Cultures of Mobility

Munich, 5-7 July 2012

13th international conference of the Bavarian American Academy

Abstracts & Bios
## Conference “Cultures of Mobility”: Abstracts & Bios

**Thursday, 05 July 2012**

19.00 **Keynote Address**

John D. Kasarda: *The Rise of the Aerotropolis* ........................................ 2

**Friday, 06 July 2012**

09.30 Peter Hall: *“Resolving” Spatial and Scalar Mismatches in North American Freight Logistics* ........................................................................................................ 3

Barbara Lenz: *Mobility, Information, and Travel Behavior* ................. 4

11.30 David Courtwright: *Airworld: The History, Culture, and Prospects of American Aviation* ........................................................................................................ 4

Anke Ortlepp: *(Post-)* Modern Architectures: *American Airports and the Limits of Mobility* ........................................................................................................ 5

15.00 Ted Bishop: *Tempo Giusto: The Art of the Slow Ride* ................. 6

François Specq: *Thoreau’s Geographies of (Im)mobility* ................. 6

18.00 **Panel Discussion: Mobilität / Immobilität – Wege in die Zukunft**

Klaus Benesch .................................................................................. 7

Thomas Hamacher ........................................................................ 7

Klaus Mainzer .................................................................................. 8

Armin Nassehi .................................................................................. 8

Manuel Sattig ................................................................................... 9

**Saturday, 07 July 2012**

09.30 Magdalena Nowicka: *Life-Trajectories of Poles in the UK: Deskilling in a Transnational Perspective* ......................................................... 9

Ludger Pries: *Cross-Border Mobility and Transnational Social Spaces – the Example of Mexico-US-Migration* .................................................. 10

11.30 Phillip Vannini: *Cultures of Mobility on Canada’s West Coast* ...... 10

Alexandra Ganser: *Reading Multiple Mobilities: Chuck Palahniuk’s Fugitives and Refugees* ................................................................. 11
John D. Kasarda
*The Rise of the Aerotropolis*

John D. Kasarda is Director of the Kenan Institute of Private Enterprise at the University of North Carolina's Kenan-Flagler Business School. Kasarda also heads the Institute's Center for Air Commerce. He has published more than 100 articles and nine books on airport cities, aviation infrastructure, urban economic development, and competitiveness. His most recent book is *Aerotropolis: Landing in the Heart of 21st Century Urban Planning* (2012). He is frequently quoted in *The Wall Street Journal*, *The New York Times*, *Business Week*, and international media. Kasarda has offered numerous executive programs on air logistics, firm siting, global supply-chain management, and airport area development to multinational firms such as Boeing, Airbus, FedEx, Lufthansa, DHL, Thai Airways International, Caterpillar Logistics, Bank of America and Deloitte & Touche.

**Abstract**

After crisply defining the term Aerotropolis and its macro causes the conference participants will be taken on a virtual world-wide tour of these new aviation-driven urban developments – beginning with transforming airport terminal cores into urban squares (such as the terminal commercial plaza with its Kempinski Hotel at Munich) and progressing partially outward to evolving Airport Cities such as Amsterdam Schiphol, Frankfurt, and Hong Kong, and on to full-blown Aerotropolises such as the Dulles Aerotropolis in Northern Virginia, Dallas (Ft. Worth), Dubai, and New Songdo City. Of special interest will be how the Aerotropolis model is being incorporated in struggling urban areas such as Detroit and Memphis to improve their competitiveness and prospects for urban revitalization based on better leveraging their air and surface transportation infrastructures.
Friday, 06 July 2012, 9.30  |  PANEL I
Logistics and Freight Mobility

Chair: Barbara Hahn
Barbara Hahn is professor of economic geography at the University of Wuerzburg.

Peter Hall
“Resolving” Spatial and Scalar Mismatches in North American Freight Logistics
Peter Hall is associate professor of urban studies at the Simon Fraser University in Vancouver, Canada. His research examines the connections between port cities, seaports, and logistics, as well as local economic, employment and community development. He is co-editor of Integrating Seaports and Trade Corridors (with Robert J. McCalla, Claude Comtois, and Brian Slack, 2011); and the forthcoming Cities, Regions and Flow (2012). His research has been published in edited volumes and academic journals including Environment and Planning A, Urban Studies, Regional Studies, Journal of Urban Technology, GeoJournal, Economic Development Quarterly, Maritime Policy and Management, and The Canadian Geographer and Economic Geography. Hall holds a doctorate in city regional planning from the University of California at Berkeley.

Abstract
Proponents regard contemporary freight logistics systems as efficient solutions to the problem of getting the goods to the right place, on time, and at low cost. Opponents regard them as external, irrepressible forces that impose pollution, congestion, and other costs on people and places. Both proponents and opponents understand freight logistics as tightly integrated mobility systems. This paper urges a modified view of freight logistics systems which recognizes the uncertainties faced by logistics chain actors as they seek to mobilize the resources required to overcome the constraints of time, space, scale and social acceptance. Actually existing freight logistics systems are contingent and uneven ‘resolutions’ to the problem of spatial and scalar mismatch. Hence, instead of viewing freight logistics as integrated systems, Hall’s approach highlights the constant tension between integration and disintegration in their organization. He uses the Vancouver port-logistics complex as a case to illustrate how these integrative and disintegrative tendencies play out within and across different spatial scales.
Barbara Lenz

**Mobility, Information, and Travel Behavior**


**Abstract**

There are several signs that we are currently living through a change in mobility behavior – car purchase and use is shifting to later stages in people’s lives, people are opening up to the use of new mobility concepts, elderly people are much more mobile than they were just a few years ago. These signs are not restricted to some regions or countries, but can be found on both sides of the Atlantic Ocean. Information is fuelling this change, particularly by the mainstreaming of internet and mobile telephony, which allows for radical extension and diversification of information. But don’t we overestimate the role of information, given that most of our everyday mobility is a matter of routines? The contribution will discuss this issue from a more general point of view and give empirical insights from experience made in Germany and the US.

**Friday, 06 July 2012, 11.30 | PANEL II**

**The Wings of Democracy: Mobility in Times of Airtravel**

**Chair: Volker Depkat**

Volker Depkat is professor of American studies at the University of Regensburg.

**David Courtwright**

**Airworld: The History, Culture, and Prospects of American Aviation**


**Abstract**
In its infancy, aviation was a frontier activity. Flying was a risky adventure pursued mainly by young men in a difficult, remote, sparsely occupied environment – the sky. But American aviation’s frontier stage passed as the sky inexorably turned into “Airworld,” a tightly controlled, commercialized zone of human activity which millions of men and women entered every day. Passengers endured boredom and Panopticonic surveillance for the sake of safe travel and unprecedented mobility. This paper reviews the technological, institutional, military, social, and economic developments that turned flying into a routine mass experience. It also considers whether the Airworld we take for granted has entered a phase of long-term decline, due to internal problems and the rise of alternative technologies, notably digital communications and UAVs (unmanned aerial vehicles).

**Anke Ortlepp**

*(Post-)*Modern Architectures: American Airports and the Limits of Mobility

Anke Ortlepp is professor of American history at LMU Munich. She currently holds the Verville Fellowship 2010/11 at the Smithsonian Institution’s National Air and Space Museum in Washington, D.C. She has taught at the University of Cologne and University of Bonn. Before joining LMU in 2010 she was a research fellow at the German Historical Institute in Washington, D.C. Among her publications are *Germans and African Americans: Two Centuries of Exchange* (co-editor, 2011), *Mit den Dingen leben: Zur Geschichte der Alltagsgegenstände* (co-editor, 2010), *Deutsch-amerikanische Frauenvereine in Milwaukee (Wisconsin), 1844-1914* (2004), and *Taking Up Space: New Approaches to American History* (co-editor, 2004).

**Abstract**
American airports evolved as forms of architecture in the postwar decades. So did their meanings as landmarks in American cultural landscapes. Built as symbols of a new age of mobility in the 1950s and 1960s, airport terminals in the following decades came to give built expression to the limits of mobility. Congested, chaotic, and confusing, they came to symbolize aviation’s dystopian aspects. At the same time, we have to understand airports – their aesthetics, spatial formations, and politics of movement – as articulations of hierarchies of power in American society. Looking at a number of case studies this presentation will explore the shifting spatial dynamics of America’s aerial gateways and connect the evolution of this building type to major developments of American postwar history.
Mobility and the Arts

Chair: Klaus Benesch

Klaus Benesch is professor of English and American studies and, currently, Dean of the School for Linguistics and Literature at LMU Munich, and Director of the Bavarian American Academy.

Ted Bishop

Tempo Giusto: The Art of the Slow Ride


Abstract

“When we are too ardent, we are less subtle. When we rush to sensual pleasure, we blur all the delights along the way,” says the aristocratic French mistress in Milan Kundera’s novella Slowness. But her sentiments are echoed by a Harley Davidson rider in who speaks of the pleasure of riding from Oregon to Alaska at 90 kmh. Developing ideas from the author’s Riding with Rilke: Reflections on Motorcycles and Books, this paper explores the relations of speed and space, and the links between slow music, slow reading, and slow motorcycling.

François Specq

Thoreau’s Geographies of (Im)mobility

François Specq is professor of American literature and culture at the École Normale Supérieure de Lyon (Université de Lyon), France, and a researcher affiliated with the CNRS (Centre National de la Recherche Scientifique). His research and teaching interests are American literature, American transcendentalism, environmental literature, abolitionism, as well as women’s rights and feminism. He has published critical studies and translations of works by Henry David Thoreau, Ralph Waldo Emerson, Herman Melville, Frederick Douglass,
Margaret Fuller, and Mary Austin, for example of Frederick Douglass and Thoreau’s *De l’esclavage en Amérique* (2006) and of Margaret Fuller’s *Woman in the Nineteenth Century* (*Des femmes en Amérique*, 2011). Currently, he is co-editor of *Thoreauvian Modernities: Transatlantic Conversations on an American Icon* (forthcoming).

**Abstract**

Thoreau’s “Walking” has been such a cornerstone of the American environmental movement that critical focus has mostly been on his famous celebration of “wildness” (“In wildness is the preservation of the world”). The few critical studies that have addressed other aspects of Thoreau’s essay have considered his celebration of the West, and tried to solve what may seem to be a contradiction between the logics of conquest and of preservation. The present paper will seek to bring together these two strands through an approach that more fully pays attention to the complexities of Thoreau’s geography, in which mobility and immobility are held in creative tension.

Friday, 06 July 2012, 18.00 │ PODIUMSDISKUSSION

**Mobilität / Immobilität – Wege in die Zukunft**

**Klaus Benesch (Moderation)**


**Thomas Hamacher**

Thomas Hamacher ist Inhaber des Lehrstuhls für Energiewirtschaft und Anwendungstechnik an der Technischen Universität München. Er forscht auf dem Gebiet der Energie- und Systemanalyse, besonders zu Elektromobilität, städtischen Energiesystemen, Integration erneuerbarer Energien in das Stromnetz

Klaus Mainzer


Armin Nassehi

Manuel Sattig

Saturday, 07 July 2012, 09.30 | PANEL IV
Social Mobility

Chair: Stefan Schirm
Stefan Schirm is professor of political science at the University of Bochum.

Magdalena Nowicka
Life-Trajectories of Poles in the UK: Deskilling in a Transnational Perspective
Magdalena Nowicka is research fellow at the Max Planck Institute for the Study of Religious and Ethnic Diversity in Göttingen and at the Institute of Sociology, LMU Munich. She is the author of a number of contributions on mobility, cosmopolitanism, spatial relations and European integration. Her current interests are transnational migration to Germany and the UK, mobility of professionals and educational migrants, entrepreneurship of migrants, and qualitative methodology in social sciences. Recent publications include The Ashgate Research Companion to Cosmopolitanism (co-editor, 2011), and Cosmopolitanism in Practice (co-editor, 2009).

Abstract
This presentation treats the employment trajectories of skilled and highly-skilled Polish migrants in the UK. It focuses on the question of how cultural capital – formal education, language proficiency, and educational aspirations – is validated in the context of migration. With a biographical approach it will investigate how personal strategies of coping with degrading and struggles for career advancement interfere with ‘collective trajectories’ and particular socio-geographical contexts. The question is whether and how living in a transnational social space influences migrants’ perceptions and biographical resources in the process of validation of skills and knowledge abroad. By considering the national
framing of educational and labor market systems, this presentation adds to the existing models on highly-skilled migration and deskilling due to migration and claims that deskilling often takes place before migration. Subjective perceptions and the swapping judgement of own conditions through the rules of country of destination and origin is of key importance for understanding how validation of knowledge and skills exactly links to migration.

Ludger Pries

_Cross-Border Mobility and Transnational Social Spaces – the Example of Mexico-US-Migration_

Ludger Pries holds a chair for sociology at the Ruhr University in Bochum. He has taught and researched in Brazil, Mexico, Spain, and the USA, mainly on the sociology of organizations, work and labor regulation, migration in international comparison, transnationalization, transnational migration, and processes of social incorporation. His recent publications include _Migration and Integration. Reflections on Our Common Future_ (as ed. 2011), _Transnationalisierung. Theorie und Empirie grenzüberschreitender Vergesellschaftung_ (2010), and _Erwerbsregulierung in einer globalisierten Welt_ (2010). Pries is also an associate editor of the journal _Global Networks_.

Abstract

Patterns of cross border mobility and especially of migration are differentiating. Migration is no longer the definite one-way-movement from one country to another as it was thought for a long time. Transnational migration is a multiple boarder shifting leading to entanglements in different geographic spaces and sometimes to transnational social spaces. Methodological nationalism takes the national container for granted as the socio-geographic unit of reference for social analysis – extended concepts of multi-level and pluri-dimensional socio-geographic spaces are needed.

Saturday, 07 July 2012, 11.30 │ PANEL V

Cultural Mobility

Chair: Heike Paul

Heike Paul is professor of North American studies at the University of Erlangen-Nuremberg.

Phillip Vannini

_Cultures of Mobility on Canada’s West Coast_

Phillip Vannini is professor at the School of Communication & Culture at the Royal Roads University in Victoria, Canada. His research fields include mobilities, embodiment, material culture studies, technology and culture, cultural

**Abstract**
This presentation features both empirical characterizations and a theoretical treatment of islands as mobility practices. Through video and ethnographic description Vannini describes and interprets how islandness is done on the West Coast of Canada. Thus islandness is understood corporeally, affectually, practically, intimately, as a visceral mobility experience. Basing his conceptual treatment on the non-representational idea of dwelling, place is approached as a kind of mobility practice. Vannini views the key performances through which an island becomes such as practices of incorporation. Inhabitants, we believe, incorporate a place not by way of mental design or blueprints, or by way of signifying comparisons and juxtapositions, but rather by sheer practical, creative, skillful kinetic engagement with its affordances. Thus the practices of West Coast Canadian islanders are understood as agents who assemble together an island by way of making use of whatever is at hand, solving kinetic concerns as they present themselves.

**Alexandra Ganser**

*Reading Multiple Mobilities: Chuck Palahniuk’s Fugitives and Refugees*

Alexandra Ganser is assistant professor at the University of Erlangen-Nuremberg and a Fulbright alumna from the University of Oklahoma 2003-04. Her research interests include space and mobility studies, transnational and postcolonial studies, gender-, Native American- and popular culture studies. Her first book, *Roads of Her Own: Gendered Space and Mobility in American Women’s Road Narratives, 1970-2000* was published in 2009. She has been a European Fellow at the Bruce Center for American Studies (Keele University, GB) and Christian Daniel Ebeling Fellow at the American Antiquarian Society Worcester (USA). Her second book on the figure of the pirate as an articulation of crisis in transatlantic Anglophone texts from the late 17th to the 19th century is in progress.

**Abstract**
This paper will begin by giving an overview of mobility studies as a paradigm for literary and cultural studies, asking how American cultural texts have been shaped by and are shaping national myths of mobility. As an example and in a second step, it will take a closer look at Chuck Palahniuk’s guidebook to Portland, Oregon, *Fugitives and Refugees* (2003), critically reading the multiple
mobilities that the book addresses both in form and content. Through the lens of mobility studies, the city of Portland as presented by Palahniuk emerges at the crossroads of hegemonic and underground movements.

Please note:
The conference proceedings will be published as a volume of the *Publications of the Bavarian American Academy.*
Bavarian American Academy
The BAA promotes interdisciplinary research in the social and cultural sciences. Funded by both the Bavarian Ministry of Sciences, Research, and the Arts, the Academy provides a platform for Bavarian Scholars investigating North American culture, society, politics, and economics in their hemispheric and global contexts.

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