggered in 1978.
S17: Why Mobilities Paradigm needs economic and business history 4 (Contemporary History II)

Chair: Massimo Moraglio, Technische Universität Berlin

David Turner, University of York

Governance and the links between goods mobility, early British railways and slavery

Transport and mobility historians have eschewed detailed analysis of supply chains. This paper suggests, however, that business history approaches are useful for understanding the complex ways actors, regulation and institutions shape them, and where, why and how goods move. Using established business history research approaches, this paper considers pre-1865 British railway development from a supply-chain perspective. Where previous transport histories focussed on infrastructure development and profit-maximising strategies, early railways will be re-cast as links facilitating goods mobility, particularly cotton, from plantations using enslaved labour to British manufactories and consumers. Alongside, there will be an analysis of how supply chain participants interacted with these new transport organisations. Ultimately, focussing on goods mobility through supply chains possibly enables the identification of the extent to which participants, despite being far from plantations, profited from enslavement. Of central importance to the analysis is shifting governance within and of the supply chains, the paper therefore introducing Supply Chain Governance (SCG) as an explanatory tool. This concept recently emerged to enable identification of where the control and governance of supply chains is situated, and the influences on them. It stemmed from firms’ explorations of how they could govern, instead of just managing, disaggregated global supply chains to guard against and then prevent environmental, social and economic abuses. Readily adapted for use in historical research, SCG enables better understanding of the changing relationships between supply chain participants. Early railway promotion will firstly be reinterpreted as strategies by merchants to extend their governance over part of the supply chain to increase profits. Thereafter, expanding railway companies became governing institutions, leading users to seek external regulation of them. The paper therefore importantly acknowledges the relationships between goods mobility, early British railways and slavery, whilst offering a new conceptual lens for transport and mobility historians seeking to explain such flows.

Martin Emanuel, KTH Royal Institute of Technology

Pride and power in the mobility precariat: bicycle deliveries in Stockholm, 1930-1950

Economic history approaches to transport and mobility often focus on international trade and long-distance travel and goods distribution, as well as the large corporations engaged in those domains. This intervention instead focuses on a particular kind of short-distance distribution of goods from store to home (“the last mile” in present-day parlance) – that of bike delivery in Stockholm in the 1930s and 1940s. The use of bike deliveries for distribution of goods increased rapidly in the interwar period but only to decline as rapidly in the post-war period, not least due to the emergence and growth of self-service grocery stores. In traffic-related discourse, bicycle deliveries tended to be
framed as the worst of the worst in terms of traffic and general manners – yet during WW2, their importance to keep the urban machinery running was also generally acknowledged. Through inquiry into the (sub)culture and unionization of a predominantly young, male working-class occupational group, this paper sets economic mobility history in touch with social and cultural analysis. Large unemployment among youths made bike delivery an attractive source of income among youths, even though it was framed as a dead-end in public discourse. From a combined age-and-social class point of view, the bike deliveries contrasted against both the owners of the bike delivery firms and their customers, opening up for analysis of class dynamics and struggles. Meanwhile, insider recollections bear witness of a distinctive culture of internal vocabulary, risk taking, and so forth. We suggest that the oft-cited “poor manners” from a traffic point of view among bike deliveries can be interpreted as a subcultural rebellion against bourgeois respectable culture. The paper is based on local daily press, union press, biographies, bicycle industry press and sales material, and government inquiries into youth unemployment.

**Daniel Castillo Hidalgo**, University of Las Palmas & **César Ducruet**, Centre National de la Recherche Scientifique

*Africa in the world: maritime connectivity, seaborne trade and Globalization*

The African continent was inserted into the global economic dynamics through ports and harbours. Its port cities acted as “frontline soldiers of globalisation” (Ducruet and Lee, 2006) connecting the local to the global (Olukoju, 2004). From the steamship to the container, the African continent provides evidence of the functioning of world maritime networks in the Global South (Castillo and Ducruet, 2020). This paper aims to observe the evolution of maritime networks in Africa in relation to its forelands in historical perspective (1880s-2010s). Our analysis covers the two major waves of globalization where technical changes transformed maritime transport (Kaukianen, 2012 & 2014). Our contribution will provide evidence of the shifts in flows related to major institutional changes observed in the African continent. Among those, we analyse colonization and decolonization processes, as well as the increased flows between the African continent and the Asian economies (more broadly China). Building on data collected from Lloyd List, we will reconstruct the African maritime flows. Moreover, we complement connectivity data with individual data from major seaports in order to evaluate throughput and cargo mix to describe the composition of commercial exchanges.

**Cory Fischer-Hoffman**, Lafayette College

*“We are in the business of moving dirt”: infrastructures, transport, ruptures and mobilities in the transnational iron to steel value chain*

Massive infrastructure was required to extract high grade iron ore from remote locales in Latin America, and to deliver it to the industrial steelmaking hubs on the East coast of the United States. Accessing more iron ore made increased steel output possible thus enabling construction of ports, rails, canals, bridges, loading docks, and ships, all of which contributed to a growing global maritime trade in goods. Contrary to the dominant narrative that the Bethlehem Steel Corporation’s demise was a result of globalization, I argue that the company was an instigator in building a growing global trade in goods. The transformation of iron ore into steel can be analyzed through a commodity chain analysis.
but the mobilities paradigm opens new possibilities for understanding the circulation of objects and people connected to this one hundred years history. Using this approach, I analyze the early challenges in “moving dirt” from Cuba in the late nineteenth century; how the Panama Canal enabled Chilean iron ore to be shipped at affordable rates; and how WWII created a rupture as multiple iron ore vessels were sunk by German U-boats, killing crew members, temporarily pausing shipments and causing labor unrest at the Chilean mine of El Tofo. With the company’s development of an iron mine in Venezuela’s Guiana shield following WWII, new infrastructures of transportation were developed which contributed to the urbanization and industrialization of Eastern Venezuela. Beyond the movement of raw materials, I explore the lives of the crews who worked on the iron ore carriers and the circulation of unexpected commodities tied to the productive process – the texts, food stuffs, clothing and other imported goods – that marked life in the mining towns. I argue that the mobilities paradigm offers a new way of analyzing the Bethlehem Steel Corporation’s role in world history.
S18: Pausing, not arriving: transitory dwelling in transport infrastructure

Session introduction

How do moving bodies engage with their surroundings when taking a break from travel, migration, or escape? What kind of subjectivities, communities, and economies are produced as people linger or wait? How is the relationship between movement and immobility imagined and narrated, and how do discourses intervene in the signification of transits and stopovers? And, most importantly, what strategies, technologies, and infrastructures are used to dwell in transitory spaces and environments? Speaking to what has been an enduring blind spot in the study of mobility, technology, and infrastructure, the panel “Pausing, not Arriving: Transitory Dwelling in Transport Infrastructure” explores how people on the move experience pauses, waits, stopovers, and other disruptions of mobility on their journeys. Valorising interdisciplinary cross-fertilization, the panel thus combines the socio-anthropological takes on dwelling (Heidegger 2000, Ingold 2000, Descola 2005) with the inquiries of mobility and migration scholars into “mobile ontologies” and “mobile commons” (Sheller 2018, Papadopoulos and Tsianos 2013) as well as with the work of critical race studies on “minuscule movements” and “technological assemblages of humanity” (Weheliye 2014). In this sense, the panel aims to explore forms of agency and community that emerge within stopovers and during transitory dwelling, while drawing particular attention to the forms, practices, imaginaries, and meanings of transit – growing both in synergy with adjacent communities and environments and aside from these. Even more so, the panel studies corporeal politics, considering the impact of race, class, gender, ethnicity, and other social (and material) infrastructures on options and limits to dwell in transit. Contributions research transitory dwelling related to transport infrastructures as roads, railways, maritime transport and air travelling, in literary and other cultural productions, as well as through ethnographic case studies. Together we envision researching narratives and practices of diverse communities from logistical workers to refugees and fugitives in past and contemporary times.

Chairs: Manuel Moser, University of Erfurt & Michael Anranter, University of Vienna

Sunčica Klaas, Potsdam University

“This side up, with care”. Economies of tightness in narratives of the (underground) railroad

“Sites/citations of struggle,” writes Katherine McKittrick, “cannot do the emancipatory work some subjects demand” unless they are disconnected from “traditional geographies, and their attendant hierarchical categories of humanness” (2006, xix). Taking a cue from McKittrick, the paper “This Side Up, With Care: Economies of Tightness in Narratives of the (Underground) Railroad” works toward the objective of putting the metaphor of the (underground) railroad as an emancipation technology into motion by re-coupling it to discourses of Black “zones of refuge” that fugitives temporarily inhabit as they face interruptions on their escape routes (Roberts 152). Whereas, on the one hand, the paper aims to study forms of dwelling, economy, and community that emerge in such provisional, frequently tight, spaces, on the other hand, it strives to reimagine the
meaning of agency, freedom, and rights within these. With this scope in mind, the paper explores what I describe as an “economy of tightness” that emerges in these spaces, linking it to practices of emancipation and survival that Alexander Weheliye terms “minuscule movements” (2014, 12). Sitting at the intersections of African American, mobility and technology studies, the paper “This Side Up, With Care” thus focuses specifically on slave narratives in which fugitives rely on railroad technologies for their safe passage into freedom. It analyzes, first, the cultural politics of an alternative, fugitive commons that emerges within such tight dwellings, as well as different visions of humanness and habitability that fugitives bring with them and negotiate with their human, natural, and technological surroundings. And secondly, the paper reads the appropriation of the railroad’s symbolic resources, inquiring into the subversion of the normative spatial and biopolitical order on tracks and trails by means of “minuscule” practices, that both run parallel and underneath the normative economies and geographies of power and (im)mobility.

Mathias Denecke, Ruhr University Bochum

Standstills of migratory flow. On the logistics of waiting

My talk poses the question, what remains unheard when we speak of the refugee flow as a matter of course? To unravel this question, I draw on a video by filmmaker Adnan Softić who focuses on the BibbyChallenge. Designed as floating housing for people working in coastal regions or at sea, the BibbyChallenge is an accommodation barge that can house up to 670 people. From February 1995 to February 2003, the city of Hamburg hired the ships to provide accommodation for refugees. Filmmaker Marily Stroux filmed the life around and on the ship, which in turn is used as found footage material in Softić’s video. In addition, the video shows images of people moving on boats in a global historical context, whereas the spoken commentary draws on metaphors associated with water. Of decided interest is the way in which the video produces the connection between water, migration, and logistics on the basis of the filmic fabrication of the BibbyChallenge. I focus on the visual layer of the video, on the audio production, and eventually I take the historical character of the found footage material as an occasion to include a historical notion of flows of people. The video irritates the assumption that terms such as “refugee flows” or “waves of migrants” are merely associated with images of water. Contrary to ideas of smooth, uninterrupted movements of people, the video addresses flow as a logistical rationale of governing mobile bodies (Chua et al. 2018; Vianelli 2022). And this includes immobilizing persons by forcing them to dwell in transit. Softić’s video exemplifies the logistical regulation of migrating persons in terms of fixing their movement indefinitely in the port of Hamburg. The talk about “flows of people”, I argue, signifies a dehumanizing logistics of regulation that depicts migration as a regulable variable.

Carole Martin, Ludwig Maximilian University of Munich

Temporary unions, temporary cities. Refugees’ stopovers in Vietnamese American literature

The end of the American War in Vietnam in 1975 saw hundreds of thousands fleeing to the U.S. and other countries by plane and in risky journeys by boat; characterized by precarious long-distance movement, the refugee angle thus challenges romanticized notions of mobility that celebrate the unworried nomadism of rootless wanderers. However,
refugees’ escapes are constituted not only of involuntary mobility but also of forced immobility – detained in refugee camps or delayed at airports, they are obliged to stop, to wait, and to contrive strategies of transitory dwelling in unfamiliar environments. Unaware of the duration of their pauses and unsure about their eventual destination, their stopovers are marked by uncertainty and impermanence, yet refugees find inventive approaches to dealing with disruptions by nurturing as well as creating communities and making spaces livable as they form “temporary unions” (Phan 2004: 189) and rearrange their routines in “temporary cit[ies]” (Nguyen 2015: 68). In this paper, I will focus on how literary productions by contemporary Vietnamese American authors imagine and narrate refugees’ breaks on their escapes, with particular attention to intersections of racialized, gendered, and classed politics of mobility. The spotlight lies on fictions by and about members of the second and the 1.5 generation, who were born in Vietnam and fled at a young age – despite the temporal distance to the war, their narratives continue to foreground themes of exodus and displacement along with problematizing the transgenerational consequences of trauma and refugeeeness. Encoding a variety of different refugee subjectivities and complementing current debates in the emerging field of critical refugee studies, the discussed short stories and novels counteract damage-centered and simplified portrayals that construct refugees as helpless victims without agency; instead, they establish determined Vietnamese American self-representations that capture distinctive features of refugeehood from an emic perspective without neglecting the idiosyncrasy of the refugee experience.

Manuel Moser, University of Erfurt

At home on the road. Dwelling by long-haul truck drivers in German and Bolivian logistical networks

If we believe in Vilém Flusser’s prophecy, soon we will all live as “happy new men” in mobile homes constantly on the road. Therefore, from whom to learn better how to dwell in these mobile times of (post-)modernity than from long-distance truck drivers who already nowadays live the life of the future? Transporting cargo across nation-states, they provide societies in Europe and abroad with practically everything and keep our industries buzzing. However this presupposes them to be far away from their places of origin for the majority of their lifetime, so how do they deal with being on the move constantly while never arriving? In my paper, I will discuss how Bolivian and German truck drivers dwell on highway rest areas and other logistical transit places. My contribution will analyse how different material (e.g. roads) and immaterial (e.g. laws) infrastructures facilitate and limit their transitory dwelling. The truck’s body and its interior space are crucial counterparts when it comes to (re)build a comfortable surrounding where one can rest. However, it is obviously not the only one: Local communities, co-drivers of different nationalities, facilities for basic human needs (e.g. toilets, showers, restaurants), but also super-human protectors, are important collaborators of many drivers in their efforts to build and constantly rebuild homes on the road. However, dwelling is not only characterised by what is present, but also by what is absent. For a pause to develop into a rest, it is necessary to have distance from toxic surroundings. Such may exist at logistical transit places (e.g. life-threatening robbers), but also at places of origin. Therefore e.g. gender non-binary persons sometimes search to escape suffocating conditions in their communities through the anonymity of long-haul trucking. My contribution will analyse these constant disruptions and reconnections between different human and more-than-human agents in logistics to search for an answer to the question of how to dwell as a long-distance worker in the mobilised world of our (post-)modern days.
Michael Anranter, University of Vienna

*Interacting during unintended stopovers. About buying an eVignette at the rest stop*

According to scholars, roads and their associated infrastructure are linked to the state, authorities and administration (e.g. Dalakoglou 2010, 2012). Based on this interconnectedness, I assume that the employees of privately operated service areas, like executive bodies, contribute to the implementation of regulations verbalised in legislative texts. The very same regulations are also claimed by clients taking a break from being on the road. Employees at the service area ascertain hygiene standards, provide security and ensure the 24/7 availability of prescribed essential goods and services. In a nutshell, their work activities contribute to stability in a fluid environment. But how is this stability defined in fluidity? And what occasions demand a re-definition of stability? For this paper, I highlight the relationship between employees, customers and a state-run eVignette terminal at a Bulgarian service area. Based on ethnographic fieldwork, I first outline how employees fulfilled expectations and combined them with their own ideas of hospitality. They explained routes and gave information about the road conditions. They helped to repair defects. Only when buying eVignettes at the online terminal was any assistance neglected. Why? Going beyond the purchasing interaction, I argue that for the employees at the service area it comes along with a conflict of responsibility that alters the staffs’ attitude towards hospitality. Second, I outline an immersive process that changed the relationships among the three interacting entities. Unintended stopovers altered the environment of the service station: it was no longer between the local and the road but in itself a part of the road infrastructure. The new responsibilities and sociality had to be renegotiated.

Priyanka Borpujari, Dublin City University

*Pausing while walking. What is deemed “welcoming”?*

That large house with a front yard would have been the apt noon-pause space for our cargo donkey, but the gates did not open. A “village mad man” opened doors to an abandoned shed; that night, he finally earned the respect of the village’s decision-makers. A roadside motel, having given up preparing final settlement bills, offered the owner’s motorcycle – and an eager nephew – to help tend to a dying donkey. A roadside inn, amid anti-Muslim sentiments, dared to say yes to pilgrims on a different journey, and found – just for the night – the confidence to continue selling his popular mutton dish, and offering torn but warm blankets. These – and many more – are tales of possibly the most crucial hours of a long walk: the night rest, of sleep and safety. These unplanned night halts, in a wide range of spaces, revealed that there is more than a simplistic hypothesis on the ideas of trust as an essential prerequisite to the act of seeking – and offering – refuge. Between 2018 and 2019, I walked 1,200kms across north and northeast India on the “Out of Eden Walk” project that traces the path of human migration, with two-time Pulitzer-winning journalist Paul Salopek. The walk was filled with necessary pauses; planned, intuitive, forced. With a photographic narrative from this pilgrimage in journalism and witnessing India from the boot-level and sometimes amid inescapable deafening highways, honking vehicles, this paper will explore the many dimensions of trust, within the personal-political-corporeal politics of trust.
S19: Gender and mobility: a contemporary and historical perspective (II) - Debate session

Chairs: Claire Pelgrims, Université Gustave Eiffel & Natacha Lapeyroux, Université libre de Bruxelles

Tiina Männistö-Funk, University of Turku

Gender in the traffic activism in Finland from the 1960s to the 1990s

This paper studies the role of gender in traffic activism in Finland between the 1960s and 1990s. It will seek answers to the questions how and to what degree traffic activism addressed and included gendered aspects of the traffic system in the second half of the 20th century and whether it challenged or reproduced the general gendering processes of urban traffic. Studying gender from the perspective of traffic activism helps to expand our understanding of the overall role gender played in the traffic planning and discussions, as the activists reacted to perceived problems and injustices. Gender was largely invisible in the traffic planning of the time period. This was the case even though transport modes and mobility practices were gendered to a high degree, which is visible in the traffic surveys as well as for example in the historical photographic analysis I have conducted earlier, revealing women as the largest group of pedestrians, whereas the majority of motorized traffic participants were male. As the cities were rebuilt around car traffic, the gendered effects of traffic were growing. Still today mobility practices and possibilities show gender divisions and produce gendered effects that are not widely discussed in planning or policies. Traffic activists took up the questions of gender, alongside the question of class, age and disabilities, all of which were mainly invisible in the planning discourse. Women were also better represented among the activist groups than the group of planners. However, also the activists and their practices were to most part male and middle-class. In the 1980s, when the most intensive years of traffic activism were over, some activists started to highlight the role of gender in the whole traffic system and its planning, something that until then seemed to have been left in the shade of male planning and activism.

Gonçal Cerdà-Beneito, Université Gustave Eiffel

Single mothers’ coordination of time and space in the Paris region. Analyzing daily mobility to understand a gender issue

The evolution of cities has led to an increase in the complexity of daily travel for their inhabitants. At the same time, the evolution of the family has resulted in the emergence and multiplication of single-parent families. The vast majority of these households are headed by single mothers. For these mothers, who are responsible for all the domestic and family work and must at the same time ensure an income for the household, the ability to coordinate time and activities is limited. In addition, everyday activities are often located in multiple places; mobility is therefore at the core of daily organization. Analyzing daily mobility allows us to understand how activities are articulated, taking into account a spatial dimension. As single parenthood is predominantly a women’s issue, which is often attributed to systematic inequalities between women and men, a gendered
approach based on feminist theories could be appropriate. In this paper, I will examine the differences in the time-use capacities of single mothers according to the urban characteristics of their place of residence, as well as the strategies they use to travel. The analyses are based on a corpus of 31 semi-structured interviews (fall 2020-spring 2021) conducted with single mothers from diverse areas in the Paris region. I will compare the daily practices of single mothers living in dense areas with good services and amenities with those of mothers living in less well-equipped suburban areas where the car is practically essential. The different strategies, such as optimizing the time spent in mobility spaces or seeking for interpersonal solidarity in the local context, will then be developed. This example of single mothers that need to juggle different activities in the time and the space could contribute to understand the interactions of gender-related inequalities and mobility.

Claire Pelgrims, Université Gustave Eiffel, Natacha Lapeyroux, Université libre de Bruxelles & Sarah Bourcier, UCL Saint-Louis - Bruxelles

**Bike bodies in Brussels: an ecological commitment for the benefit of a deconstruction of gender norms?**

Compared to car and walking, few research focused on the evolution of meanings, values and ideology carried by bicycle, in contrast to technical developments and social aspects. Yet bicycles, like cars (Clarke 2007; Sheller 2004), are gendered “attributes” (Bonham & al 2015) which are emotionally invested and respond to various forms of risk socialisation (Granié 2010; Murray 2008; Sayagh 2017) and dominant norms of “femininity” and “masculinity”. Our study analyses the current tensions that arise in the relationship to cycling, between (1) the dominant norms of “femininity” and “masculinity” (self-presentation, endangerment) and (2) the emerging values of the bicycle as a symbol of an alternative society (sustainable lifestyle, valorisation of physical effort), non-gendered and playful practice in the city of Brussels. In order to have a fine understanding of the contextual perceptions, cultural norms and expectations embodied in the gendered, affective and ever-changing relationships between body and bike, we will present the results of an ongoing ethnographic survey, conducted with a dozen interviews with resource persons who are professionals from cycling and a mobile ethnography. The interviews were conducted with stores sellers, mechanics working in workshops, associations of cyclists who advocate for the development of cycling and the person in charge of bicycle development at the regional public service of Brussels. The aim is to gather their expert views about the evolution of cycling since the 1990s in Brussels, the gender experience of bikers (Shaw & al. 2020), their affective relationship with the bicycle object (Ahmed 2004), and the place of ecological commitment in their practices (Yin et al. 2016). The mobile ethnography was carried out with a camera attached to the helmet in order to capture images of the cyclists’ daily movements (Laurier 2013) within six itineraries that cover the Brussels region (off/rush hours and local and metropolitan streets), in geographical areas with inhabitants with varied socio-economic profiles. This mobile ethnography allows us to capture cyclists’ gender performances (Butler 1990) and their presentation of self (Goffman 1959) in their daily mobilities: body positioning on the bikes, type of bikes, security devices, accessories, clothing, customisation.
S20: Planning for proximity: trading mobility for social inclusion?

Session Introduction

Proximity is, apparently, one of the main bequests of the Covid-19 pandemic for cities all over the world. The quarantines and the restrictions to everyday individual mobility have put emphasis on the possibility to reach basic urban opportunities and travel short distances, highlighting important forms of inequality for those places and groups for which access to important opportunities requires longer trips. The emphasis on proximity is not totally new, considering for example the traditional model of the neighbourhood unit and its New Urbanism revival. Nonetheless, the pandemic has apparently accelerated such interest for proximity. In the last years, academic literature and planning practices interested in the implications of urban mobility for social inclusion have started to promote accessibility as the main aim of transport planning, focusing on the possibility to reach (basic) opportunities within a reasonable travel time; recent concepts such as the “15-minutes city” have adopted and popularised this same approach. Such a focus on proximity may apparently question the usual emphasis of planning and policy on granting seamless mobility, promoting fluid flows of people. In this sense, the emphasis on proximity may promote a shift that privileges accessibility (and its contribution to overall social inclusion) over mobility, prioritising the possibility that each person accesses basic opportunities over the possibility to freely move independently of the destination or purpose of the trip. The session proposal considers these premises to discuss whether a “proximity turn” is emerging in relation to mobility, and what its consequences may be for understanding and planning mobility. The session welcomes discussion based on empirical research to explore whether a shift towards proximity is actually occurring in different worldwide settings, to what extent these challenge or confirm existing urban structures and dynamics, and what are the possible trade offs between mobility, accessibility and social inclusion.

Chairs: Paola Pucci, Politecnico di Milano & Giovanni Vecchio, Pontificia Universidad Católica de Chile

Luigi Carboni, Giovanni Lanza & Paola Pucci, Politecnico di Milano

An inclusive accessibility by proximity index for a fairer city. Results of an experimentation in Bologna

Many cities worldwide are developing measures to create the necessary conditions to reduce car dependence in daily travel, promoting post-car mobility policies based on the concept of accessibility by proximity to urban services and activities. Principles such as the “15 minutes city 20 minutes neighborhood” effectively summarize the aims of these policies aimed at enhancing the supply of urban services and facilities at the neighbourhood level, improving active mobility, and ensuring citizens widespread and efficient digital networks to access online goods and services. By introducing a positive vision of alternative urban mobility that is less dependent on cars and referencing to accessibility
by proximity as a concept that has the potential to orient the spatial distribution of services and opportunities in a logic of sustainability and justice, the paper discusses the relevance of a shift from a temporal characterization of the neighborhoods (15/20 min), to a proximity-based accessibility. This shift might contribute to reorienting transport and land use planning actions not so much toward improving transportation systems but on increasing the availability of services, activities, and social contacts in proximity, reducing the need for travel. Referring to a theoretical framework that recognizes the role that accessibility plays as a condition for ensuring activity participation and social inclusion, the paper describes the preliminary results of an index of accessibility of proximity (IAPI) tested in Bologna. Based on quantitative data and crowdsourced information, the IAPI assesses the cyclo-pedestrian accessibility to essential services and activities, necessary to guarantee basic accessibility at the neighborhood scale. In addition, the index allows simulating the needs and abilities characterizing different profiles of inhabitants. The paper thus discusses how the IAPI can contribute to addressing the construction of measures to improve access to essential services and how this tool can be replicated and transferred to other territorial realities, extending the model of post-car mobility and promoting fair access to services and opportunities.

Giovanni Vecchio, Pontificia Universidad Católica de Chile

Proximity in the ageing metropolis: towards an accessibility-based classification of neighbourhoods in Santiago de Chile

To accommodate existing urban contexts and grant older people’s quality of life, ageing in place is widely mentioned as a suitable policy strategy in both Global North and Global South countries. The possibility to access facilities, engage in social activities, and sustain oneself is fundamental for ageing in place. Older people in fact prefer to age in “their” place: this strategy facilitates maintaining an independent life and retaining one’s support networks. While the definition of what place means in the context of ageing may prove difficult in contemporary urban settings, various scholars and policy makers examine the place of ageing focusing on the neighbourhood. Such focus on the neighbourhood seems aligned to more recent approaches of urban and transport planning, that promote proximity as a key strategy to enhance the quality of life of urban inhabitants and the overall sustainability of a city. Nonetheless, especially in unequal urban settings, proximity is potentially a tricky concept: the different socioeconomic condition of a place and the diverse availability of basic services determine a different potential for neighbourhoods to promote proximity and therefore be suitable places for ageing. The paper considers these issues in Santiago de Chile, the unequal capital of an ageing country, and examines to what extent the neighbourhoods of the city allow promoting forms of ageing in place. In particular, the paper defines diverse profiles of ageing neighbourhoods through an analysis of how spatial and socioeconomic features make proximity more or less suitable in each setting. In doing so, the analysis considers the interaction of three indicators: presence of older population and its socioeconomic condition; walking accessibility to local opportunities; accessibility to public transport. The analysis allows determining different profiles with diverse potential for promoting proximity, associated to both the socioeconomic condition of the neighbourhood and its built environment features. Nonetheless, different is the quality of the opportunities available at the local scale, determining potential trade-offs between proximity and effective social inclusion through access to high-quality opportunities.
Looking at proximity in low dense territories: the accessibility to secondary schools in some areas of the Lombardy region

Increasing proximity to basic needs may provide a good level of accessibility to essential services, reducing inequalities in the access to opportunities between different groups of people. However, the localization of some basic services may, in some cases, be in contrast with the idea of proximity. In Italy, for example, high schools are localized according to the principle of concentration, to the point that, in rural and marginal territories 80% of youth need to move to a different municipality to reach the closest high school. Several factors may cause relevant impacts on students’ level of accessibility to education, on their performance, and capability to access future opportunities: the selective localization and the different specialization of secondary schools (lyceums, technical and vocational schools), the scarce efficiency of the Public Transport (PT) network, and finally the reduced autonomy in car displacements, for which youth may be considered a typically transport disadvantaged social group. This critical situation results in higher levels of school drop-out, lower competences, very complex mobility practices at a supralocal scale, as well as families’ relocation to more central areas. In this work, we analyze access to secondary education through maps, data, and site visits, trying to delineate high schools’ catchment areas in several low dense and remote territories of the Lombardy region in order to understand how the distance from secondary schools may have an impact on educational poverty, social exclusion, and territorial vulnerability. The aim of the study is to open some research perspectives that could help to better articulate and implement the notions of “proximity” in low dense and marginal territories, and to propose territorial projects and policies for increasing accessibility to educational services in these areas.

Walking well-being as a tool for designing proximity

Proximity – thanks to the restrictions of the pandemic and the awareness of the climate change effects – is often indicated as one of the conditions to enhance the quality of living, especially in terms of accessibility to primary services. The “15-minute city” concept has shifted the calculation of this accessibility in terms of travel “time” (on foot, by bicycle, or forms of active mobility) and not just in terms of “distance”. Moreover, such accessibility only in terms of distance is insufficient to guarantee its quality. This attention shift from the “quantity of distance” to the “quality of distance” and “from distance to time” places the walking practice (and more generally active mobility) at the center of the discourses on proximity mobility and, consequently, of the space of mobility and its links with the dimension of health widely understood. Therefore, planning mobility in the city of proximity means, in synergy with public transport policies, considering the practice of walking in the relationship with the dimension of wellbeing. According to two distinct and complementary perspectives: well-being during walking and wellbeing as a result of walking. In the first one, the theme of the walking space quality and, in general, the street space comfort must be at the center of the design activities, in the meanings of physical comfort (surface quality and materials, physical barriers, air quality, temperature) and psychological (safety, freedom, identity, noise, smell, positive connection). Also, to promote walking – and therefore proximity mobility – through collaborative projects and inhabitants’ in-
volvement (from the experiences of tactical urbanism to projects such as “pedibus”). The second perspective means including in the evaluations of the projects the advantages in terms of prevention and health of walking to promote proximity relationships. The paper illustrates some cases of the street space projects and planning – especially in the Italian context – to critically discuss the hypotheses indicated.
**S21: Representation of mobility and transport: Formal matters (I)**

*Session Introduction*

The on-going humanities turn in mobility studies has highlighted the importance of cultural products and representational practices in making meaning out of mobility (Merriman and Pearce 2017; Aguiar et al. 2019; Kim et al. 2019). Studies focusing on representations of different mobility practices in diverse temporal and cultural contexts attest to the productive dialogue between the humanities and the New Mobilities Paradigm and theories of mobility more generally (e.g., Thacker 2003; Mathieson 2015; Pearce 2016; Green-Simms 2017; Ewers 2018; Durante 2020; Toivanen 2021). In this panel, we want to draw attention to the ways in which literary texts and other cultural products such as films produce meanings of mobility not only on the thematic level but also in terms of form. Metaphorical meanings of mobility are profoundly entangled with praxis (Greenblatt 2010: 250), but how do representations of tangible movement affect the form? We invite papers that discuss representations of historical and contemporary modes of mobility and transport – e.g., walking, horse-riding, dogsledding, coach travel, automobility, cycling, balloon travel, maritime travel, aeromobility, space travel etc. – across diverse cultural and geographical settings, with a focus on the ways in which a specific type of mobility creates lines of force that affect a cultural product. The focus is, in short, on formal matters or what could be referred to as the question of poetics of mobility (Ewers 2018: 27; Toivanen 2021: 19–20). How, for instance, does the mode of mobility/transport affect narrative rhythm or speed? What roles do portrayals of modes of transport play in the narrative structure – do they, for instance, produce smooth transitions or articulate disruptions and ruptures? What is the link between genre and specific modes of mobility/transport? How is the sense or aesthetics of being on the move – kinaesthetics (Merriman and Pearce 2017: 498) – affected by the chosen mode of transport?

Chair: *Chris Ewers*, University of Exeter & *Anna-Leena Toivanen*, University of Eastern Finland

**Clare Booker**, Leeds City College

*Visualizing airport mobilities, through experimental film and moving image*

The airport is often seen and described as a space of constant movement and flux. As Salter (2008) suggests, airports become politically interesting when they are also understood as sites of de-stabilization, ambiguity and constant movement. Many writers (Adey 2004; 2010; Bissell 2010; Fuller & Harley 2004) have brought to attention the moments of stillness at the airport, which have as much significance as movement when considering airport spatial experience. The “flow” of movement at the airport is often interrupted due to security procedures, commercial spaces redirecting our movement, changes in flight times and gate locations, amongst other factors. This paper provides a commentary on a series of short artist films I have produced, which visualize these ideas and concepts in response to mobilities within the airport. The films are an assemblage of my own observations as I navigate around multiple airport spatial zones, both physically
and virtually. In the paper I explore how the filmic methods used address the struggle to stabilize the airport and to visualize the ongoing spatial collisions and fusions, which we encounter. I discuss the way in which the films present a visual exploration of the airports control over movement, a topic explored by Adey (2010); Cresswell (2006); Fuller and Harley (2004); Urry, Elliott, Radford, & Pitt (2016); Hall (2015). As a way of doing this I focus on the moments of visual fragmentation, disruption and redirection in the films and how still and moving image are layered and juxtaposed as a way of reflecting upon moments of interruption, redirection, moving and waiting at the airport. I go on to explore how, in each film, there is an interconnection between human and non-human movement at the airport, where I visualize the movement of passengers, workers and the mobile architecture and vehicles which occupy the airport space simultaneously. Links to the films: https://imaginedairport.com/street-view-diaries/; https://imaginedairport.com/apron-traffic/; https://imaginedairport.com/model/.

Bradley Rink, University of the Western Cape

Airmindedness redux: growing tourism and worldliness through aeromobility in Africa

This paper seeks to explore the revival of consciousness-building efforts on the part of the aviation industry – including airlines, aircraft manufacturers and others – at the dawn of the jet-age in Africa. Provoked by travel paraphernalia in the form of BOAC “Route Maps” and in-flight magazines from Central African Airways (CAA) this paper delves into air travel marginalia provided in the collections of the Royal Geographical Society (RGS) and Royal Anthropological Institute (RAI). The arc of history traced from BOAC Route maps to the pages of CAA’s in-flight magazine Welcome Aboard highlights a shift in the passenger’s aeromobile gaze, and a conscious attempt to sell a new brand of airmindedness to the flying elite of Southern and East Africa. Unlike Sir Alan Cobham’s airshows that introduced flying to the general public through daring displays of flying machines at the dawn of commercial aviation in Southern Africa, archival material from mundane travel texts demonstrates the promotion of both intra-African and global tourism through flying within and beyond the African continent. Findings demonstrate how mundane travel texts stimulate in-flight imagination and future travel planning, revealing the development of aviation-fuelled worldliness and globalisation in Africa and beyond. This paper concludes that while new aviation technologies and opportunities for global travel increased during the post-World War II years, so too did the need to “sell” jet aviation to the flying public. This paper thus uncovers hidden stories buried in the margins that highlight a new wave of airmindedness established across Africa in the decades between the 1930s and 1960s.

Anna-Leena Toivanen, University of Eastern Finland

Poetics of mobility of deportation air travel in francophone African fiction

This paper explores the poetics of mobility in Francophone African literary portrayals of deportees’ air travel. The system of aeromobility is central to the global world (dis) order (Urry 2007: 149), embodying “both the opportunities and the vulnerabilities of […] globalization” (Salter 2008: ix). While air travel is commonly seen as emblematic of the hypermobility and time-space compression of globalisation, it simultaneously produces inequalities as the case of “vulnerable passengers” such as refugees and asylum seekers suggests (Durante 2020: 145). It is probably in the case of “deportation class travel-
lers” (Walters 2002) that the “hierarchical and colonialist logics of power and exclusion” of aeromobility (Durante 2020: 11) is the most flagrant. Compared to casual, “normative” aeromobilities, deportation class air travel is characterised by very particular temporalities: stagnation and the loss of sense of time (while waiting for the deportation flight in detention); deviations from the schedules and rhythms of “normative” travel (e.g. unpredictability of the departure); and the idea of a lost future (associated with migrant life in Europe) that the coerced return generates (see Griffiths et al., 2013). In literature, these temporal specificities of deportation air travel are reflected in the narrative form, as my analysis of Fatou Diome’s Le Ventre de l’Atlantique (2004), Nathalie Etoke’s Un Amour sans papiers (1999), Alain Mabanckou’s Bleu-blanc-rouge (1998), Aminata Sow Fall’s Douceurs du berceau (1998), and Abdourahman Waberi’s Transit (2003) demonstrates. My reading not only focuses on portrayals of the travel passage – which in many of the texts is represented in a very marginal manner –, but also on scenes taking place at the detention centres which are integral part of the system of aeromobility. Mapping out the poetics of mobility of deportation air travel, my analysis pays attention to the texts’ narrative structures, uses of silences as well as variations of narrative rhythm.
S22: Representation of mobility and transport: Formal matters (II)

Chairs: Anna-Leena Toivanen, University of Eastern Finland & Chris Ewers University of Exeter

Giada Peterle, Università di Padova

TRANSPLOTLINES: Mobilising the poetics of transport infrastructures in urban narratives

This contribution starts from a transdisciplinary narrative geographical approach to urban im/mobilities. It proposes “transplotline” as a hybrid concept that brings the material and poetic aspects of urban spaces together, comparing how cities are shaped by mobility infrastructures with the ways in which urban stories are organised around “narrative infrastructures”. Indeed, infrastructures as physical forms “shape the nature of a network, the speed and direction of its movement, its temporalities, and its vulnerability to breakdown” (Larkin 2013). Mobility infrastructures in urban contexts shape spaces and dictate spatial dynamics by connecting or disconnecting urban areas; by bringing together or tearing apart human and non-human bodies; by generating or impeding socio-spatial movements. What happens if these mobility infrastructures were used as a critical tool to read and deconstruct but also compose urban narratives? What if urban stories were structured along mobility infrastructures? Many examples in urban (graphic) literature show how transport lines and mobility infrastructures can become narrative threads that influence the structure of a plotline, the rhythms, speed, and direction of the characters’ lives in the story. Therefore, my contribution proposes an “infrastructural reading” (Davies 2019) of a series of examples, coming from literature and comics, to show the narrative potentialities of (public) transport lines. For the analysis I will use the word “transplotline” to interpret mobility infrastructures and (public) transport lines as itineraries to tell stories made of stops, detours and deviations, wrong directions, and ends of the line. Through a narrative geographical perspective, mobility infrastructures will be interpreted as a critical tool to explore urban im/mobilities without separating the poetic, material, and social aspects that sustain them (Altschuler 2021; Graham & McFarlane 2015). Reconfiguring the poetics of our daily movements and of the material worlds that sustain them, mobility infrastructures can disrupt and reconfigure, through stories, our understandings of urban im/mobilities.

Adrien Frenay, Université Paris Nanterre

Literary mobilities as tools, interfaces and frames: narrative and transport techniques are ways to understand human experiences of the world

From the perspective of a historical poetics of literary mobilities centered on modern modes of transport (trains and automobiles), which aims to shed light on the formal and stylistic transformations of French literature linked to the techniques of mobility, the paper suggests, thanks to examples taken from 19th and 20th century novels, written by H. de Balzac, Émile Zola, Souvestre and Allain, Marcel Proust, Michel Butor, categories of analysis allowing us to understand on the one hand how the figurations of movement affect the literary form of novels, and in particular the literary production of spaces and
Michelle Stork, Goethe University Frankfurt

*Visualising slowness and friction in the contemporary road narrative*

Road narratives are often linked to the narrative of modernity via notions of progress, speed and unrestrained movement (cf. Green-Simms 2009). The myth of the open road has been questioned by mobility studies scholars who have drawn attention to “friction” (Cresswell 2013) and the “impossibility of automobility” (Boehm et. al. 2006), respectively. However, only a handful of scholars have adopted these terms to further interrogate cultural representations of such im/mobilities (e.g., Clarsen 2021). Drawing on their findings, I will analyse both form and content of the first season of David Batty’s web-series “Black As” (2016), asking to what extent slowness and “friction” are represented on a formal level. I read “Black As” as one exemplary contemporary road narrative which shifts the genre’s focus away from speed, straight-forwardness and “smooth transitions” towards slowness, “friction” and ruptures. Following film scholar Neil Archer’s larger observations regarding the road movie, I argue that “Black As” portrays “experiences of mobility that are otherwise outside the representational domain” and creates “visible fictions [...] as it [the road movie genre] transitions across contexts” (2017, 511). I suggest that “Black As” highlights “the creative possibilities of the camera” (2017, 518) since the im/mobility of the characters is both echoed and contrasted by the camera settings in numerous ways. There are lingering shots of run-down cars which require constant attention, more mobile shots from small, car-mounted cameras that reproduce the characters’ mobility, but also wide-lens shots of a “natural setting” that capture the movement of the car while remaining static themselves. Only drawing on road movie imagery of open vistas occasionally, the series focuses on incidents which slow down the protagonists’ hunting trip. It is this visual depiction of slowness and “friction” that supports the production of an alternative narrative of modernity in which cars repeatedly break and fail.

Hannah Grayson, University of Stirling

*Thwarted mobilities: women, wheels and necroworlds in Monénembo’s latest novels*

In his latest two novels (Bled 2016; Saharienne Indigo 2022), Guinean author Tierno Monénembo probes the complex entanglement of freedom and mobility in the stories of marginalised women. Here written as fugitive characters, each protagonist is on the run due to layers of familial violence and societal shame. However, what dominates the texts is a sense of thwarted movement. In this paper I read Monénembo’s novelistic worlds as conditioned by necropolitics, where a matrix of rules exercises control over
those considered vulnerable, unwanted or surplus (Mbembe). In light of the surveillance they are subject to, a specific practice of gendered débrouillardise becomes necessary, and the negotiation of physical movement is central to this. In relatively minor passages in each novel, the escape journeys of each protagonist are remembered, and the text shifts to relay nocturnal flights (on foot, by van, on a donkey). Formally, Monénembo demotes place to foreground what movement comes to mean here. Tonal shifts relay the rare unattainability of the fugitive figure and the weighty significance of their potential freedom. In turn, the recurring motif of stuck wheels is triply significant: it is indicative of the commitment to movement within an everyday débrouillardise, the cyclical nature of the systemic injustice they face, and the punctual barriers to freedom. Now into his fifth decade of published fiction, Monénembo’s novelistic aesthetics continue to engage with movement and its limitations: here in the frustrated journeys of girls on the run.
S23: Moving through time: slow mobilities and heritage landscapes

Session introduction

Beside being an interdisciplinary and expanding field of research, mobilities became an umbrella perspective in the last few decades. In fact, mobilities perspectives are able to shed light on less appreciated or neglected aspects of other fields of research. The complex role of mobilities in heritage studies can be considered an example of this mechanism, as testified by the recognition of heritage as anything but fixed, always on the move and, therefore, “in action” (Waterton et al. 2017). Looking at landscape through a mobilities lens also allows us to overcome the distinction between ‘natural’ and ‘cultural’ heritage, and observe how these dimensions are entangled and challenged through mobilities. Indeed, heritage is made through mobilities, mixing and hybridization (Gravari-Barbas 2021). Considering the mobilities approach in its application within the debate on heritage and landscape (Harvey 2015) and on landscape and tourism (Kaaristo and Rhoden 2020), this session aims to collect some interpretations on the heritage and mobilities nexus, paying particular attention on slow mobilities (walking routes, cycleways, waterways), sharing findings, commonalities and critical perspectives from ongoing research explorations. Focussing on the slow(er) pace of certain mobility practices we aim to highlight their potentialities and their weaknesses as different ways to establish a new relationship between bodies, places and temporalities, especially in connection with heritage landscapes, where past, present and future interweave. On a practical level, the session will present a collection of research projects dedicated to the exploration and comparison of Italian case studies that, thanks to the presence of a discussant, will be challenged and confronted with international perspectives and experiences.

Chair: Margherita Cisani, Università di Padova
Discussant: Maarja Kaaristo, Manchester Metropolitan University

Margherita Cisani, Benedetta Castiglioni & Giovanna Di Matteo, Università di Padova

Walking in/with heritage landscapes. Gazes, limits and slowness in the Ledro Alps and Judicaria Biosphere Reserve

Mobilities intertwine with heritage in multifarious ways: from the movement of heritage objects in space and time to mobilities as heritage themselves, from mobilities as tools to create, discover, promote and reconnect heritage sites or landscapes to mobilities as a threat to the conservation of biocultural heritage sites. Although the heritage discourse often thrives on disconnection from ordinary or contemporary practices, we argue that slow mobilities may foster the reconnection of people with heritage, in its natural and cultural, local and intercultural hybridity. Heritage, indeed, is not just a representation of the past; it is also a connection or a reconnection with the past that is active and alive in the present. Our contribution will focus on the illustration and discussion of walking itineraries as tools to activate the connection with heritage in contexts such as protected areas and UNESCO Biosphere reserves. In these areas, the proximity (and hybridity)
between natural and cultural heritage, conservation and socio-economic activities, as well as between the various gazes of residents and visitors, poses several challenges to the recognition, the appropriation and the active conservation of heritage as a source of current and future wellbeing. In particular, in the frame of a broader research project devoted to the exploration of formal and informal heritagization processes, we will present the initiatives proposed in the Ledro Alps and Judicaria Biosphere Reserve. Here, the local Ecomuseum, an institution inspired by the European Landscape Convention and by the Faro Convention on Cultural Heritage, is in fact adopting slow mobilities as tools to promote sensitisation and landscape-as-heritage awareness among residents and visitors of the area. In particular, we will describe three trekking itineraries dedicated each one to a keyword (“gazes”, “limits” and “slowness”) conceived as a guide for the elicitation of the local heritage’s values in connection with contemporary and global dynamics.

Sabrina Meneghello & Chiara Rabbiosi, Università di Padova

Re-interpreting religious walking heritage: a students’ experience along the Cammino di S. Antonio

Heritage landscapes are increasingly promoted through policies that consider them as destinations to be experienced through mobile place performances. This is the case of the promotion of religious pilgrimage routes, most notably the Camino de Santiago in Spain; the invention of “post-secular” pilgrimage routes; or most widely walking routes that are thematized under cultural themes. This way traditional rituals on the move are entangled with outdoor or spiritual performances in novel mobile touristscapes (Munar et al. 2021; Scriven 2021). The Cammino di Sant’Antonio is such a case. Saint Anthony’s Way is a walking trail that is currently evolving from being a limited pilgrimage route in Italy’s north-eastern area, to a broader cultural route with new variants to animate the itinerary from the very South of Italy to Padua. In the shift from considering Saint Anthony’s Way as a traditional pilgrimage route to considering it a walking tourism route, what is at stake is walking as a form of cultural heritage. Kupers and Wee (2018) have addressed walking through a phenomenological perspective in order to understand it as embodied learning to rethink tourism education. We will use a two-day student trip on Cammino di Sant’Antonio performed in November 2021 to discuss the enactment of walking as heritage along the route. The student trip can be considered both as a research-centred teaching experience, aimed at using walking as an embodied, immersive learning method, as well as a tourist-landscape theme that students needed to enquire as part of their study plan. This way we will show the coming together of walking and heritage landscapes through socio-material entanglements including bodies, senses, artefacts and the environment, while also providing an alternative interpretation to the current tourism-landscape promotion the route is going through.

Dario Bertocchi & Francesco Visentin, Università di Udine

Moving along the blue line: the Litoranea Veneta waterway as an opportunity for reconnecting people and watery-places

In the last few years the mobility of people had a big shift mainly due to the Covid-19 Pandemic, which limited the world’s daily and recreational movements of people and changed the circulation patterns. Even the intrinsic relationship between human beings
and space, enhanced through mobility activities, moved from an open space context to a more private one (e.g., smart working, second-house tourism). Also tourism, one of the biggest industries related to mobility, suffered from this radical switch and faced few critical moments in relation to the restriction of movement. After this period, different types of tourism could gain appeal and get stronger by exploring different ways of understanding movements and different mobility conditions and practices. One of these forms is water tourism (Rhoden and Kaaristo 2017, 2020). Even if water has always been a pervasive element in tourism, having historically held a special place, health geographers recently put bluespaces under the spotlight, considering how water enhances wellbeing (Foley and Kistemann 2015; Pitt 2019). River tourism has its strength in the reconnection between places and visitors enabled by slow mobility and now serves largely ecological and recreational purposes, often linked to tourism or urban redevelopment (Vallerani and Visentin 2018). Aging waterway infrastructure can only be renewed with significant investment, the return on which should be societal benefits. This tourism activity is in fact taking advantage of the opportunities and the potential offered by slow mobility, focusing on the interaction with the rural and urban imaginary which is connected with concepts of well-being and outdoor recreation. The waterways are not only a valuable natural resource, but at the same time they are a possible territorial brand (and mobility form) that connotes the historical and cultural identity of places. The aim of this research is to detect the potential of reconnection between people and places applying a blue and green tourism development vision on the Litoranea Veneta connecting the Venetian Lagoon (Veneto) with the Grado Lagoon (Friuli Venezia-Giulia). Two surveys have been developed with the scope to better understand the offer and the domain perspectives, focusing on private stakeholders and visitors’ expectations about the potentialities of river tourism.

**Jacopo Turchetto, Andrea Meleri & Paola Zanovello, Università di Padova**

*The rurAllure project and the enhancement of cultural heritage in rural contexts: a focus on thermalism and the Euganean area through the lens of slow mobilities*

The European project rurAllure, started in January 2021 with a duration of 3 years, aims to promote the knowledge and valorisation of the often overlooked and less known rural contexts located along the main European pilgrimage routes. Four pilots will be the focus of this project: the literary heritage along the routes to Santiago de Compostela; the thermal heritage along the three major routes leading to Rome (Romea Francigena, Romea Strata and Romea Germanica); the ethnographic heritage along the routes to Trondheim in Norway; the naturalistic heritage along the Marian routes to Csíksomlyó in Romania. Several Italian and European universities participate in this project, led by Universidade da Coruña (Spain) and with contributions coming also from public and private associations and institutions present in the various countries involved. One of the main objectives of the project is the development of historical-cultural, sociological and economic studies allowing for a better understanding and enhancement of the promotion of the rural heritage, an added value able to enrich the pilgrimage experiences; this process will be aided by the creation of a georeferenced database and interactive maps of cultural and naturalistic sites along the ancient European pilgrimage routes. The proposed focus deals with the Euganean thermal area, which has been experiencing a continuity of life and uninterrupted human presence from the first millennium BC up to nowadays, as archaeological, historical, and archival sources can well testify. The toponym aquae patavinae, as the whole district was known in Roman times, is now translated into the label
of “Terme euganee”, which also identifies the stopping place along the motorway and the railway station. In the Euganean territory, therefore, different layers of slow mobility can be detected, which have been built through time starting from the communication axes of the Roman era, health-thermal routes, medieval pilgrimage roads and waterways. Through the interconnection among different typologies of slow mobility, the project aims at enhancing the rural context (both cultural and natural), regaining that immersive relationship with the landscape, which is difficult to seize today, as we are all accustomed to rapid means of transport.
S24: Representations of tram closures: nostalgia, modernity and obsolescence

Session introduction

The first main era of electric tramways in many European and North American cities ended in the mid-twentieth century. Often, the closure of a tram network was commemorated in some way as marking a break with now-obsolete phases of modernity, heralding a new kind of urban transport future. Such developments stand in stark contrast to how trams are often perceived today. In many places, trams are now (once again) seen as a decidedly modern, urban mode of public transport, and so many cities are (re)introducing them that scholars have started to talk of a “tramway renaissance” (e.g. Boquet 2017; Petkov 2019). Cinema newsreels, newspaper reports and photojournalism were among the modes in which tramway closures were represented, for example in London (1952), Glasgow (1962), Turku and Copenhagen (both 1972). The closure of a city’s electric tram network often seemed to have a symbolic value worth recording. After the event, sometimes decades later, the disappearance of trams from the streets of cities such as these has inspired diverse literary and visual reflection. Although not neglected (e.g. Eckstein 2006; Schmucki 2012, Kemmer 2020), the cultural impacts of this closure phase call for more attention, especially in light of the recent so-called “tramway renaissance” and the disappearance and reappearance of technologies in cities more generally. This session will focus on narratives and representations of tram closures, both those that were contemporary with the closures and those produced afterwards. We also welcome presentations dealing with the ways the closures have been remembered and invite the presenters to think of the various ways, from souvenirs to political decisions concerning future transport, in which memories of the past are present in today’s urban culture. We see “closure” as indicating a period extending to potentially many years which can involve the complete or partial termination of a tram network. Cultural forms and media covered could include imaginative literature (poetry, fiction, memoir), journalism, documentary film, artistic intervention, enthusiast and activist writing, or interviews with those who still recall the disappearance of tramways from their cities. The focus could be on European and North American cities, but proposals concentrating on cities elsewhere in the world (e.g., from Asia, Australia, Africa or South America), with different historical trajectories, are also very welcome.

Chairs: Tauri Tuvikene, Tallinn University & Adam Borch, Åbo Akademi University
Discussant: Silja Laine, Åbo Akademi University

Adam Borch, Åbo Akademi University

Peter Dürrfeld’s “Linie 4 og andre noveller” (1984) and memories of the Copenhagen tram

The paper is focused on a collection of short stories by Danish author Peter Dürrfeld (1942-) entitled Linie 4 og andre noveller (1984). All stories in the collection evolve around the Copenhagen tram network which had closed twelve years earlier, in 1972. In the collection, Dürrfeld creates intimate links between the city’s trams and memories of childhood and adolescence (positive and negative). In reading Dürrfeld’s collection,
I examine the connections between memory and place, in particular those which are no longer visibly present, and the role literature can play in shaping such connections. In doing so, the paper engages with, for example, work on geography and memory (Hoelscher & Alderman 2004; Jones 2011), memory and place (de Nardi et al. 2021) and literary representations of buried cities (Finch & Normann 2021). The contemporary significance of understanding how Copenhagen’s tram network is (and was) remembered is underlined not only by the number of publications looking back on the network (Søeborg 2015; Hansen 2019; Jørgensen 2019), but also by the plans to reintroduce a light-rail network in the city in 2025.

Zeynep Ceren Henriquez Correia, Kırıkkale University

Looking through the closure: Istanbul trams in 1960s and before

The 1960s saw a major shift for trams in Istanbul due to the closing of tram lines. The last tram ride in the European side was in 1961 and in the Anatolian side, it was in 1966. These closures marked a range of urban spatial rearrangements that included the pedestrianization of tramlines, conversion of tram stations to bus stations, expansion of roads for an estimated increase in bus and car usage, among others. This research aims to shed light on how these changes manifested and affected the trams themselves in relation to political, economic, and socio-cultural transformations of the era. I aim to reveal who were the owners, the operators, and the riders of the tram and where those groups were positioned in 1960s Istanbul; what modes, forms, habits, and practices augmented and diminished in the aftermath of the tram closure? American culture and ideology were consolidating across the world in the mid-20th century: when it came to Istanbul, how far did this dispersion reach and where does it stand in relation to trams? The first quarter of the 21st century came with good news of tram renaissance, but how did the tram leap from an obsolete object into an object of the future in Istanbul? Approaching these questions from the window of the 1960s helps to see beyond both imaginary past and imaginary future. The study relies on Salt Galata’s photo archives and comprises not only qualitative analysis of individual photographs but also a quantitative grasp of the “corpus photographicum” to depict the state of the Istanbul trams towards the closure. While diachronic apprehension of the trams through photos unfolds the changes and continuities, by inclusion of trams representations in literature, painting and cinema, research aims to depict the closure to the fullest possible.

Aleksandra Ianchenko, Tallinn University, Åbo Akademi University

Tram chalk walk: drawing closed tramlines in the city of Turku, Finland

The first electric trams were in operation in the Finnish city of Turku in 1908. Today the Turku tram network could be the oldest one in the country, however, it was completely closed in 1972. One of the reasons for this closure was the perception of trams as an outdated form of transport, which should give way to the more progressive cars and buses. Today, the perception of trams has changed. Being considered sustainable and modern, trams return to cities where they were previously closed, experiencing the so-called tram renaissance (Boquet 2017). The restoration of the tram network is also discussed in Turku. Illustrations of the future tram circulate along with archival photographs of old trams, and new possible tram routes are compared with those closed in the past. These
closed tram routes in Turku became the focus of my performance Tram Chalk Walk. My goal was not only to walk along but also “recreate” the disappeared tram routes by drawing two lines with chalk, one meter apart from one another like a tram gauge. With the help of a special tool, I created a large-scale drawing, six kilometers long, which can be considered a representation of closed Turku tramways. Furthermore, remaining visible for a couple of days after the performance, the chalk lines on the pavement can be considered an ephemeral monument dedicated to the history of trams in Turku as well as to their possible restoration in the future. In my paper, I discuss in detail the preparation and execution of the performance Tram Chalk Walk as well as other existing artistic representations of the closed Turku tramlines.

Natalia Veselkova, Ural Federal University & Elena Pryamikova, Ural State Pedagogical University, Russia

Trams in an industrial post-soviet monotown: the case of Krasnoturyinsk

Situated in the north of the Sverdlovsk region (the Urals), Krasnoturyinsk (56 thousand inhabitants) is one of the five smallest tram cities in Russia. In our research, we have been following the fate of this city and its long-suffering tram since 2013, using field methods (go-along and sedentary interviews, group discussions, mental maps, observation, photo mapping) as well as materials of local and region media and archival documents of the soviet period. Krasnoturyinsk (former Turinskiye Rudniki [Turinsk Mines]) received the status of a city in 1944 and almost immediately, from 1945, sought to have its own tram service, rather as a symbol of modern urban amenities, than a real need for a small compact settlement. Two tram lines were built by the means of the folk construction method and launched in 1954 and 1959. In 2011, one line was closed, and the townspeople bitterly showed tram stops overgrown with weeds. During this period, most of the manufacturing subdivisions of the city-forming Aluminum Smelter were closed. In 2022, one of the two remaining trams burned down. Nevertheless, the tram remains as the city’s unofficial symbol on the emblem of a popular local social media group. Bartmanski reminds that (the post-communist) nostalgia “is a collective feeling in the Durkheimian sense” (2010: 215). We have found no signs of tram nostalgia among schoolchildren, but for the older generations the tram is firmly associated with urban identity and the times of former prosperity. Two opposing points of view: to museify the tram or to maintain it as an operating public transport – converge in recognizing its significant role for the city.
“The key elements of any practice are meanings, materialities and competences” (Shove, Pantzar & Watson 2012). Yet while meanings (values, motivations, representations, narrations, discourses) have been extensively scrutinised and materialities also have recently gained considerable attention, competences – including skills – remain comparatively underexplored. The extant studies have almost exclusively focused on those necessary for various specialist, often adventure tourism activities. Consequently, commonplace skills – mundane, attentive, practical forms of know-how used to support ordinary non-discursive and habitual enactments – have gained little attention (Mertena, Kaaristo & Edensor 2022). Critically, although many mobility practices in tourism are performed unreflexively, like wayfinding or travelling to and from a destination, they are dependent upon the acquisition of diverse skills that range from mundane to expert. All tourist skills are learned, regardless of whether they are commonplace (such as gazing and sightseeing skills) or specialist (such as, for instance, boat-handling skills). Tourists therefore become competent in performing tourism by learning how to travel and engage with spatial and material worlds (Lucas 2022). Skills facilitate any tourism practice to be carried out effortlessly and with confidence. Accordingly, this session seeks to better understand the acquisition and use of tourist skills in various mobility contexts. Rather than investigating specialist abilities often gained through lengthy training, we will focus on the various commonplace skills of tourism that unreflexively emerge to facilitate diverse everyday tourist practices, such as orientating in an unfamiliar city, travelling on public transport, planning a trip, and many others.

Chairs: Maarja Kaaristo & Ilze Mertena, Manchester Metropolitan University

Ilze Mertena, Manchester Metropolitan University

**Conceptualising tourist skills**

Tourist mobility is dependent upon the acquisition of diverse skills – intuitive, practical forms of know-how – that facilitate an effective interaction between individuals and their surroundings as they engage in various mundane and habitual tourist practices. Tourists become competent in performing tourism as they follow a variety of skill-dependent norms by learning how to travel, negotiate cultural differences, attend to key points of interest, and engage with spatial and material worlds. While other elements of practice (meanings and materialities) have been increasingly studied in recent tourism literature, competences – and, in particular, skills – have received much less attention. In this presentation, I therefore theorise skills as an important element of tourism practice, showing how they allow tourists to respond creatively and with confidence to the variations of the surrounding environment. I discuss how all tourist skills are learned and context-dependent and propose that they could be characterised through four distinct dimensions: mastery, reflexivity, frequency of usage and the extent of recognition. I exemplify this by analysing qualitative data on two types of transport tourism: train and canal boating tourism in the UK.
Zezhou Yang, University of London

*Representations of tourist skills and tourist representations*

Chinese outbound tourism only entered the Nepali tourist market recently, decades after the West constructed Nepal and other Himalayan areas as the mysterious Shangri-la. However, Chinese tourism soon has become the second-largest tourist market for Nepal. Unofficial travelogues, created and shared by ordinary Chinese tourists, are one of the cultural products emerging with the phenomenon. These travelogues are not only sites of emotional communications for people exchanging tourist experiences, but also educational sites where kinds of tourist skills can be conveyed, sought, and communicated. Many tourist skills communicated through travelogues are represented as mundane, contextualised in everyday conditions to support ordinary tourist practices in Nepal, such as tips for passing border checks, finding affordable restaurants and accommodation, travelling on local public transportation, and ensuring travel safety. This paper investigates how tourist skills, portrayed as unreflexively ordinary practical tips facilitating travelling convenience in various travelogues, contribute significantly to (re)constructing biased tourist representations of tourist destinations. Drawing on analysis of various forms of Chinese travelogues (e.g. books, online posts and vlogs) that share Chinese tourist experience in Nepal, the landlocked Himalayan country, I argue that tourist skills serve as transcultural contact zones where through educating and learning tourist skills, various forces structured in asymmetries, tangle with each other to constantly re(shape) Nepal as more than a tourist destination. By doing so, local traditionally marginalised unofficial actors can form resistance networks of (im)mobilities. As a part of my ongoing PhD project, which explores grounded everyday interactions between Nepal and China, the data analysed in this paper were collected during my long-term fieldwork in multiple sites in Nepal. Realising that tourist skills are engaged with the on-ground material world, in addition to reading various kinds of texts closely, I pay immense attention to studying these texts’ complicated social relations.

Irit Shmuel, Hadassah Academic College

*The experience of hot-air balloons as a tourist imagination agent: the case of Israeli tourism in Cappadocia, Turkey*

“Tourist imagination is defined as a creative process in which landscapes, attractions, destinations, regions, or countries are represented and described by different individuals in diverse ways, whether they have visited them or not (Salazar & Graburn 2014). The sources of influence on tourist imagination include prose, movies, travel literature, pamphlets, marketing campaigns, slogans, and souvenirs, as well as the opinions of family members, teachers, planners, and entrepreneurs (Chang & Lim 2004; Sheller 2004; Daye 2005; Salazar & Graburn 2014; Thomas 2016; Suvantola 2017). This presentation focuses on the discourse in the Israeli media around a popular tourist attraction in Cappadocia, Turkey – hot air balloons. The aim of the study is to expose discourse strategies, such as narratives, motifs, and metaphors which emerge from the text and become a powerful agent of tourist imagination not only of the activity itself (including the skills) but also of its surrounding geographical and social-cultural environment. Methodologically, the study employed a qualitative method (Shkedi 2003). The central research approach used is Cultural Critical Discourse Analysis, or CCDA. This approach derives from CDA (Critical Discourse Analysis), which views social discourse as representing patterns of
social behavior (Fairclough, Mulderrig & Wodak 2013). The approach ascribes the discourse to complex contexts. The database of the research contains thirty print and online news stories in Hebrew published in Israel between 2004 and 2022. They appeared in daily print newspapers, news websites, and magazines targeting specific audiences, such as nature and travel enthusiasts, cyclists, or sailors. Overall, it can be concluded from the findings that tourist imagination is manageable and shapeable, simultaneously affecting and drawing from other arenas. This conclusion carries both theoretical and practical consequences.

Sara Ficarelli, Université Libre de Bruxelles

*How tourists “craft” their city trip in Brussels*

Urban tourism has been increasing in the past decades, and tourist practices constitute nowadays an important challenge in contemporary cities. Despite the number of studies on urban tourism, we observe a lack of knowledge about the visitor’s perspective. Thereby the research presented here tries to enlarge the field of investigation to the way in which self-organized European tourists design and carry out their visit during a city trip to Brussels. This research, motivated by a professional relationship with the field, Brussels, is focused on two specific questions. How is the visit shaped by tourists according to their travel plan? How do tourists identify and choose their activities? To reply to these two questions, a qualitative methodological approach has been chosen by using non-participant observation and semi-structured interviews. In addition, the work took into account the familiarity of the researcher with the field of investigation and its implications for the outcomes of the research. A typological analysis of the results has been carried out and five tourist groups have emerged, showing us that each of them visits Brussels in a specific *modus operandi*. The results allowed us to have an insight into some major elements of the city trip such as the tension between planning and improvising, the relation between tourist practices and the city center, and the reflexivity of tourists. Particular attention has been given to tourist strategies such as the distribution of roles, the problem solving, the “overview” (used to “get to know the city”), and the geo-tracking as a multitasking tool. Finally, the work shows us a contradictory result: tourists want to be autonomous while shaping the visit in a standardized way. By using different procedures, they manage to fulfil the travel objective and have the impression to be the “craftsmen” of their own city trip.
S26: (Im)mobilizing transitions: How can a critical mobilities approach contribute to low-carbon urban mobility transitions in the global South? (I)

Chair: Govind Gopakumar, Concordia University
Discussant: Peter Adey, Royal Holloway University of London

Sreelakshmi Ramachandran, Concordia University

*Interfacing the margins: interactions between IPT and NMT in Global South cities*

In the early days of COVID-19 transmission, public health restrictions trumped the decarbonizing and decongesting effects of urban transport systems, juxtaposing profitability discourses against ever-dwindling ridership numbers, raising existential questions. However, a key factor in usability of public transit (PT), last-mile connectivity, continues to be understudied; while in cities of the Global North, network effects of PT are achieved through planned and transit-oriented development strategies, Global South systems operate in vastly contrasting realities. Driven by uneven urban development and large numbers of captive users, transit usage in the Global South is beset by fluidic notions of municipal limits and patchworks of land-use regulations posing accessibility challenges to PT systems. In this context, Intermediate Public Transport (IPT) such as autorickshaws, ojeks, minibuses etc. fill a critical gap, enabling the use of PT in cities during postcolonial urban forms. Besides acting as feeder transport, IPT networks also cater to shorter trip lengths (under 2.5 km), replacing the personal vehicle; however, they pose a direct challenge to non-motorized transport (NMT) modes in these cities, where automobile-sized development through routine road widening and sidewalk slivering is undertaken at the cost of walkability. While IPT bolsters PT usage and creates livelihood opportunities, it adversely affects goals of decarbonization and decongestion, promoting motorized micro-mobilities, where sound street organization and rational PT route-planning would have allowed for velo and pedi-mobilities. This interface of IPT and NMT has strong implications for transport justice, sustainable transitions, urban development, and citizenship claims of captive pedestrians- often the urban poor, children, senior citizens, and gendered care workers- adversely impacted. Using discourse analysis of transit and paratransit systems in Southern cities, this paper proposes a critical evaluation of strategies that shape the urban form and its characteristics, understood through infrastructures and use-case scenarios put out by transit agencies and other actors.

Rutul Joshi & Jacob Baby, CEPT University

*Between everyday cyclists and affluent cyclists: emerging trends of cycling in Indian cities*

This paper presents some of the contentious issues related to cycling in India in the context of continuing motorization of the urban society. Cycling in Indian cities consists of two dominant groups; the low-income, everyday cyclists and the affluent, recreational cyclists. These user groups are not homogenous but their social identities influence their mobility practices. In this paper, we unpack various issues related to practices of urban cycling by these two groups. We also trace the evolution of cycling in Indian cities by exploring various urban transport plans and policies.
S27: (Im)mobilizing transitions: How can a critical mobilities approach contribute to low-carbon urban mobility transitions in the global South? (II)

Chair: Govind Gopakumar, Concordia University
Discussant: Peter Adey, Royal Holloway University of London

Yogi Joseph, Concordia University

Experiencing rhythm on the move: acceleration, deceleration and “rude” interruptions on the Ahmedabad BRT

Public transit is critical to enabling low-carbon mobility transitions in the city. Following the new mobilities paradigm, there has been a marked upsurge in scholarly interest in the affect produced on transport systems, shifting away from the dominant utilitarian and economic approaches to studying travel (see Bissell 2015; Jensen 2020). Commuting by public transit enables the production and experience of atmospheres playing host to intense intermingling of sights and soundscapes. Iterations of regular acceleration, deceleration and irregular interruptions of flows animate the quotidian commuting experience. The rhythms thus produced on transit systems are markedly distinct from those experienced by mobile bodies in private automobiles. Drawing people away from private motorized movement, key to sustainable mobility transitions, would mean addressing the arrhythmic aspects of collective commuting. Using the case of Janmarg, Ahmedabad’s BRT system, I argue that complex interplays between the formal and informal are key to the production and experience of rhythm on the transit network, lending meaning to the otherwise mundane activity of commuting. Building on Cresswell (2006) and Edensor (2010), I use autoethnography to study the effects of rhythm on the daily lived experiences of transit commuters on Southern streets. I join scholars such as Officer and Kearns (2017) in adding to the growing geographies of quotidian mobility in the city by expanding our embodied understanding of commuting.

Manisha Anantharaman, Saint Mary’s College of California

Individual vs. shared modes of mobility: beyond narratives of convenience to an interrogation of cultural politics

The field of mobility-transitions research is characterized by diverse disciplinary traditions and perspectives. Still, despite the “mobility turn” in the social sciences, travel policy remains informed by relatively utilitarian perspectives that focus on explaining behaviors through rational deliberation and decision making, or by multi-level perspectives that often sidestep analysis of culture, power, and injustice. While studies of low carbon mobility transitions in the global North have considered the role of identity formation in both preventing and enabling transitions away from automobile identities, barring key exceptions, most studies in global South contexts have largely not considered how pre-existing socio-cultural identities and differences (class, caste, and gender) map onto automobile or cycling identities. In this paper, I draw on auto-ethnographic reflections of bus riding in Chennai and an ethnographic study of bicycling practices in Bengaluru, to
interrogate the cultural politics of individual vs. shared modes of mobility. I argue that the preference for individualized modes of transportation, be it private automobiles or “hi-tech” bicycles amongst dominant caste, middle class people is not just an outcome of a desire for convenience or freedom, but also tied to long-standing and exacerbated ways of maintaining distinction, and even social segregation, along lines of class and caste. Similarly, while shared and public modes of transportation are one of the few zones of cross-class and cross-caste intimacies and connection in Indian cities, the development of expensive metro systems or air-conditioned bus fleets now segregate public transport users by class and caste. As such, mobility transitions scholarship in the global south needs to consider questions of social reform alongside political economy and infrastructure in considering the barriers to dismantling the hegemony of the automobile and resuscitating public and shared transport that is accessible to all.

Sarah Turner, McGill University

Mobility frictions and injustices on Hanoi’s streets: street vendors and motorbike delivery drivers negotiating “modern” automobility policies.

Vietnam’s central government and Hanoi’s municipal authorities are enthusiastically pushing ahead with policies to create a prosperous and “civilized” capital city, conceiving an urban space replete with orderliness and modernity. This state imaginary privileges fast “modern” mobilities and their corresponding infrastructures with highways, expressways, and an elevated metro system all being championed, while so called “traditional” means of moving around the city, like slower informal transportation, are strongly discouraged and marginalised. Such visions threaten the livelihoods of thousands of itinerant street vendors and war veteran motorbike delivery drivers (xe thương binh) who ply the city’s streets and provide essential services for many residents. In this paper I draw on conceptual debates regarding infrastructural lives, mobility (in)justice, and everyday politics, and ethnographic fieldwork with over 150 street vendors and xe thương binh drivers, customers, and city planners. I argue that the Vietnamese state’s discourse regarding transportation modernity creates specific mobility experiences, rhythms, and frictions for marginalised informal economy workers. These vendors and drivers must constantly negotiate conflicting policies curbing their mobilities, compete with more mobile and agile competitors (e.g. app-based motorbike deliveries), and face a growing discourse that they are obsolete and out-of-place. Nonetheless, vendors and xe thương binh drivers have reacted with subtle everyday politics tactics and inventive efforts to maintain their right to the city’s sidewalks, alleyways, and streets. This paper thus highlights how marginalised individuals create “rhythms of endurance” and push back against mobility injustices embedded in a politically socialist space.
S28: (Im)mobilizing transitions: How can a critical mobilities approach contribute to low-carbon urban mobility transitions in the global South? (III)

Chair: Govind Gopakumar, Concordia University
Discussant: Peter Adey, Royal Holloway University of London

Rajiv Kumarm, Dr. Ambedkar International Centre

Socio-technical transitions: a case of electric vehicles system

Low carbon transformations are long-range multistage processes. Although the included assessment models have many merits for examining such changes, their logical depiction requires rearranging the causes, elements, and extent of such cultural changes. It proposes socio-technical analysis investigation and practice-based action research. However, is the electric vehicle system encountering progress towards sustainability? This research examines stability and change in the modern automobile system to address that inquiry. It will make a socio-technical analysis of the automobile system, investigating the strategies and beliefs of crucial actors like vehicle producers and national and local government. This research focuses on electric vehicle systems. Since car-based mobility is predominant in developed countries, the transition to sustainable transport cannot avoid taking into account auto-mobility. However, the research also looks at transportation modes such as buses, trains, and taxis, which may interact with automobile mobility systems to reduce car-based mobility. This socio-technological analysis aims to bridge the contemporary divide in electric vehicle studies, which focuses on either technology improvement or behaviour change. How it will address knowledge necessities of various policymakers (international, national and local), connect with cost-viability, socio-political possibility, social acceptance, rule, and adaptability. It will also explore how “mobility as a service” can evolve and affect public transport.

David Sadoway, Kwantlen Polytechnic University

Just vehicles for the transition: a polycentric mobilities shift or rift?

This paper will explore the interrelations and frictions between technological transitions theory and questions about mobilities justice, a concept recently advocated by activists and scholars. While mobilities, climate and infrastructural (in)justice issues have become a strong strand of discussion and theorizing in mobilities, urban affairs and planning literature in recent years, they have less commonly been deployed to challenge some of the core assumptions about technological transitions theory. The provocative analysis of Osborne and Beitz (2019) on the role of battery electric vehicles in the “respatialization of planetary carbonscapes” serves as an entry point for examining the intersections of north-south mobilities transitions and justice issues, particularly related to private auto-mobility’s transition to electrification. Questions about transitions to mobility automation and techno-utopianism could also equally apply. Multi-level transitions theory applied to questions about mobility can have a powerful technological explanatory if not deterministic allure that arguably fits with the current logic of seamless, clean-tech, efficient tran-
sitions to seemingly low carbon energy-mobility pathways. Missing from such analytics, however, remains an extended analysis of political-ethical ruptures embedded in a techno-social transitional or a planetary urban “metabolic shift”. Besides embedding g/local political analyses of transitions at a multi-scalar or polycentric level, including local-level mobility cultures and governmentalities, this paper draws on specific examples of movements in the global north and south that are calling for greater consciousness of an unquestioning stepwise low carbon transition and potential path dependencies unfolding evenly across communities and the earth-system. Finally, cases of support for electrified public transit systems versus private automobility will also serve to demonstrate and contrast the motives of actors-networks imbricated in the current climate-related mobilities transition.

Tanu Priya Uteng, Institute of Transport Economics

Evolving from punishing to rewarding in the emerging transport domain: a sharing framework

This paper looks at the various ways in which the users of sustainable modes like walking, cycling and public transport have been historically and systematically punished. It builds an especial focus on the dimension of gender and ageing and highlights ways in which the current skewness can be addressed through building an embedded approach in the urban and transport planning processes. Borrowing from the mobilities framework, the paper looks into some specific data collection, analyses and policy designs which can be incorporated to address the existing potholes in the planning and design processes. The paper presents cases from multiple countries in the Global South to highlight how these wicked problems continue to exist and replicate themselves around the world. A siloed approach further aggravates the problem as intersectional issues like livelihood, sexual harassment, crime and violence etc. do not form part of mainstream transport discussions. Eviction of local markets, a major and often the primary livelihood domain of low-income women, and other such examples are rampant where government inflicts violence on its citizens under the garb of urban cleansing and road capacity enhancing programs. An approach based on the principles of sharing might provide the correct framework to address such concerns. This paper will ultimately look into designing strategies where shared spaces and shared mobility are brought into a consolidated and unified framework.