

ABSTRACTS

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**International Association for the History of Transport, Traffic and
Mobility**

Cross-Border Mobility: Migration, Logistics and Geopolitics

Széchenyi István University

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Session 1: Dis:connections: Imperial and Global Dreams and Realities of Cross-Border Transport Infrastructure

Chair: Thomas Menger	Date: 14 October (14:00-17:00)
Place: REJUNIVA Room	

Thomas Menger	Empires, Infrastructures, Information. Or the Lack Thereof? Rethinking Globalisation Processes in Ottoman Mesopotamia, 1890-1921
Part of panel proposal “Dis:connections: imperial and global dreams and reality of building cross-border transport infrastructure in the twentieth century” with Paul Sprute, Bilge Karbi and Vitor Marcos Gregório This paper explores the attempts to integrate Ottoman Mesopotamia into global networks through transport infrastructure. Deliberately focussing on a region that was a backstage to globalisation, I complicate histories of linear globalisation. Despite numerous 19th-century attempts to connect Ottoman Mesopotamia to global infrastructure networks, around 1900 it continued to be one of what Jürgen Osterhammel has called the ‘holes’ in global networks. After 1900, a new attempt was made with the building of the Bagdad Railway, a project however continuously delayed by Great Power rivalry and geographical obstacles and one which did not even reach Mesopotamia in WWI, when war made its completion particularly urgent (but also introduced new interruptions). Despite its difficult accessibility, the region was simultaneously very globally present pre-1914 as the object of intense interest because of its assumed rich oil deposits. Yet, those deposits also induced strange combinations of connections and disconnections: pre-war exploratory missions visited the region but their reports were lost or kept secret; German and Austrian WWI drilling commandos struggled again with accessing the region despite the introduction of airplanes and cars; and after the war interrupted information flows and heightened secrecy meant that both Germans and British (the new imperial masters) were unsure what had actually been achieved and discovered there in the previous years. Dis/connections also extended to technology transfers and infrastructure: drilling matériel often failed to reach Mesopotamia, while at the same time the commandos discovered well-working Arab oil refinery installations that they could not understand. While histories of oil extraction and transport infrastructures are still largely histories of advancing globalisation, this paper uses precisely these cases to complicate such narratives.	

Paul Sprute	Dis:connecting Infrastructures of Global Transport and Mobility: The Bong Mining Company in Liberia as an Infrastructure of Global Automobility and Local Transport
In my proposed contribution, I ask which simultaneous processes of connection and disconnection – dis:connectivity (Balme, Dogramaci and Wenzlhuemer 2025) – play out in transport and mobility on the spatial and temporal margins of global business. Specifically, I analyze the infrastructures of the German-operated Bong Mining Company (BMC) in Liberia since the 1950s. I investigate the BMC's dis:connecting transport relations on two different levels, firstly for its links to global automobility and secondly for developments around the mine within Liberia. First, the presentation argues that a dialectical relationship played out in the BMC's history at large. This is because it was a starting point in the connections of post-war global automobility: the BMC became crucial in the supply chain of Volkswagen. However, Liberia's extractive political and economic model, for which the BMC was central, was unbalanced and undermined the stability of Liberian state and society. The ultimate disconnecting consequence was the Liberian Civil War in 1990 which also led to the closure of the mine. Second, the presentation suggests that dis:connectivity at large also found an expression in the transport relations around the mine. Their examination allows for a nuanced understanding of how globalization dynamics play out in local settings and over the long-term. This is exemplified by emphasizing disconnections during the BMC's operation: These reach from claims of Liberian neighbours to the road and railroad, to the segregated access to mobility between international and Liberian BMC employees and breakdowns of mobility. Reversely and finally, the paper focuses on connections of transport infrastructures during and after the Civil War. Here, it stresses how railroads and roads were reconstructed and operated through local initiative.	
Bilge Karbi	Baghdad Railway Stations from the Ottoman Era to Today: Infrastructure and Changing Borders
In this presentation, I examine how imperial-era infrastructure projects changed within the context of borders. The infrastructure project which I focus on is the Baghdad Railway. The Baghdad Railway was constructed by a German-financed company. The first station of the line was Konya, while the intended destination was Baghdad. The construction of the railway was interrupted many times for various reasons, the most destructive of which was World War I. When the war began, the railway line had not yet been completed. Following the collapse of the Ottoman Empire, the railway project also remained unfinished. Part of the railway remained within the borders of Syria. In the first part of the presentation, I will examine the stations and station buildings of the Baghdad Railway. Today, these station buildings are still in use in the regions where the line remains active. However, wars and earthquakes have left many of these station buildings abandoned. The Syrian Civil War effectively erased the	

Baghdad Railway from the historical landscape. This was followed by the 2023 Kahramanmaraş earthquake, which caused similar destruction. In the second part of the presentation, I focus on Karkamış Station. Cerablus lies on the Syria–Turkey border. It was negatively affected first by the Syrian Civil War and later by the 2023 earthquakes. Today, the station building is no longer in use. Yet it is located near an ancient city, and the station building itself is also a piece of cultural heritage. In particular, a Ottoman Empire, Infrastructure, Baghdad Railway station building situated on a border offers an interesting perspective for comparing infrastructure projects from the imperial period with those of today.

Aidan Forth

Making Egypt Navigable: Infrastructure and Imperial Mobility in the Nineteenth Century

This paper examines how major transport interventions reshaped mobility, access, and social interaction in nineteenth-century Egypt, a critical transit corridor linking Europe and South and East Asia. Drawing on travel narratives, letters, diaries, guidebooks, and official correspondence, it analyzes how western officials, merchants, missionaries, soldiers, and tourists experienced successive transport systems between the 1820s and 1880s, as Egypt underwent rapid infrastructural transformation. Focusing on the Maḥmūdiyya Canal (1820), horse-drawn desert relays and rest stations (from the 1830s), the Alexandria– Suez railway (1858), and ultimately the Suez Canal (1869), the paper traces a shift from locally embedded modes of travel— such as Nile feluccas and pilgrim caravans relying on local intermediaries—to increasingly standardized and imperially regulated systems of mobility. Railways, canals, steamship connections, and growing British military and naval influence together helped transform Egypt into a safer, more legible, and more navigable space for long-distance imperial travel and global circulation. These infrastructures altered not only the physical movement of travelers, but also the built environment and social experience of travel itself. Western transportation technologies, and related infrastructures like European hotels, urban boulevards, electric lighting, telegraphic communication, consular networks, and tourist guidebooks, increasingly rendered Egyptian space more familiar to Western travelers while reducing the need for prolonged negotiation, adaptation, and reciprocal dependence. By the late nineteenth century, a privileged, globally mobile class could pass through Egypt with increasing speed and comfort while remaining insulated within the safe space of protected imperial networks. As a result, enhanced mobility coexisted with growing cultural distance and hardened racialized perceptions of place and people. Nineteenth-century transport infrastructure did more than accelerate movement across Egypt: it helped produce an increasingly legible and imperially integrated corridor between Europe and Asia, facilitating global circulation while simultaneously narrowing opportunities for cultural immersion and exchange.

Session 2: Regional Transport Networks and Mobility Systems

Chair: Ágoston Winkler	Date: 14 October (14:00-17:00)
Place: Faculty Meeting Room	

Martina Hacke	Cross-Border Land Transport in the Pre-Modern Era
The nature of cross-border transport in European long-distance trade will be examined using an example from the turn of the Middle Ages to the modern era, specifically focusing on the book transport operations of the printers and publishers Johann Koberger and Johann Amerbach (both † 1513). At that time, the book trade was primarily long-distance trade, and so, operating from their production sites in Basel (Amerbach) and Nuremberg (Koberger), both had branches in Strasbourg, Paris and Lyon, whilst maintaining trade relations with several European countries, including Italy, Poland and Hungary (Buda). They delivered books to these destinations and received books from them, which were transported by carters using horse-drawn carts. Information about such deliveries can be gleaned from the correspondence between the two merchants. The analysis of this correspondence forms the starting point for an investigation into the functioning and significance of cross-border land transport in the context of the history of mobility.	
Csaba Sándor Horváth	Crossing the County Borders: The History and Functions of Local Railways around Sopron up to 1920
The mainline structure of the Hungarian railway network was established by the 1880s. The idea of supplementary branch lines had already been proposed earlier, for example in Széchenyi's transportation development plan of 1848. Subsequently, several railway development concepts also highlighted the need for these lines. By 1865, it was recognised that, in addition to the main lines, smaller-scale traffic required a mode of transport that could adapt to local traffic conditions. Drawing on international examples, particularly from Scotland, the construction of inexpensive, secondary lines was proposed. Under the law on local railways adopted in 1880, the purpose of these secondary lines was to meet the traffic and economic needs of the region in question. Subsequently, a local railway construction boom reached one of the major regional centres and county seats of Northwest Transdanubia. After Sopron was integrated into the main railway network, three local railways also crossed through it. However, these railways went beyond merely meeting local needs, as in every case they connected regional centres by crossing the borders of multiple counties, ensuring a transverse rail link between them. The aim of this presentation is to situate the emergence of Hungarian local railways within the international historical context of "low-cost" railways serving local interests. Following this, by examining the brief construction history of the vicinals in the Sopron area, I will describe the economic and social	

interests—or conflicts of interest, often spanning county borders—that determined their route planning and financial backing. I then intend to describe their operation, functions, and economic and social impacts up to 1920, the year of the Treaty of Trianon, after which some of them were transferred to neighbouring countries. This research is based on the international, national and local historical literature on the railway, regional history and primary resources such as archival and press documents.

Gábor Jéger

**The Development of Narrow-Gauge Railways
in Hungary Before 1920**

The development of narrow-gauge railways in Hungary prior to 1920 was explosive, and their use was indispensable for certain economic activities (such as mining). They had a significant economic impact in both agriculture and industry, becoming essential means of transportation within a few decades. Legislators also recognized the advantages of narrow-gauge railways, so they established a regulatory framework for the construction of such “light” railways and more importantly, regulated their track gauge. The latter was essential to ensure uninterrupted technical progress and to enable the creation of larger manufacturers that could develop rolling stock within a standardized framework and serve various railway lines. Standardization had a beneficial effect not only on the rolling stock but also on railway construction itself, which was able to break free from the constraints of the aristocracy and large landowners that had previously dominated the sector. By serving the interests of the state, rail transport was able to reach areas that had previously been difficult to access, particularly mountainous regions. By the 1910s, a well-functioning secondary network had developed consisting of narrow-gauge railways that supplemented the standard-gauge lines. In Hungary, there were more than a thousand railway lines built with a gauge narrower than 1,435 millimeters. These railways were sometimes connected to one another, but almost without exception, they connected to the standard-gauge railway network covering the country. We need to understand the economic benefits of using these railways and how much more flexible their technical parameters were compared to standard-gauge railways. We must also face the reality of rising energy prices and recognize that the significance of borders is diminishing, allowing connections that have been sidelined over the past 100 years to regain importance. Understanding the past may be one of the keys to a sustainable future.

Olha Martynyuk

**Bike and Work in Ukrainian Villages during
the Late Soviet Period**

The presentation examines the double invisibility of labor in rural Ukraine during the late Soviet period and the bicycle mobility that accompanied it. Official discourse portrayed the Soviet village as rapidly modernizing, with mass consumer goods widely available to its inhabitants. By the 1980s, bicycles had indeed become widespread in rural areas. However, in the press and popular culture they appeared mainly as leisure items

associated with hobby sportsmen or urban youth rather than as practical tools for agricultural work. Meanwhile, labor on collective farms in the 1960s–1980s remained physically demanding and poorly paid (Bodnar 2010; Konstantinova 2012). Drawing on archival documents, popular literature, and ethnographic studies, the paper confirms findings from parallel case studies of rural cycling: the bicycle served as an efficient tool for meeting everyday needs, procuring goods, expanding social networks, and romantic matchmaking (Männistö-Funk 2010, 2011; Morgan; Oldenzel et al., 2025). At the same time, it offers new insights. In rural economies of the 1960s–1980s, where in-kind exchange prevailed, purchasing a relatively expensive bicycle required long-term savings and the conversion of agricultural goods into cash. Once acquired, the bicycle could itself help to generate additional income in cash. The common preference for large, sturdy men’s bicycles with diamond frames was shaped less by riders’ bodily characteristics than by the tasks these bicycles were expected to perform. Capable of carrying loads of up to 180 kilograms, they significantly expanded users’ capacity to transport produce, fodder, hay, construction materials, and passengers. Child labor, omnipresent in the villages, was likewise facilitated by bicycle use; bicycles were often presented to children as “gifts,” while simultaneously integrating them into productive labor. Although highlighting the gap between urban and rural consumption through the case of the bicycle, the paper nevertheless explores the interconnections between these economically and culturally distant worlds.

Jørgen Burchardt

From Sledge Roads to State Steering: Winter Road Service and the Modernization of Land Transport, c. 1700–2028

The paper traces the modernization of winter road service in Denmark from the eighteenth century to the early twenty-first century. It argues that winter maintenance was never only a technical response to snow and ice, but a shifting social and administrative arrangement through which responsibility for mobility moved from local communities to municipalities, railways, the state, and, later, contracted service providers. Pre-industrial winter transport did not always require road clearance. In rural areas, snow could become part of mobility itself: when conditions allowed, people travelled by sledge across snow-covered roads and open landscapes. Winter was therefore a seasonal transport condition with its own techniques. In towns, by contrast, snow removal was essential. Streets, markets, bridges, and routes for carts, pedestrians, fire services, and trade had to remain passable, making snow an urban administrative problem long before it became a national infrastructural one. During the eighteenth and nineteenth centuries, winter road maintenance rested on local obligation. Rural communities could be required to clear roads, supply labour, horses, and tools, and maintain routes vital for markets, postal services, administration, and military movement. This system changed gradually as municipalities assumed responsibility for local roads,

and the expanding railway system developed its own winter service to keep tracks, stations, and switches operational. Railways and later automobiles transformed winter mobility: unlike sledges, they required fixed, cleared, and technically maintained infrastructures. Technical development paralleled this institutional shift. Early snow clearing relied on shovels, human labour, and local mobilisation. In the twentieth century, winter work could also serve labour-market purposes, including unemployment relief. Over time, winter service became mechanized and professionalized through ploughs, salt spreading, specialized vehicles, weather forecasting, communication systems, priority networks, and technical standards. In recent decades, Danish winter service has increasingly been organised through private contracts, digital monitoring, meteorological data, and centralised coordination.

András Veöreös	Architectural Values of Village Bus Stops
	In Hungary, public transport reached the countryside in the last quarter of the 19th century, with the construction of railway branches. Since railway lines reached only a small proportion of settlements, most villages had to wait until the second half of the 20th century to be able to join the country's transport system. After World War II, the development of motorization and the construction of bus transport made it possible for all settlements to become accessible. The infrastructure was built in parallel with the appearance of rural bus routes, which resulted in the appearance of a new type of building in the villages, the bus shelter. Lacking a historical architectural precedent, bus shelters carried the characteristics of contemporary architecture, often taking on a sophisticated architectural character. By the end of the century, the number of bus shelters had increased, and at the same time their architectural character became increasingly restrained, with individual buildings being replaced by prefabricated, standard structures. In our study, we examine the settlement structure, significance of the settlement image, and architectural appearance of village bus shelters.
Estera Pracuová	From Technical Narratives to Urban Mobility: Rethinking Transport Historiography through Interwar Košice
	The paper examines the historiography of urban transport with particular attention to the possibilities it offers for studying tramways in interwar Košice. Rather than reconstructing the development of the Košice tram system itself, it asks how urban transport has been approached in Slovak, Central European, and Western historiography, and what kinds of questions these different traditions make possible. Slovak scholarship on urban transport has been dominated by local, technical, institutional, and commemorative narratives. These works have created a valuable empirical basis through detailed reconstructions of transport companies, routes, rolling stock, technological change, and organisational development. At the same time, they have only rarely examined urban transport in relation

to municipal politics, economic structures, public space, everyday life, or broader processes of urban transformation. Czech and Hungarian historiography offers several examples of more analytical approaches, while Western European and American research has more systematically incorporated concepts such as modernisation, municipalisation, urban governance, public space, everyday mobility, and the political economy of infrastructure. The paper argues that the historiography of Central European urban transport can benefit from bringing these traditions into dialogue. Interwar Košice serves as a point of departure for considering how a shift from technical and institutional narratives towards broader urban and mobility history can open new questions about municipal control, regulation, investment, public space, and everyday mobility. In the post-1918 context, this also raises the question of how changes in political authority, administrative structures, and economic relations might be incorporated into the history of urban transport. The paper thus considers how the strong empirical foundations of Central European transport history can be connected to broader political, economic, social, and urban history, and how urban mobility might be understood as an integral part of the history of the modern Central European city.



Session 3: Labour Mobility, Migration and Employment

Chair: Balázs Varga	Date: 14 October (14:00-17:00)
Place: Barsi Ernő Hall	

Jázmin Lőre/Lívia Ablonczy-Mihályka	Migration, Motherhood and Mobility: The Experiences of Highly Educated Women in International Labour Migration
International migration is often presented as a key mechanism for career development, professional advancement, and economic mobility. However, opportunities and choices for migration are shaped by gender factors that are still not sufficiently explored in mobility research. For highly educated women, international mobility is often influenced by family and care responsibilities, and social expectations associated with motherhood. The paper explores the relationships among migration, motherhood, and professional mobility among women with a high level of education. The study examines how family responsibilities affect the intention to migrate, career opportunities, and participation in the cross-border labour market. Particular attention is paid to how women negotiate career ambitions and childcare responsibilities in increasingly internationalised labour markets. The paper analyses existing literature on gender-based migration and labour mobility, while highlighting wider structural factors influencing women's migration choices, using a qualitative and interdisciplinary approach. Research suggests that international mobility cannot be fully understood without accounting for the unequal distribution of childcare work and the social expectations attached to maternity. The paper contributes to the literature on migration and mobility by offering a gender-sensitive perspective on highly qualified migration and highlighting the role of family factors in the shaping of the international career paths of women.	
Margot Abord de Châtillon	Working for green logistics: French freight railway workers in a competitive market
The development of freight trains is seen by many as an important lever for reducing the carbon footprint of logistics in France. In the last decades, several major announcement and policies have been deployed by the French government to help this struggling sector growing, as it was experimenting several major transformations, including the opening of its market and reduction of the weight of the historic national operator. However, this interest for “decarbonation” and for the general figures of freight transportation may leave aside the experiences of train workers (ground agents, train conductors, crane operators, pointsmen), who produce these flows and make the trains run smoothly, a work with high security standards, much of which occurs during night shifts. This presentation thus aims to show the transformations of work conditions and of the organisation of labour in a field of “green transportation” that struggles to maintain its market share faced to the increasing pressure of	

market competition. Based on the interview of experts, executives and ground agents of several freight transportation companies, site visits and ethnographic observation on several freight train facilities in France, it explores the transformation of their daily work practices in the course of twenty years of liberalisation of the market. It shows that, although competition between firms has now become normalized and led to rather standardized processes and forms of cooperation, it affects the organisation of daily tasks for train labourers. Indeed, firms justify the implementation of lesser work conditions by this increased competition, while reciprocally, workers feel obligated to accept degraded work conditions and difficult hours based on their concerns for the financial health of companies employing them in a competitive market.

Szabolcs Rákosi/Balázs Varga

The Transformation of Work-Related Mobility in the Era of Hybrid Work in a Border Region

As a consequence of the COVID-19 pandemic and further global challenges, the nature of work has been significantly transformed. The rise of atypical forms of employment, particularly hybrid work models is shaping our lifestyles, social relations, as well as mobility and spatial usage patterns. This research examines the changes resulting from the reduction in work-related mobility in the era of hybrid work, investigating whether overall mobility decreases significantly or if employees allocate their freed-up time to other types of travel. This is a particularly compelling issue in the northwestern region of Hungary, where the pull effect of the Győr economic zone and the Austrian and Slovak labour markets results in high rates of daily, often cross-border, commuting. The study also explores the conditions under which employees are willing to accept jobs involving more frequent or longer travel, and whether sustainability is taken into account in their mobility-related decisions. The primary research is grounded in a comprehensive secondary analysis that synthesizes the latest findings in sustainable human resource management, transport sociology, and economics. The literature review places particular emphasis on the correlations between digital transformation and physical mobility, alongside the role of green HR strategies in shaping employee behaviour. The primary research is conducted in Győr-Moson-Sopron County via an online questionnaire survey involving a sample of several hundred respondents. The analysis focuses on comparing employees working under various work arrangements based on their commuting patterns. Data are processed using descriptive and inferential statistical methods. The academic significance of the study lies in providing empirical evidence for mobility paradoxes within a specific, crossborder context, thereby bridging the gap between HR strategies and transport management. The findings can contribute to informed corporate and municipal policy-making that steers regional mobility into a sustainable framework in the postpandemic era.

Balázs Varga	Reasons for and Features of the International and Inner Migration within the Leadership of Győr between 1944 and 1956
The period between 1944 and 1956 is an era, extremely rich in social, political and economic changes in the history of Hungary. During twelve years there were four regime changes (1944, 1945, 1948) – or a regime change attempt (1956) – which also brought with itself a full-scale elite change three times (the fourth, overall, only remained a failed elite change attempt). In the concerned period of the 20th century, it was completely commonplace at regime changes that the phenomenon of international and local migration among the national and local political leadership got an accession. The members of the old elite, being afraid of questioning, calling to account and the eventual revenge (e.g., existential unfeasibility, imprisoning and execution) mostly escaped abroad. Besides the above-mentioned facts – among several other reasons – also the border modifications during and after the Second World War had an effect on the state of international migration within the group. These happenings concerned many among those, too, belonging to the leading layer of public administration of my native town, Győr, in the indicated period. In my study – mainly based on archival and archives sources (for example interviews of life courses, reminiscences), articles and reports of weeklies – I examine how many of the former 132 leaders in my research sample left their homeland, when and why. Finally, I deal with the tendencies, the background of and the different reasons for the inner migration within the leadership of Győr as well. In the study, I endeavour to write down the migrating features concerning the sample numerically, and introduce certain more characteristic life courses and careers.	
Jenő Balla	Bridging Factory and Field: Cross-Sectoral Human Logistics and Foreign Labor Sourcing in Regional Hungary
Background: Modern regional economies face severe structural labor shortages that threaten the continuity of both high-tech manufacturing and foundational food production. In Central Europe, and specifically within major industrial hubs like the Győr region, these deficits can no longer be resolved solely through local or cross-border commuting. Consequently, transnational labor sourcing from third-party nations has transitioned from a temporary coping mechanism into a permanent, highly structured strategic necessity. Objectives: This study examines the operational mechanics of third-country workforce integration, focusing on the unique role of specialized recruitment agencies acting as essential infrastructure providers. The primary objective is to evaluate how a single logistics framework can simultaneously satisfy the continuous, high-precision demands of the automotive supply chain and the highly cyclical, weather-dependent, and time-sensitive requirements of the agricultural sector. Methodology: Utilizing qualitative and quantitative data from active regional labor placement agencies operating in Western and	

Eastern Hungary, this research applies a supply-chain mapping methodology to human logistics. It analyzes the entire corridor of labor mobility: international sourcing, regulatory processing, physical transit, regional housing infrastructure, and cross-sectoral deployment strategies. Results: The findings demonstrate that successful labor agencies operate as dynamic buffer systems. By developing flexible, cross-sectoral reallocation frameworks, these providers can migrate a percentage of the workforce between industrial production lines and agrarian fields based on seasonal peaks. This approach significantly lowers the operational overhead of housing, transportation, and recruitment, maximizing the economic utility of imported human resource capacities. Conclusion: The research underscores that international labor deployment is fundamentally a complex logistics and mobility challenge. Efficient, agency-managed human infrastructure is a critical driver of regional economic resilience, ensuring that both industrial manufacturing giants and agricultural enterprises maintain global competitiveness and supply chain stability.

Attila Pongrácz

**From Émigré Community to Transnational
Diaspora Network: Transformation of the
Hungarian Community in Brazil (1990–2025)**

The political transformation of Central and Eastern Europe after 1989 fundamentally reshaped the institutional, cultural, and transnational dynamics of Hungarian diaspora communities worldwide. This paper examines the transformation of the Hungarian community in Brazil between 1990 and 2025, with particular focus on São Paulo, historically the largest center of Hungarian diaspora life in South America. Building upon the author's earlier doctoral dissertation *The Hungarian Community of São Paulo, 1945–1990*, the study investigates how post-socialist geopolitical changes, globalization, and digital communication technologies redefined the organizational structures, identity patterns, and mobility practices of the Brazilian Hungarian diaspora. The paper argues that the previously cohesive émigré community model—primarily organized around anti-communist political identity, ethnic institutions, and intergenerational cultural preservation—has gradually evolved into a more flexible and decentralized transnational diaspora network. This transformation has been shaped by intensified Hungary–Brazil connections, new forms of symbolic and physical mobility, changing Hungarian diaspora policies, and the emergence of online community spaces. Simultaneously, processes of linguistic assimilation, demographic aging, and institutional decline have challenged traditional forms of community cohesion. Methodologically, the research combines historical analysis with digital diaspora studies, drawing upon archival materials, diaspora press, organizational records, online community platforms, and contemporary secondary sources. The paper situates the Brazilian Hungarian case within broader international discussions on post-Cold War migration, transnational identity formation, and the changing nature of

diaspora communities in the age of globalization. By analyzing the transformation of one of Latin America's historically significant Hungarian communities, the study contributes to current debates on mobility, migration, and the reconfiguration of ethnic identities across geopolitical and cultural borders in the late twentieth and early twenty-first centuries.

**Ildikó Lőwi/Csaba
Sándor Horváth**

**The Paradox of Labour Mobility: The Cultural
Consequences of Structured Temporariness
in Hungary's Guest Worker System**

This study examines one of the fundamental contradictions of transnational labour mobility, namely that physical mobility does not necessarily go hand in hand with an expansion of freedom of action and cultural freedom within the Hungarian guest worker system. By integrating the theoretical framework of cultural sustainability, it offers an approach in which labour mobility can be understood as a structurally determined and culturally constrained process. The aim of the study is to explore how the coexistence of formal mobility and informal immobility manifests itself among Asian guest workers in Hungary, as well as how legal status and workplace constraints contribute to the development of their cultural invisibility. The research interprets the labour mobility paradox from the perspective of cultural sustainability, paying particular attention to whether resilience mechanisms function as resources for cultural continuity or as forced adaptation strategies. The research methodology is based on semi-structured interviews and questionnaire data, which are linked through multi-level thematic coding. While contemporary literature presents labor mobility as an opportunity for individual choice and social advancement, the empirical experiences of migrant workers in Hungary can be interpreted as a paradox of cultural mobility. According to preliminary findings, the perception of freedom in labour mobility is severely limited; structured temporariness, workplace dependency, and limited social embeddedness reinforce the privatization and invisibility of cultural practices. Based on observations of the interplay between micro- and macro-level processes, institutionalized temporariness is a key mechanism of cultural invisibility and structurally limited integration, which can lead to a persistent integration deficit. This study contributes to labour migration theories by highlighting the long-term social and sustainability consequences of labour mobility through the concept of the cultural mobility paradox, in addition to its dominant economic and spatial interpretations.

Session 4: Space, AI, Micromobility and Emerging Mobility Technologies

Chair: Szabolcs Rákosi	Date: 15 October (9:00-12:00)
Place: REJUNIVA Room	

Tristan Thielmann	Smart Borders for Smart Farming: Virtual Fencing and the Politics of Mobility
This paper examines Virtual Fencing as an emerging geopolitical technology of border control within contemporary smart farming and more-than-human logistics. Drawing on research in digital animal geography and mobility studies, the contribution analyzes how sensor-based infrastructures, GPS tracking, cloud platforms, and adaptive feedback systems reorganize the mobility of animals, humans, and environments across agricultural territories. Virtual fencing replaces material barriers with digitally modelled geofences that regulate livestock mobility through GPS-enabled collars, acoustic warning systems, and automated behavioral correction. In this sense, fencing becomes a “boundary without a physical barrier,” transforming traditional practices of herding into cyber-physical systems of real-time territorial governance. The paper argues that these infrastructures should not merely be understood as agricultural innovations, but as logistical media that produce new forms of border management, mobility control, and territorial ordering. Rather than stabilizing fixed borders, virtual fences create flexible, mobile, and semi-permeable boundaries that continuously adapt to ecological, economic, and political conditions. Conceptually, the paper combines actor-network theory, media theory, and critical border studies to investigate the “anthrozootechnical agencements” through which animals, sensors, algorithms, land, and human actors become coordinated within distributed infrastructures of control. By focusing on the mediation of animal movement, the contribution expands current debates on logistics and geopolitics beyond human migration regimes toward more-than-human mobilities. It demonstrates how digital infrastructures increasingly govern the circulation of living bodies across territories while simultaneously redefining relations between sovereignty, environment, and mobility. Empirically, the paper draws on case studies of virtual fencing systems in livestock farming and situates them within broader transformations of planetary sensing infrastructures, environmental governance, and data-driven territorialization. The paper concludes that virtual fencing exemplifies a new regime of geopolitical bordering in which borders become algorithmic, adaptive, and infrastructural, thereby reshaping the relations between migration, logistics, and the governance of life itself.	

Barbara Horváth	Space Traffic Management and the Emerging Regulatory Governance of Earth Orbits
The New Space Age has brought radical changes in the space sector, including the rapid expansion of large satellite constellations and the commercialisation of space activities. This also led to a significant increase in the number of space objects in Earth orbits. As the number of these objects increases, Space Traffic Management (STM) has become a critical component of contemporary space activities. STM refers to technical, operational and regulatory mechanisms designed to monitor, co-ordinate and regulate the increasing number of objects in Earth orbits and ensure the safe and sustainable use of orbital space. However, beyond its function of collision avoidance and space debris mitigation, STM also serves as a form of geopolitical infrastructure, determining access to Earth orbits, control over them, and the balance of power within them. Based on the above, this research examines STM as an emerging regulatory regime within global space governance. It conceptualises Earth orbit as a highly interdependent operational environment, characterised by increasing traffic density and systemic risks, where regulatory gaps and legal fragmentation create significant challenges. In the absence of a comprehensive and legally binding international framework, STM currently relies on a combination of national regulations, soft-law instruments and industry standards. The research further analyses the geopolitical dimensions of this fragmented regulatory landscape, focusing on how major spacefaring actors influence standard-setting processes, data sharing and surveillance infrastructures. The central argument is that STM is no longer merely a technical necessity but an emerging regulatory field that structures legal responsibility, liability and access to orbital space, while reflecting broader transformations in global governance and power distribution. By situating STM within the broader context of international regulatory developments, the paper contributes to understanding outer space as an increasingly governed domain where safety, sustainability and strategic competition intersect.	
Orsolya Júlia Erős	Invisible Infrastructure in Outer Space Behind Mobility on Earth
The most pressing challenge facing today's mobility systems is sustainability. More environmentally friendly forms of mobility have become a central requirement across all transportation sectors. This challenge increasingly depends on satellite systems, as satellite technologies optimize fuel consumption and support smart logistics, thereby reducing transportation-related emissions while also contributing to climate monitoring. Consequently, terrestrial mobility has become dependent on the orbital environment. Simultaneously, a significant contradiction arises; while satellites support sustainable mobility on Earth, they also contribute to orbital congestion, creating space debris, and increase launch-related emissions. This study argues that the space	

environment should be understood not only as a space-related issue, but as a matter of transportation management. The study outlines the connection between mobility systems and outer space, highlighting global mobility's growing dependence on in-orbit infrastructure. Furthermore, it examines the existing international legal framework governing these invisible infrastructures and identifies the most pressing regulatory challenges. The paper demonstrates gaps in environmental regulation, the specific geopolitics of mobility infrastructures, and the inequalities emerging among actors with access to orbital resources. The study raises several key questions: How is satellite infrastructure becoming a critical element of global mobility systems? Is sustainable mobility possible without sustainable orbital infrastructure? And finally: who controls orbital infrastructure? The future of global mobility is increasingly shaped by interdependency emerging between infrastructure operating in space and Earth. This field is not yet adequately regulated by current international law. For this reason, protecting the space environment is not merely a matter of space policy, but also a fundamental prerequisite for sustainable mobility on Earth.

**Gábor Pék/Szabolcs
Rámháp**

**The Safety Paradox and Ownership
Dynamics in Urban Micromobility: Analyzing
E-scooter Adoption Patterns in a Car-Centric
City**

The dominance of private automobile usage deeply embedded in contemporary urban culture presents persistent social and environmental challenges for modern cities, positioning electric e-scooters as a vital alternative for sustainable intermodal transit. The objective of this study is to explore the social and behavioral mechanism behind e-scooter adoption, focusing on how infrastructure quality, social norms, and risk perception interact to shape user choices. The theoretical framework integrates the Technology Acceptance Model (TAM), the Theory of Planned Behavior (TPB), and Risk Homeostasis Theory (RHT) to assess individual decision-making under structural constraints. Methodologically, empirical data was collected via a structured survey of 610 university students in Győr, Hungary, and analyzed using variance-based Partial Least Squares Structural Equation Modeling (PLS-SEM). The structural model confirms that while behavioral intention serves as the most critical proximal driver of actual usage, a drastic gap remains between positive user attitudes and real-world behavior. This disconnect is primarily driven by system-level barriers, including inadequate infrastructure continuity and vehicle availability. Multi-group analysis unveiled a distinct safety paradox: experienced riders develop cognitive overconfidence and underestimate subjective threats, whereas safety concerns among non-users severely obstruct initial intention formation. Furthermore, private vehicle ownership eliminates the operational dependencies associated with rental platforms, making private e-scooter owners the most legally and behaviorally stable segment. The study concludes that expanding

sustainable micromobility requires shifting policy from mere commercial promotion toward active interventions that build practical rider confidence, increase vehicular density at multi-modal hubs, and resolve peripheral infrastructure fragmentation.

Edina Tárkányi

AI in Sport-Related Mobility: Privacy and Legal Challenges in the Era of Emerging Technologies

International sport events are key sites of global mobility: athletes, teams, organizers, fans, and service providers move across borders while AI-based systems collect, analyze, and transfer large volumes of personal data. This presentation examines how wearable devices used for performance tracking, video analytics, location-based fan applications, ticketing platforms, and facial recognition technologies are reshaping sport-related mobility, while also creating new privacy and legal risks. The presentation focuses on the core principles of the GDPR, especially data minimization and transparency. Effective AI systems often require large-scale datasets, including sensitive biometric, health-related, location, and movement data. These data become particularly problematic when they are accessible to multiple actors, such as coaches, sponsors, security authorities, or external technology providers. A further challenge lies in cross-border data transfers, since the international nature of sport events means that data often circulate between different legal regimes and regulatory environments. The paper adopts an interdisciplinary perspective, bringing together data protection law, technological innovation, mobility studies, and sports research. Special attention is given to the privacy by design approach and to privacy-enhancing technologies such as federated learning. A brief case-oriented discussion shows how major sport events can become testing grounds for AI-driven surveillance and data processing, and why robust safeguards are necessary to preserve trust among participants and audiences. The key conclusion of the presentation is that AI offers significant benefits in terms of efficiency, performance analysis, and fan experience in sport-related mobility, but these advantages can only be sustained if technological innovation is accompanied by strong data protection guarantees. The future of AI in sport mobility depends not only on technical capabilities, but also on legal compliance, ethical responsibility, and social trust.

Dorottya Biczi

Autonomous Vehicles in European Transport Integration: Liability, Legal Harmonization, and Cross-Border Mobility

Technological advancements have led to the gradual emergence and anticipated widespread adoption of autonomous vehicles, which, even in their current form, pose a significant challenge to the field of law. Autonomous vehicles represent not only a new technological solution but also a new form of mobility. Although automated transportation systems already operate reliably in certain fixed-route or closed environments, the

legal aspects of autonomous vehicles participating in road traffic—particularly those in private ownership—continues to raise numerous unresolved questions. Transport regulation is closely tied to uniform standards, as the efficient functioning of mobility requires the harmonization of legal, technical, and infrastructural systems. This is particularly true for autonomous vehicles, whose applicability cannot be limited to within national borders. Autonomous road mobility therefore requires uniform or harmonized regulatory solutions, at least at the European level. The central question of this research is whether autonomous vehicles can be considered new tools for European transport integration, or whether they instead create new barriers to cross-border mobility. The European Union has already begun developing requirements for automated vehicles; however, the harmonization of technical rules alone is insufficient for the actual implementation of cross-border autonomous mobility. Legal harmonization must also address issues of liability and infrastructure. Without this, the practical application of cross-border autonomous mobility on public roads can only be partially realized. Autonomous vehicles can be seen as one of the new dilemmas of European transport integration, as they can, on the one hand, encourage the development of a unified European mobility space, while on the other hand, they can highlight its current regulatory limitations.

Session 5: Infrastructure, Logistics and Spatial Transformation

Chair: Júlia Szőke	Date: 15 October (9:00-12:00)
Place: Faculty Meeting Room	

Paul Sprute	A 'Missing Link' in West Africa? A Discursive and Material History of Border-Crossing Infrastructures along the Kru Coast between Liberia and Côte d'Ivoire
My contribution analyzes in which historically grown discursive and material contexts current large scale infrastructure projects intervene in West Africa, specifically the border region between Liberia and Côte d'Ivoire. I depart from an ongoing bridge construction to cross the border river, which would complete the first asphalt link between both countries. This largescale, internationally funded infrastructural work is publicly presented as an attempt to close a missing infrastructural link. In my paper, I interrogate this widespread trope of a 'missing link' or infrastructural 'gap' (Goodfellow 2020) in three steps. First, I analyze how the notion of the 'missing link' between both countries developed to be seen by states and international actors and the publics as an urgent problem to be addressed through large-scale road constructions. Here, I link prior paradigms of colonial border securitization (1890s-1950s) to nation-building through infrastructure (1960s-1980s) before arriving at the current emphasis on regional integration supporting the ongoing works (1990s to now). Second, I trace the rich historically existing pattern of transport and mobility infrastructures in the region beyond large-scale road projects based on fieldwork and oral history. The foci in this part are on the interplay of different modes of infrastructure – from bus and motorbike transport on local roads, over air transport, to river and ocean transport. Particularly, this part explores the infrastructural work (cf. Lambertz 2025) of the Kru people in providing infrastructural connections (e.g. Schwartz 1993). The traced patterns relativize the notion of the 'missing link'. Finally and third, I connect the prior parts by tracing how Kru villages in Liberia and Côte d'Ivoire assess the current infrastructure projects. Village councils subscribe to the potential 'promise of infrastructure' (Anand, Gupta, Appel 2018) in their immediate surroundings. At the same time, circumstances of realization already reveal frictions as village demands are not met.	
Zoltán Ködmön/Júlia Szőke	The Spatio-Temporal Evolution of Sino-African Transportation Infrastructure Cooperation (2000–2024)
Sino-African cooperation dates back to the post-World War II era, evolving through various diplomatic and ideological forms of solidarity. However, the formal institutionalization of a strategically coordinated partnership was marked by the inaugural Forum on China–Africa Cooperation in 2000, which fundamentally reshaped the continent's developmental landscape.	

This research examines the evolution of Sino-African transportation development cooperation between 2000 and 2024, focusing on a comprehensive dataset of 356 loans granted to 42 African nations, totaling USD 52.5 billion. The study categorizes these investments into four critical transport modalities: roads, railways, airports, and seaports. The methodology employs spatio-temporal analysis to map the distribution of projects across both space and time. By visualizing the longitudinal progression of these investments, the research aims to identify shifts in China's strategic priorities in Africa as well as the geopolitical significance of these developments for China. The study investigates how transportation networks serve as instruments of economic diplomacy, securing supply chains and enhancing China's structural power within the Global South.

Amanda Katz

Infrastructure at the Edge: Technology, Transportation, and Modernity in Crete and the Greek Islands

Large-scale transport infrastructure networks are often constructed and studied within the framework of nationalism, both geographically and culturally. They fulfill a purpose economically, socially, and militarily for many countries. However, in the twenty-first century, as old infrastructures and networks fail and as new ones push the boundaries of modern technology and mobility, it becomes apparent that transnational examinations of such are pertinent more than ever before. As many nations are currently grappling with environmental and economic crises shaping mobility, closer examination of current failures and successes on the global scale might lend itself to generating more sustainable transport infrastructure in the future. For example, the history of the American Interstate Highway System provides an interesting perspective on automobility and large continental networks of tiered roadways. On the other hand, this system is so massive that it obscures some of the more minute realities of its longevity. On the other hand, the history of transportation technology in Greece, especially on islands, allows for such infrastructures to become unusually visible. In large continental systems like the United States, infrastructure often disappears into scale. Highways, electrical grids, logistics corridors, and communications systems become so vast that they fade into the background of everyday life. But islands make infrastructure legible. On islands, in this instance Greek Islands including Crete and the islands of the Saronic Gulf, transportation systems are never merely technical systems. They are existential systems. Ferries, ports, airports, roads, electrical interconnections, water systems all determine economic survival, tourism patterns, environmental sustainability, and even social cohesion. This is one reason why Crete, and increasingly the Greek islands more broadly, have become so vital to understanding transportation infrastructure because islands offer historians of technology a particularly powerful way of understanding how geography shapes engineering, mobility, and modernity.

Jørgen Burchardt	Maritime Infrastructure in Transition: From Merchant Harbour to Industrial and Leisure Port, 1880–1930
This paper examines how small and medium-sized harbours can be understood as sociotechnical and experiential infrastructures, shaped not only by technological change and economic functions but also by everyday practices, sensory environments, and negotiations between users, institutions, and natural conditions. Drawing on sociotechnical systems theory sociotechnical systems, infrastructure studies infrastructure studies, and port city research port-city research, the paper argues that harbour transformation must be analysed as a process where material constraints, organisational arrangements, and lived experience are tightly interwoven. Rather than treating harbours as static technical facilities, the approach highlights how rhythms of work, mobility, weather, and public use continuously produce and reproduce the harbour space. This theoretical framework is applied to the case of Middelfart Harbour in Denmark, which between 1880 and 1930 underwent a multilayered transformation. The transition from sail to steam and later motor power introduced new demands for depth, quay capacity, and labour organisation. At the same time, the harbour's economic role shifted from merchant harbour to an import and supply hub for emerging industries, including a major cable factory that integrated maritime transport directly into its production cycle. These changes unfolded within a geographically exposed setting shaped by strong tidal currents, winter ice, and limited protected basin space. Newspaper reports, municipal archives, and technical records reveal how these structural shifts intersected with everyday practices: dangerous and irregular harbour work, seasonal congestion, children collecting coal, promenading citizens, and the harbour as a social meeting place. The case demonstrates how a small provincial harbour can serve as an analytical lens for understanding the sociotechnical and experiential dimensions of port transformation. It contributes to broader discussions on how infrastructures are lived, negotiated, and reshaped in daily interaction between people, technology, and environment.	
Piotr Marek Smolnicki	Human-Scale Urbanism as Sensory Practice: The Flâneur as Instrument Across a Disciplinary Border. Case of Długie Ogrody Street in Gdańsk
Streets are the largest and the least public space in cities, given over to vehicles moving and to vehicles standing empty. They are designed across a border between disciplines: urbanism has the language for the human scale, transport engineering the authority over the road reserve, and neither instrument carries shade, noise, smell or the possibility of stopping. This paper sends the flâneur across that border as a research instrument. The flâneur is treated as a method: a walker attuned to air, sound, surface and proximity, whose attentiveness Gehl, Whyte, Jacobs and Sim turned	

into systematic observation. It is operationalised as a two-track protocol – a sensory track for what the body registers, a reflective track for what the walker makes of it – anchored to fixed points along a street. Długie Ogrody in Gdańsk is literally a cross-border road: the way out of the city through the Żuławska Gate. Once a landscape of gardens, rope-makers, mat-weavers and inns, it was made a traffic corridor by war damage and post-war widening; today it carries rows of asphalt parking, and the gate stands on an island of carriageways. The instrument is applied four times: three times to the built street, in three registers of recording, and once to the award-winning competition design, walked descriptively by a co-author of that design, with positionality declared. The boards are then read with the same key. In the built street the record narrows towards vision as the register changes. In the designed street the flâneur's record is rich in sound, smell, shade, coolness and surface underfoot, yet the boards name what can be seen, water and seating, and never sound, smell, touch, temperature, shade or wind. The sensory content of a street design is carried by the designer, not by the drawing, and cannot be reviewed or enforced. The embodied knowledge travels between people because no instrument can carry it.

Simone Fari

Liquid Mobilities: Fluids, Infrastructure, and the Missing Materiality of Mobilities Studies

Mobilities studies have transformed the analysis of movement by focusing on people, objects, infrastructures, representations, frictions, and immobilities. Yet, despite this broad agenda, they have paid surprisingly little systematic attention to liquids. This absence is striking because many of the most important modern mobilities have depended on substances that flow: water, oil, milk, wine, chemicals, liquefied gas, and other fluid commodities. These liquids move through rivers, canals, pipes, tankers, ports, refrigeration chains, reservoirs, containers, and strategic chokepoints. They also require specific regimes of measurement, storage, control, risk management, and governance. This paper introduces the concept of “liquid mobilities” as a methodological proposal within mobilities studies. The aim is not to use liquidity as a metaphor, but to treat liquids as material objects of mobility whose physical properties shape infrastructures, institutions, conflicts, and territorial dependencies. Liquids are mobile, but their mobilities are never purely natural. They must be captured, channelled, pumped, cooled, transported, insured, priced, regulated, and often militarily protected. Water provides the starting point for the paper because it makes this dual dimension particularly visible: it is both a vector of human mobilities and a flow mobilized by societies. However, the concept is deliberately broader. Oil tankers, milk distribution networks, liquefied natural gas routes, and maritime chokepoints such as the Strait of Hormuz show that liquid mobilities are central to the history of capitalism, urbanization, energy transitions, food systems, and geopolitical vulnerability. The paper is conceptual and methodological. It argues that mobilities studies should incorporate liquids more explicitly

into their analytical vocabulary, connecting material flows with infrastructures, power, risk, and inequality. In doing so, it opens a research agenda for studying liquids not as passive resources, but as moving substances that organize societies historically and spatially.

**Pedro Bastos/Victor
Andrade**

**What Does the EU Fund When It Funds
Urban Logistics? Evidence from a Decade of
Horizon Projects**

Urban logistics has emerged as a contested object of European public policy, sitting at the intersection of the Green Deal, the Cities Mission, the digitalisation agenda, and the urban nodes of the Trans-European Transport Network (TEN-T). While its policy salience is widely acknowledged in both scholarly and grey literature, the empirical evolution of how the EU has funded research on the topic remains under-described. Funded research projects, and the work programmes that structure them, can be read as a material trace of how a public problem is framed, prioritised, and territorialised by supranational policy actors. This paper offers a longitudinal descriptive-exploratory mapping of urban logistics projects funded under Horizon between 2016 and 2026, drawing primarily on the CORDIS database. Using a keyword-based inclusion protocol complemented by inductive thematic categorisation of project abstracts, the study characterises (i) the temporal evolution of project counts and budgets across the Horizon transition; (ii) the thematic composition of funded research and how it shifts over the decade; and (iii) the geography of consortium coordination and participation across EU member states and associated countries. The mapping is intended as a descriptive baseline. The patterns are expected to surface a measurable reorientation of urban logistics research from operational efficiency concerns toward decarbonisation and digital resilience, alongside persistent asymmetries in the geography of consortium leadership. By foregrounding the transnational, crossborder architecture of European research consortia and their entanglement with TEN-T urban nodes, the paper speaks directly to ongoing debates on the geopolitical and centre-periphery dimensions of logistical infrastructure. It closes by framing the findings as a proxy for how urban logistics is being constructed as a public problem within European research policy, with implications for urban planning beyond the dominant consortium hubs - an interpretive agenda the authors will develop in future research.

Peter Norton

**Historical Methods Can Improve Future
Urban Mobility**

In “The Mismeasure of the American Street” (Built Environment, 2025) I showed how 20th-century engineers disdained historical principles of street design as unscientific, replacing them with quasi-scientific principles that favored vehicular throughput at a cost to all other values. Similar trends followed worldwide. The implication of this experience is that pre20th-century principles can offer us indispensable guidance as we

seek more livable and sustainable modes of urban mobility. Nevertheless, the most conspicuous visions of urban futures promise us that technology will make car-dependent transport work. Such promises perpetuate the ahistorical notion that faster vehicles mean better mobility. The consequences of this error are mobility systems that are expensive, dangerous, unhealthy, energy-intensive, unsustainable, and ultimately ineffective. Our task is not to apply 21st-century technology to make 20th-century car mobility work. Rather we must rediscover the historical principles and methods that made human-scale mobility work and adapt them to serve 21st-century needs. While human-scale urban design has thrived since the 1960s, planners have typically had to reinvent it from scratch. In collaboration with historians, however, urban designers can draw from centuries of accumulated practical wisdom developed in environments of energy scarcity. I will introduce an international collaboration led by an urban designer (Piotr Smolnicki) and a historian (myself). The urban designer will use a recent award-winning urban redesign in Gdańsk to illustrate the application of historical precedents to serve 21st-century mobility needs. I will show how effective urban design values from over a century ago were lost, and how, through historical methods, they can be recovered and selectively applied to deliver what high-tech methods only promise.



Session 6: Borders, Migration and Diasporas

Chair: Gábor Kecskés	Date: 15 October (9:00-12:00)
Place: Barsi Ernő Hall	

Cornelis Van Tilburg	Moving Peoples, Moving Frontiers: Migration at the Beginning and End of the Roman Period in the Netherlands
During Julius Caesar's campaign to conquer Gaul, Gallic tribes were defeated and sometimes massacred, and Germanic tribes also began to move. Two tribes, the Tencteri and the Usipetes, crossed the Rhine, which at that time formed the de jure frontier of the Roman Empire. The tribes were massacred and Caesar continued his conquest of Gaul. A new tribe settled in the now-deserted land: the Batavians, a Germanic people who had also been displaced. Between 9 and 47 AD, the empire's frontier was rather vague. From 12 BC onwards, the Elbe served as the frontier. After 9 AD (the year of the Battle of the Teutoburg Forest, where the Romans suffered a heavy defeat), attempts were made to re-establish the Elbe as the frontier, but it was not until 47 AD that this plan was definitively abandoned and the Rhine once again became the frontier. Now that the Rhine had definitively become the frontier in 47 AD, it was fortified by a belt of fortresses (castella) and watchtowers designed to guard the frontier. This did not mean that there was no traffic between the Roman Empire and the Germanic tribes; excavations of coins, pottery shards and building materials have shown that there were also Roman influences north of the Rhine. There was therefore not, as had long been assumed, a hard frontier like the Iron Curtain. The castella were abolished in the year 275. At that point, the rigid frontier became an open frontier once more, nearly uninhabited as the population had been deported to Northern Gaul. A new Germanic people, the Franks, settled in this area, just as the Batavians had done 300 years earlier.	
Anne Conchon	Transnational Mobilities Facing Changes in Borders: France's Territorial Expansion into Germany (1797-1815)
The borders play a fundamental role in the organisation of territories and the structuring of movements. Historiography has extensively highlighted their dual nature as both obstacles and interfaces. With regard to transport in particular, borders constitute demarcation lines that restrict reciprocal access between territories, in order to facilitate the control of flows. Boundaries are not, however, fixed: they can shift as a result of conflicts, political agreements, regional integration or geopolitical realignments. These border changes are not without impact on infrastructure policies and traffic patterns, diverting certain commercial or strategic routes. Furthermore, these shifts led to new locations for the collection of customs duties, the conduct of inspections and logistical organisation. This paper will therefore examine, at various scales, how the shifting of borders	

reshapes the infrastructure networks essential to both political and military integration, as well as trade flows. To explore this, we will examine the shifting of borders within the context of French expansionism in Germanic area, with the incorporation of certain territories annexed in the Rhineland in 1797, to which were added in 1811 territories located in the north of the Napoleonic Empire. These successive changes to the borders of the French State on the Eastern Front are particularly interesting to study because they occurred in a context of increasing continental traffic, as the Continental Blockade had diverted a significant portion of maritime transport towards inland routes. Furthermore, the annexation of these territories with access to the Baltic Sea allowed for the integration of land and sea borders. The aim is to demonstrate how these shifts in borders impacted the infrastructure development policy, which was torn between a project of territorial integration serving France's interests, and the geography of regional and even local traffic flows.

Balázs Pálvölgyi

Fault Lines and Continuities: The Routes of Emigration from Hungary and the Transformation of the Transport Channels of Migration, 1903–1923

The second half of the nineteenth century saw the expansion of Hungary's railway network, a process that coincided with both the transformation of internal mobility and the rise of mass transatlantic emigration. Using the completed railway lines, emigrants from Hungary most often left Europe through the North German ports, especially Bremen and Hamburg. Around the turn of the century, however, the Hungarian government launched a new emigration policy with the Emigration Act of 1903. This programme also sought to reshape the transport geography of migration by modernising Fiume — today Rijeka, Croatia — Hungary's only seaport, expanding its capacity, and redirecting emigration routes towards it. The First World War fundamentally disrupted global migration channels, and after the war the earlier transatlantic system was not restored. The dissolution of the Austro-Hungarian Monarchy and the consequences of the peace settlement forced Hungary to respond to a radically altered international environment. Changes in United States immigration policy, together with the emergence of new American and increasingly important European destinations, sharply reduced the volume of maritime transport connected to Hungarian emigration. Yet sea routes remained important for emigrant communities as a means of maintaining contact with the old homeland. As European destinations gained importance, rail transport became almost exclusive for Hungarian emigrants' international mobility. At the same time, the development of civil aviation signalled the beginning of a new era in transport. Hungary sought to participate in these emerging possibilities through the Hungarian Air Traffic Company, founded in 1922, whose international services began in 1923. My presentation examines the interrelationship and mutual impact of the Hungarian migration policy and transport policy.

Yusuf Umar Madugu	Cross Boarder Migration and the Development of the Kano Economy
Kano was the largest Hausa Kingdom in Africa that is currently 1000 years old based on an ancient settlement around Dala hill. According to Kano chronicle, Bagauda the grandson of the mythical stranger, Bayajidda became the first king of Kano in 999 AD. Migrants Malinke scholars from the Mali Empire introduced Islam into the region in the 1340s. Thus, Kano's socio-cultural, economic and political developments were associated with migratory trends of settlements in the area. Inside the old walled area along the Jakara River is the central Kurmi Market, a main Trans-Saharan caravan terminus dominated by the north African traders. After the 1804 Sokoto Jihad (Islamic holy war), led by the Fulani's, Kano was chosen to be the capital of an emirate centred on the city. Its market, already important in the region, became the chief emporium of the western Sudan savannah and desert area extending from the Atlantic Ocean to the Nile River. The city's capture by the British in 1903 and the opening of the railway from Lagos in 1912 changed the direction of trade south to the Gulf of Guinea. Besides the old walled area (recognized as Kano city in 1961) and Bompai, Kano has four other districts: the Fagge, inhabited by people from other parts of Nigeria as well as other countries; the Sabon Gari, housing migrants from the south and east; the Syrian Quarter; and the Nassarawa, site of modern government buildings and exclusive European and African residences. Thus, this study examines and analyses the role of migrant and indigenous communities in the economic development of Kano.	
Tiphaine Robert	Crossing the Iron Curtain... and Crossing Back Again. Return Migration to Eastern Europe during the Cold War: the Case of the 1956 Hungarian Refugees
Following the crackdown of the 1956 Hungarian revolution through the Soviet military invasion, 200,000 people fled Hungary to seek refuge in Austria and Yugoslavia. The "dissidents" – as they were depicted in Hungary – set off mainly from Western Hungary and Budapest, travelling on foot, by bicycle, by car or by train, confident that they would be warmly welcomed in the West. However, between 10 and 20 per cent of them chose to return to Hungary under Kádár, sometimes just a few days after fleeing. This contribution will address the issue of emigration and repatriation in the context of the Cold War through the case of the 1956 events and will focus on the question of mobility. Recently, the historiography showed the importance of this chapter in the history of migration regimes and humanitarian organizations (Kecskés and Scheibner, 2026). The first part focuses on results of my PhD research conducted between 2015 and 2019 based on NGO's archives, as well as State archives in Switzerland and Hungary. Western historiography has tended to interpret the flight to the capitalist West as definitive, influenced by the example of Berlin after the construction of the wall. However, the 1956 case show that borders defined by a strained geological context are	

sometimes more permeable than expected. After 1956, a return to the “East” was certainly risky for those who had become dissidents, but not impossible. The second part is reflective. The refugee “crisis” of 2015 and the beginning of the war in Ukraine in 2022 had different impact on my historical analysis of the 1956 exodus. This communication questions what was the diplomatic and logistical framework for these returns between 1956 and the 1963 amnesty for the Hungarian refugees, and which more general social mechanisms they reveal about “against the grain” mobilities.

**Dalma Ősze-Takó/Gábor
Kecskés**

**The Issue of Climate Change Induced
Mobility within the Council of Europe and
the Case Law of ECtHR**

Climate change is one of the most pressing issues of our time, its economic, social, and legal impacts are impossible to fully enumerate. Among these numerous impacts, the effect of climate change on international mobility stands out, resulting, for example that populations of areas affected by rising sea levels or heat waves are forced to leave their homes in search of a new, livable environment. Climate change induced mobility raises significant human rights issues, due to which this topic plays a prominent role in the practice of the Council of Europe and the European Court of Human Rights. The Parliamentary Assembly of the Council of Europe and its other organs have produced numerous documents on this issue, such as those addressing the legal status of climate refugees and the link between climate change and migration. The European Court of Human Rights has also addressed the issue of the intersection of the environment and human rights in numerous cases. In these cases the Court has examined various human rights aspects of international mobility related to climate change from the perspective of the European Convention on Human Rights. The aim of the paper is to analyze the practice of the Council of Europe and the case law of the European Court of Human Rights regarding international mobility caused by climate change, with a particular focus on evaluating the results achieved to date. The central question of the paper is to what extent these results can contribute to resolving this increasingly serious situation, and what further steps would be necessary to mitigate future consequences. By analyzing these questions, the paper fills a significant gap, as the analysis of climate change induced mobility in the practice of the Council of Europe and the ECtHR has received little attention in the international literature to date.

Saltuk Duran

**French Printed Materials at Ottoman Borders
under Abdülhamid II: Between Prohibitions
and Circulation (1876–1908)**

Building on the transnational postal circulation of printed materials—including newspapers, books, pamphlets, and other publications—between France and the Ottoman Empire, this paper examines how the

Ottoman state sought to control flows perceived as threats to its sovereignty under the reign of Abdülhamid II. Drawing on a corpus of Ottoman and French archival sources—including postal records, diplomatic correspondence, and surveillance reports preserved in the Ottoman Archives of the Presidency of the Republic of Türkiye and the French Diplomatic Archives (La Courneuve)—it approaches borders not as fixed lines of separation, but as active mechanisms of filtering, prohibition, and surveillance of mobility. In the nineteenth century, the development of transport networks—steam navigation and railways, notably with the Orient Express (Eskin, 1942, p. 27)—accelerated and intensified circulation between France and the Ottoman Empire. These mobilities were embedded in transnational infrastructures that facilitated the diffusion of political, religious, and militant publications produced in France. In a context marked by political opposition in exile and the rise of nationalist movements, such printed materials became highly sensitive objects (Aslan, 2012, p. 111). From the Tanzimat period onward, and more systematically under Abdülhamid II, the Ottoman state implemented measures to restrict their entry and control their circulation (Demirel, 2007, pp. 31–39). These mechanisms operated across multiple scales: surveillance in Europe, control at points of entry (ports, railway stations, customs), and internal censorship, with foreign postal networks serving as a key vector of these flows. Despite these restrictions, many publications continued to cross borders and circulate clandestinely. These persistent mobilities reveal the limits of state control in the face of intensifying transnational circulation. The paper thus argues that Ottoman borders functioned not only as impermeable barriers, but also as dynamic sites of tension between mobility and sovereignty.

Session 7: Inequality Narratives in Mobility: Gendered, Peripheral, and Global South Alternative

Chair: Simone Fari	Date: 15 October (13:30-16:30)
Place: Faculty Meeting Room	

Müge Özbek	Women Walking in Late Ottoman Istanbul: Narratives of Urban Strolling
“Alternative mobilities” are often presented as a straightforward remedy to car dependency, yet shifts towards walking, cycling, public transport-led urbanism, shared mobility, or electrification frequently redistribute access, risks, costs, and everyday burdens in uneven ways. This session puts mobility inequalities at the centre of analysis and asks a simple but demanding question: when, how, and for whom do “alternatives” become viable—and at what social price? Rather than treating inequality as a secondary outcome, we invite contributions that examine it as a constitutive feature of transition processes: frictions around street space, safety and comfort, time poverty and care responsibilities, affordability, territorial disparities, and the unequal ability to influence decisions and narratives. These dynamics intersect with wider discussions about fairness and legitimacy in mobility change, but the analytical focus remains on inequalities as a concrete, researchable dimension of transition. We welcome conceptual papers that clarify what counts as an “alternative” across contexts, and methodological contributions that show how to study inequality without reducing it to a single metric or a moral binary. Especially welcome are case-based analyses that combine grounded evidence—voices, short narratives, micro-histories, ethnography, policy traces—with selected indicators, keeping both comparability and context in view. Possible angles include the social distribution and political construction of walkability and public space; cycling and metro-based mobility in the Global South; school escorting and care-related mobilities; unequal access and transition conflicts in rapidly changing policy environments; and gendered mobility regimes shaped by safety infrastructures and everyday norms. The session is conceived as hybrid, as some presenters—especially those based outside Europe—may be unable to attend in person. This format is intended to widen participation while preserving shared discussion. The session aims to sharpen a common analytical vocabulary and generate transferable research questions that can travel across cases while remaining sensitive to place, time, and lived experience.	

Tiphaine Robert	When Alternatives Became Alternatives. A Political History of the Motorways (Switzerland, 1920–1954)
“Alternative mobilities” are often presented as a straightforward remedy to car dependency, yet shifts towards walking, cycling, public transport-led urbanism, shared mobility, or electrification frequently redistribute access, risks, costs, and everyday burdens in uneven ways. This session puts mobility inequalities at the centre of analysis and asks a simple but demanding question: when, how, and for whom do “alternatives” become viable—and at what social price? Rather than treating inequality as a secondary outcome, we invite contributions that examine it as a constitutive feature of transition processes: frictions around street space, safety and comfort, time poverty and care responsibilities, affordability, territorial disparities, and the unequal ability to influence decisions and narratives. These dynamics intersect with wider discussions about fairness and legitimacy in mobility change, but the analytical focus remains on inequalities as a concrete, researchable dimension of transition. We welcome conceptual papers that clarify what counts as an “alternative” across contexts, and methodological contributions that show how to study inequality without reducing it to a single metric or a moral binary. Especially welcome are case-based analyses that combine grounded evidence—voices, short narratives, micro-histories, ethnography, policy traces—with selected indicators, keeping both comparability and context in view. Possible angles include the social distribution and political construction of walkability and public space; cycling and metro-based mobility in the Global South; school escorting and care-related mobilities; unequal access and transition conflicts in rapidly changing policy environments; and gendered mobility regimes shaped by safety infrastructures and everyday norms. The session is conceived as hybrid, as some presenters—especially those based outside Europe—may be unable to attend in person. This format is intended to widen participation while preserving shared discussion. The session aims to sharpen a common analytical vocabulary and generate transferable research questions that can travel across cases while remaining sensitive to place, time, and lived experience.	
Simone Fari/Miguel Pazos Oton	Walkability as Mobility Democracy: Reducing Inequalities in Pontevedra (2000s–2020s)
“Alternative mobilities” are often presented as a straightforward remedy to car dependency, yet shifts towards walking, cycling, public transport-led urbanism, shared mobility, or electrification frequently redistribute access, risks, costs, and everyday burdens in uneven ways. This session puts mobility inequalities at the centre of analysis and asks a simple but demanding question: when, how, and for whom do “alternatives” become viable—and at what social price? Rather than treating inequality as a secondary outcome, we invite contributions that examine it as a	

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Lyubomir Pozharliev

Fare-Free Transit: The Paradoxical Case of Belgrade

“Alternative mobilities” are often presented as a straightforward remedy to car dependency, yet shifts towards walking, cycling, public transport-led urbanism, shared mobility, or electrification frequently redistribute access, risks, costs, and everyday burdens in uneven ways. This session puts mobility inequalities at the centre of analysis and asks a simple but demanding question: when, how, and for whom do “alternatives” become viable—and at what social price? Rather than treating inequality as a secondary outcome, we invite contributions that examine it as a constitutive feature of transition processes: frictions around street space, safety and comfort, time poverty and care responsibilities, affordability, territorial disparities, and the unequal ability to influence decisions and narratives. These dynamics intersect with wider discussions about fairness and legitimacy in mobility change, but the analytical focus remains on inequalities as a concrete, researchable dimension of transition. We welcome conceptual papers that clarify what counts as an “alternative” across contexts, and methodological contributions that show how to study inequality without reducing it to a single metric or a moral binary. Especially welcome are case-based analyses that combine grounded evidence—voices, short narratives, micro-histories, ethnography, policy traces—with selected indicators, keeping both comparability and context

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Antonis Faras	Mobility between Technology and Mythology in the Vale Next to Mount Olympus
“Alternative mobilities” are often presented as a straightforward remedy to car dependency, yet shifts towards walking, cycling, public transport-led urbanism, shared mobility, or electrification frequently redistribute access, risks, costs, and everyday burdens in uneven ways. This session puts mobility inequalities at the centre of analysis and asks a simple but demanding question: when, how, and for whom do “alternatives” become viable—and at what social price? Rather than treating inequality as a secondary outcome, we invite contributions that examine it as a constitutive feature of transition processes: frictions around street space, safety and comfort, time poverty and care responsibilities, affordability, territorial disparities, and the unequal ability to influence decisions and narratives. These dynamics intersect with wider discussions about fairness and legitimacy in mobility change, but the analytical focus remains on inequalities as a concrete, researchable dimension of transition. We welcome conceptual papers that clarify what counts as an “alternative” across contexts, and methodological contributions that show how to study inequality without reducing it to a single metric or a moral binary. Especially welcome are case-based analyses that combine grounded evidence—voices, short narratives, micro-histories, ethnography, policy traces—with selected indicators, keeping both comparability and context in view. Possible angles include the social distribution and political construction of walkability and public space; cycling and metro-based mobility in the Global South; school escorting and care-related mobilities; unequal access and transition conflicts in rapidly changing policy environments; and gendered mobility regimes shaped by safety infrastructures and everyday norms. The session is conceived as hybrid, as some presenters—especially those based outside Europe—may be unable to attend in person. This format is intended to widen participation while preserving shared discussion. The session aims to sharpen a common analytical vocabulary and generate transferable research questions that	

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Filipe Marino

Overview of Passe Livre (Fair-Free) in Public Transport in Brazil: A Possible Future

The debate over zero tariff in Brazilian public transportation has moved beyond the margins of political discussion and entered the structural agenda of urban mobility. This shift takes place against a backdrop of systemic crisis: public transit lost 44.1% of its ridership between 2013 and 2023 (NTU, 2025), driven by the pandemic, the expansion of remote work, the growth of app-based transportation, deteriorating service quality, and fare increases unaccompanied by improvements in supply. A deeper structural contradiction compounds this picture: Brazilian fiscal policy has historically subsidized road infrastructure and private automobile use at the expense of quality public transit. Mobility, understood as a right rather than a commodity, thus constitutes a field of political and urban contestation. The study adopts a qualitative and analytical approach, combining a survey of municipal zero-tariff experiences across Brazil with an analysis of the regulatory framework, financing models, and disputes surrounding service concessions. The empirical focus is on Rio de Janeiro, which has emerged as one of the country's leading laboratories for free-fare policy, with 16 municipalities operating under universal fare-free regimes — proportionally the highest number nationally. The analysis draws on mobility justice (Sheller, 2018) and the right to the city (Harvey, 2012), situating Brazilian experiences within the broader international debate on urban accessibility and equity. Findings show that 136 Brazilian cities have adopted some form of zero-tariff model — a figure that has tripled in five years. These experiences indicate positive impacts on social inclusion, local economic activity, and partial ridership recovery. However, initiatives remain concentrated in small and medium-sized municipalities, concession disputes persist, and the absence of fare and modal integration limits systemic effectiveness. The paper concludes by interrogating whether free fare represents a genuinely viable future for most Brazilian cities, or remains fiscally and institutionally constrained to specific urban contexts.

Session 8: Identity, Culture and Mobility I.

Chair: Zoltán Csizmadia	Date: 15 October (13:30-16:30)
Place: REJUNIVA Room	

Márta Nárai/Stefánia Szabó	The Shifting Imprints of Borderland Existence on Local Social Structure, Mobility, and Settlement Identity
The aim of this presentation (paper) is to demonstrate, through the specific case of the border settlement of Hegyeshalom, how geopolitical transitions and a borderland position shape local society and mobility opportunities in the wake of historical and political events, while profoundly reforming settlement identity. Although the history of Hegyeshalom was determined by its geographical location even in its early periods, the structural spatial changes brought about by the postWWI Treaty of Trianon fundamentally transformed its status. It was at this juncture that Hegyeshalom became a crucial border settlement, serving as a defining rail and road checkpoint on the northwestern border of Hungary. This new function exerted a significant impact on both the size and the composition of the local population. Due to its substantial ethnic German population, Hegyeshalom was not spared from the forced displacements of 1946. From the late 1950s onwards, the opportunities available to residents were dictated by a closed border – the Iron Curtain – which strictly constrained human mobility. Decades later, following Hungary's accession to the European Union (2004), the opening of the border brought new opportunities and horizons for the settlement and its inhabitants. Today, the area is characterized by massive transit traffic; a large portion of commuters from the region to Austria pass through the village. Furthermore, due to cross-border employment opportunities, individuals from other parts of Hungary have relocated to the settlement, and in recent years, an influx of Slovak residents has also become characteristic. Drawing on academic literature, local history records, and our empirical research findings (primarily interviews), this presentation adopts a perspective spanning over more than a century to outline the processes that have generated major population movements in the settlement. These processes have significantly reshaped, and continue to reshape today, the composition and identity of the local population.	
Zoltán Bugovics	The Changing Tendencies of Local Identities and Genius Loci in the Scattered Farmsteads in the Sand Ridge Area of the Great Plain of Hungary
The paper focuses on the identity and community spirit of the residents of scattered farmsteads in the Great Plain of Hungary, who are experiencing socio-economic challenges driven by agricultural and geographical changes. The research investigates how residents of scattered farmsteads (specifically in the sand ridge area) maintain their identity and community	

spirit despite severe socio-economic, agricultural, and geographical challenges. Utilising a secondary analysis of in-depth interviews with current and former farmers, the study identifies the core "retaining forces" that allow these communities to persist and find hope for social mobility. The results indicate that the agricultural production of the scattered farmsteads is a central feature, and adverse changes would lead to the disappearance of the community landscape of the sand ridge area. Although the scattered farmstead communities may face eradication due to both socioeconomic and geographic challenges, the community spirit and genius loci remain unchanged and intrinsically reinforce the prospects of the farmstead residents. From the social mobility aspect, small-scale farmstead agriculture has bleak prospects; although most farmers retain strong beliefs in the community spirit and genius loci, the economic and geographical environment remains harsh. The paper concludes that the survival of these unique communities depends on the transformation of traditional "farming" into alternative forms of agriculture as a viable option to serve as the bridge to the future of this region. Agro-tourism leverages the genius loci to attract visitors and generate new revenue streams, while organic farming shifts rather toward high-value, sustainable ecological production that aligns with the preservation of the sand ridge landscape. Ultimately, these alternative pathways allow the physical farmsteads to remain sustainable while preserving the vital cultural identity and community spirit of the farming communities of the Hungarian Great Plain.

**Bettina Oszter/Zoltán
Csizmadia**

**Roots and Routes: Local Social Dimensions
of Residential Mobility in a Hungarian
Regional City Centre (Győr)**

The aim of this paper is to analyse the mobility intentions of the residents of a Hungarian regional city centre (Győr). Its primary objective is to identify the life stages and circumstances under which relocation intentions intensify, to determine which parts of the city residents are most inclined to leave, and to identify areas where a stable intention to remain is more common. This study is part of a larger research project on the local community and society of Győr and its key dimensions (such as integration, cooperation, or participation), one of which focuses on perspective. The analysis is based on qualitative research conducted between October and December 2025. A sample was constructed to reflect Győr's demographic structure with respect to gender, age, educational attainment, length of residence in the city, and neighbourhood of residence. The findings indicate that younger residents, although they express attachment to the city, exhibit high mobility and do not view Győr as the final stop in their life journey. Among middle-aged respondents, particularly those with stable socioeconomic positions, the idea of moving away from the city entails high financial and lifestyle costs, limiting their mobility. For those over 60, there is a strong sense of home, with their concerns being maintaining current living conditions, health,

and proximity to family. Relocation considerations arise only in specific situations, such as moving to a smaller settlement after retirement. Regarding educational background, individuals with an upper-secondary qualification feel attached to the city but remain open to relocating. University graduates view the city as a consciously chosen living environment, yet they have a broader mobility horizon, considering both international migration and moves to other large cities as realistic options. Those with less than an upper-secondary education tend to focus more on everyday living and the desire to stay in place.

Dobromir Kaźmierczak

Presenting the Pedestrian Perspective: The Case of Bytom Pieszy

Research on walking increasingly demonstrates the environmental, health, economic and social benefits of pedestrianfriendly urban environments. Despite this growing body of evidence, pedestrian-oriented policies and investments often encounter scepticism or resistance. This raises a broader question: how do people respond when they are invited to see the city from a pedestrian's perspective rather than a motorist's perspective? This presentation examines "Bytom Pieszy" ("Bytom on Foot"), a social media project documenting the city of Bytom from the viewpoint of people moving through it on foot. Through photographs, observations and commentary, the project highlights urban features, everyday experiences and spatial details that often remain unnoticed when travelling by car. This presentation considers Bytom Pieszy not only as a local urban blog but also as an experiment in presenting the pedestrian perspective. The project provides an opportunity to observe how audiences react when familiar urban spaces are viewed through a pedestrian lens. Particular attention will be given to discussions generated around selected posts and to the variety of responses they provoke. The presentation will explore whether such reactions can provide insights into broader public attitudes toward walkability, pedestrian-oriented urban design and the role of walking in contemporary cities. It will also consider how social media may function as a tool for communicating the pedestrian perspective and for identifying cultural barriers to the acceptance of pedestrian-friendly policies. The case of Bytom Pieszy suggests that promoting walkability may require not only physical interventions in urban space but also new ways of helping people perceive and interpret the city around them.

**Ádám Páthy/Judit
Berkes/Katalin
Mezei/Péter Tóth**

Estimating Effective Residential Population in a Medium-Sized Central European Town under Conditions of Increasing Mobility

Increasing mobility poses growing challenges for estimating urban populations. In many Central European cities, commuting, cross-border labor mobility, suburbanization, and temporary residence have weakened the relationship between officially registered population and actual residential presence. Consequently, administrative statistics may

underestimate the number of people effectively living in a city and using its infrastructure and services. This issue is particularly relevant in border-region urban areas characterized by intensive labor-market interactions and high levels of population mobility. This study develops a hybrid framework to estimate the effective residential population of Mosonmagyaróvár, a medium-sized Hungarian town near the Austrian border. In recent decades, the city has experienced substantial demographic and housingmarket changes associated with cross-border employment and regional mobility. The methodology combines two complementary estimation paradigms. The first comprises functional approaches based on residential utility consumption and housing occupancy indicators. Household water and electricity consumption data are analyzed using benchmark settlements with comparable demographic and urban characteristics, enabling estimations through regression-based and ratio-based models. The second comprises morphological approaches, including housing stock analysis, residential density indicators, and spatial population modeling based on GIS and remote-sensing-derived datasets. The study argues that mobility-related demographic change requires population estimation methods that move beyond administrative records. Morphological approaches primarily estimate residential capacity and spatial distribution, whereas functional approaches are more sensitive to effective habitation and actual resource use. Housing occupancy serves as a conceptual bridge between the two perspectives. Results reveal a consistent discrepancy between the officially registered population and the estimated effective residential population. Independent estimation procedures converge toward a population surplus of approximately 15% relative to official statistics. The findings suggest the existence of a substantial latent residential population associated with mobilityrelated processes. More broadly, the study demonstrates the value of integrating functional and morphological approaches for analyzing the demographic consequences of increasing mobility.

**Ádám Páthy/Tamás
Hardi**

**Growing Mobility, Limited Polycentricity:
Commuting and Socio-Spatial
Transformation in Hungary, 2001–2022**

Daily commuting moves growing numbers of people across Europe, and these mobility patterns not only serve as an indicator of changes in spatial structure but also help examine social processes. In Hungary, the number and proportion of daily commuters have grown significantly over the past two decades (the number of commuters has nearly doubled, and their share of the total workforce rose from 30% to 42% between 2001 and 2022). The spatial nature of commuting has also changed (the average commuting distance increased from 20 to 34 kilometers during the same period). In our presentation, we seek, on the one hand, to determine whether, in the case of Hungary—characterized by an extremely monocentric spatial structure—economic transformation have led to a

shift toward polycentric development over the past two decades. Second, we examine how commuting patterns, which have undergone significant transformation, relate to shifts in the socio-spatial structure. Our analysis is based on detailed commuting data from the last three censuses (2001, 2011, 2022), which allow us to examine the full spectrum of inter-settlement labor mobility. In addition to examining commuting patterns, we focus on small employment centers—settlements that attract between 300 and 10,000 commuters. The aim is to examine whether medium-sized cities exhibiting metropolitan and agglomerative development are emerging within Hungary's spatial structure; whether they are developing toward a polycentric urban structure and could serve as counterpoints to the Budapest region that dominates Hungary. Another important question is whether small centers are emerging in the areas outside urban regions, whose development could counteract the increasingly strong pull of the monocenter and retain workforce. Beyond recording changes in commuting motivations, we seek to capture the social impacts of the spatial transformation of the labour market by using data on socio-economic development and local social structures.



Session 9: Identity, Culture and Mobility II.

Chair: Nóra Horváth	Date: 15 October (13:30-16:30)
Place: Barsi Ernő Hall	

Tamara Böcz/Péter Tóth	Inner-country Mobility among Hungarian Sex Workers
It is well known and has been the subject of much analysis and research that the market of sex work is volatile when viewed in a global context: some countries are more likely to be sending countries, while others are more likely to be receiving countries in this system. Demand and supply are influenced not only by local regulations in each country but also by economic regulations, and in the case of sending countries by the local labor market, local social benefits, and local career opportunities. But can a similar mobility trend be demonstrated between regions and settlements of a given country, where most of the factors influencing demand and supply described above are the same? What is the scale of this mobility? What percentage of sex workers provide services in a permanent location and what percentage change? If they do, how often do they do it? Who among them is willing to do so? Which are the sending and receiving regions and settlements of Hungary in this respect? Does the distribution of service providers and its changes in the country show any regularity, can it be explained by differences from regional data sets? We intend to answer our scientific questions by analyzing the data of one of the Hungarian sex partner search sites, the data set of which was first downloaded in full in 2023. We have now undertaken to supplement the data set within the framework of a longitudinal study (with twice-weekly updates) with which location changes can also be detected and tracked. The available socio-demographic data (age, place of residence, place of service, language skills) of the service providers from the anonymized database were also used as proxies, and for the data on settlements and regions, census and additional territorial data from the TEIR databases were added.	
Adél Vehrér/Emese Lengyel	Mobility as Cultural Representation: Foreign Performances of Romani Bandleaders in the Public Discourse of Pesti Hírlap (1880–1910)
This presentation examines the representation of Romani bandleaders (cigányprímás) in the Hungarian daily newspaper Pesti Hírlap between 1880 and 1910, focusing on the relationship between cultural mobility, media discourse, and national representation. The research explores how the contemporary press constructed the figure of the Romani bandleader as a symbolic mediator of “Hungarian music” abroad and how foreign performances became connected to narratives of national identity and cultural prestige. The study is based on the qualitative analysis of newspaper articles identified through the Arcanum Digital Science Library. Using keyword-based searches and discourse analysis, the	

research investigates the rhetorical patterns, geographical references, and representational strategies through which Romani musicians performing in Vienna, Berlin, Paris, London, and overseas locations were presented to Hungarian readers. The methodological framework combines approaches from cultural history, media studies, and mobility research. The presentation argues that the mobility of Romani bandleaders was represented not simply as geographic movement, but as a form of cultural mediation through which Hungarian national identity was symbolically performed in international contexts. At the same time, press narratives often romanticized and exoticized Romani musicians, positioning them simultaneously as representatives of Hungarian culture and as ethnically “other” figures within the public imagination. By examining historical press discourse, the presentation seeks to contribute to broader discussions on musical heritage, transnational cultural mobility, and the role of the media in shaping cultural memory at the turn of the twentieth century.

Charlotte Rottiers

Railing Transnational Identities: Semi-Public Interiors and European Identity Formation along the Simplon-Orient Express, 1920-1940

In interwar Europe, the Simplon-Orient Express traversed Europe via the Simplon-tunnel, a transnational route connecting distant cities across newly drawn borders after the collapse of empires. Rather than merely crossing these borders, the rolling stock and hotel infrastructure of the Belgian-French Compagnie Internationale des Wagons-Lits produced an alternative spatial order: a continuous material environment in which a collective, pan-European bourgeois identity was negotiated and transferred regardless of the national boundaries it crossed. While the technoscientific integration of European railway networks during this period is well studied, the role of semipublic interior spaces as sites of transnational European identity formation remains underexplored. Bourgeois communities identified less with national narratives than with the transnational cosmopolitanism embodied in luxury train travel. Technological innovations integrated into wagon interiors, from heating systems and sanitary installations to electric lighting and evolving spatial layouts, functioned as legible markers of modernity and exclusivity that signified membership in a community defined by mobility and socio-economic class. Approached as architectural spaces and designed objects, these interiors formed a material continuum with grand hotels and social spaces along the route, frequented by international travellers, tourists, and local elites alike, producing a coherent spatial system that reinforced shared values across fixed and mobile spaces alike. In addition, CIWL's visual culture, from the designed and curated interior spaces to ticket offices and the advertisement materials like travel posters and promotional brochures, reinforced these transnational identities while simultaneously exoticising the landscapes and communities through

which the trains passed. This paper presents early findings from a newly started research project on transnational identity formation along long-distance train routes, such as the SimplonOrient Express. It draws on original archival research, a wide array of visual materials, and methodologies from architectural history, material culture studies, mobility studies, and interior design history.

Adam Borch

Scandinavian Travellers on the Trans-Siberian Railway in the Twentieth Century: Carsten Jensen and Rosa Liksom

Apart from the Orient Express, the most renowned railway in the world is, arguably, the Trans-Siberian Railway. Like the Orient Express, the Trans-Siberian Railway's fame is undoubtedly linked (at least partly) to the large number of travel accounts – fiction as well as non-fiction – that has been written about it since it began operations in 1891 (Åkermark 1972). The literary and cultural representations of the Trans-Siberian Railway has been the focus of some scholarly attention (Kozachenko 2016; Mingati 2018; Braden 2024), but, arguably, not as much as one could expect. There is still much we do not know about its allure. This paper looks to broaden our understanding of how the Trans-Siberian Railway has been represented and interpreted by authors and writers, especially during the second half of the twentieth century when the airplane overtook the train as the main mode of long-distance travel. It does so through readings of two literary works focused on the Trans-Siberian Railway: Danish author Carsten Jensen's (non-fictional) travelogue 'Jeg har set verden begynde' (I Have Seen the World Begin) (1996) and Finnish author Rosa Liksom's (fictional) novel 'Hytti nro 6' (Compartment No. 6). By zooming in on works by two writers from (broadly speaking) Scandinavia, the paper also draws attention to the experiences of passengers from a region who in this context has received little scholarly attention (Zerlang (2023, 2025) being a notable exception).

**Nóra Horváth/Dóra
Dergez-Rippl**

Greek Antiquity, the Eternal Contemporary: Spatial and Mental Orientations, Imagined and Represented Mobilities in the Past and in the AI Era

"All my life I have dreamt of travels, possible and impossible; travels in space and travels in time, travels into other bodies and into alien minds." (George Santayana)

For centuries, Greek Antiquity has powerfully influenced the cultural life of Europe and the United States. From legal theory and the arts to the interpretation of religion, the footprints of Greek civilization can be found everywhere. In past centuries, those who wished to identify with the culture of the Greek world could deepen their knowledge and passion through reading, research, and travel. In the 21st century, external and internal journeys are now supported by online courses, digital archives,

mobile applications (such as augmented reality (AR)) etc. Technological advancements have also perfected means of transport and the comforts associated with travel; thus, it can be said that people today travel in a completely different way than their ancestors did. Or do they? We examine those elements of the travel experience that do not shape external physical characteristics, but rather create psychological well-being—or, conversely, psychological fatigue. We explore theoretical directions related to travel, such as: the relationship between mobility and digital identity, travel as art, the tradition of the internal journey in the history of ideas, the interpretive frameworks of well-being as a social benefit in contemporary mobility discourse. We would like to draw attention to the fact that our journeys are not limited to external aspects, but in every case become a part of our identity and shape our spiritual and mental lives. We seek to answer whether, amidst the many innovations related to travel, we recognize the ancient cultural dynamics behind the phenomenon (spiritual life, art, identity change, and preservation). These dynamics help us not only to navigate external destinations or society, but also to navigate ourselves while preserving and further building our individual well-being.

**Kinga Cseri/Boglárka
Boldizsár**

**The Ontological Paradox of Digital Mobility,
Bodily Anxiety, and the Possibilities for
Intersubjective Openness**

This study examines the ontological paradox of digital mobility, in which the immobility of the physical body intersects with the boundless scope of movement enabled by digital infrastructures. In this context, individuals may experience ontological insecurity as a tension between physical rootedness and virtual expansiveness, which challenges the unity of the subject. The postmodern significance of this issue lies in the fact that the term 'mobility' transcends physical displacement and, through continuous networked reconfiguration, establishes presence within virtual spaces. The research aims to determine whether, within networked existence, technology can catalyze intersubjective understanding and global connection rather than merely facilitate alienating mediation. The research explores a dual dynamic. On the one hand, it analyzes the psychosomatic tensions created by technological mediation and changes in the experience of security. On the other hand, it examines the moral possibilities inherent in digital existence, which may result in a new openness to the world. Our central question concerns the experience of 'experiential authenticity'; whether existing interactions through technological networks qualify as genuine connections for the user, or physical presence remains the exclusive arena for deeper human bonds. In this sense, authenticity is no longer a function of physical immediacy, but is rooted in the depth of the meaning-making and emotional responses generated during interaction. This constant metamorphosis offers the possibility of a radical intersubjective openness, which enables the self to assume global responsibility beyond physical boundaries. The innovative nature of the research lies in its integrative approach to digital

mobility. Alongside the risk of bodily anxiety, it recognizes cross-border empathy as an opportunity for transcendent connection. The methodological basis of the study is a questionnaire completed by user groups of artificial intelligence, aimed at mapping the impact of the most modern technological interactions on human presence and the ethics of openness.



Session 10: Railways, Borders and State Formation

Chair: Nirali Joshi	Date: 16 October (9:00-12:00)
Place: REJUNIVA Room	

Remigiusz Grochowiak	One Tramway, Two Nations: The Polish-German History of Poznań's Urban Transport
The history of Polish-German relations in the 20th century was strongly shaped by the two world wars. Because of them, the border regions and their inhabitants changed state affiliation several times. This can be clearly seen in Poznań – the capital of the Polish region of Wielkopolska and the former German province of Posen – where German and Polish influences mixed together. Since 1880, however, all residents were connected by one common element of everyday life: the tram system. This paper presents the 145-year history of the Poznań tramway system as a study of continuity and change in urban mobility in Central Europe. During its existence, the public transport company worked under different political systems, administrative structures, and cultural environments: from the German Posener Strassenbahn before 1918, through the Polish Poznańska Kolej Elektryczna in the interwar period, again as Posener Strassenbahn during the German occupation between 1939 and 1945, and finally as the post-war Polish transport company which later became today's MPK Poznań. The paper does not focus only on the history of transport itself, which developed together with the city, but also looks at it from a wider social and organisational perspective. It tells the story of people's love for trams, which allowed workers from two conflicting nations to find common understanding and to work together despite changes of ownership and nationality within the company. Thanks to many years of cooperation with Polish and German researchers, a large number of archival materials, personal memories, and company documents, the paper presents this issue from both perspectives. In this way, it hopes to make another small step toward the mutual understanding of our histories, connected here by a permanent element of everyday city life – the tram.	
Leandro Stacchini	The Language of State-Building: A Comparative Digital Analysis of Railway Nationalization Rhetoric in Italy and Japan (1890-1907)
This paper explores the transition from fragmented private networks to unified state systems as a fundamental restructuring of logistics and state sovereignty. Focusing on post-unification Italy and Meiji Japan, the study analyzes how railway nationalization (1905–1906) served as a primary geopolitical strategy for "late comer" nations to overcome pre-modern territorial fragmentation and consolidate national power. The research utilizes an innovative digital history methodology, applying Natural Language Processing (NLP) to large datasets of parliamentary proceedings from the Italian Chamber of Deputies and the Japanese	

Imperial Diet. This approach allows for a quantitative and qualitative mapping of how political rhetoric and infrastructure policies evolved into an "asynchronous convergence" toward the State. In Japan, the rhetoric surrounding the 1906 Railway Nationalization Act was heavily driven essentially by military logistics and strategic "unification". The fragmentation of 17 private companies was identified as a logistical risk during the RussoJapanese War, shifting the debate toward "Military Purpose" and state control. In contrast, the Italian discourse leading to the 1905 nationalization was dominated by economical and financial thematics. The primary rhetorical driver was the failure of the 1885 private conventions and the need to resolve a deep financial crisis to ensure a functioning national market. Ultimately, this study try to demonstrate that nationalization was not merely a technical change but a process of dissolving "internal borders" to create a unified logistical space. By quantifying parliamentary language, the paper reveals how both nations used the railway as a vector of modernization to secure their borders and assert their sovereignty in an increasingly globalized world.

**Federico Meneghini
Sassoli**

**Shifting Borders and Networks: The
Lombardo-Veneto Railways 1841-1866**

This paper examines the Lombardo-Venetian railway network between 1841 and 1866 as a case study for understanding the complex relationship between shifting political borders, infrastructural development, and cross-border mobility in nineteenth-century Europe. Developed from the 1840s under Austrian imperial rule and later progressively reconfigured during Italian unification, these railways illustrate how transport infrastructures both responded to and actively reshaped political and territorial transformations. Focusing on major lines such as the Milan–Venice corridor and the connection between Venice and Trieste, the study analyses how railways functioned simultaneously as instruments of imperial control, economic integration, and facilitated mobility. Particular attention is paid to the impact of changing sovereignty on regulatory regimes, logistical priorities, and patterns of circulation, showing how infrastructures were reinterpreted as political contexts evolved. Networks originally designed for specific imperial purposes had to be adapted as they passed into new political hands. Adopting a longitudinal approach and drawing on both archival and bibliographical sources, the paper demonstrates how the Lombardo-Venetian railway system confronted shifting borders that changed multiple times over a relatively short period. As a result, progressively larger sections of the expanding network were reoriented to fit new political and economic frameworks, while the remaining parts of the earlier system had to be restructured to compensate for lost connections. At the same time, the study highlights the persistence of certain infrastructural patterns alongside the reconfiguration of borders and state authority. By situating this case within broader debates on mobility, logistics, and state formation, the paper contributes to discussions on the development of cross-border mobility,

showing how nineteenth-century infrastructures prefigured later entanglements between transport networks and international strategy.

Krisztina Kállai

Terror Threat Against Railway Infrastructures and the Development of State Security Policy Responses in Central and Western European Region

During the Cold War, railway infrastructures across Central and Western Europe increasingly came to be perceived not merely as components of national transportation systems, but as strategically significant elements within the broader architecture of state security and geopolitical competition. In the countries of the Eastern Bloc, railway networks were subjected to extensive state supervision and securitization processes, as political authorities regarded them as particularly vulnerable to ideological defection, espionage activities, sabotage, and other forms of politically motivated disruption. At the same time, in Western European states, concerns surrounding infiltration, intelligence operations, and cross-border security threats likewise contributed to the expansion of surveillance mechanisms and protective state measures associated with rail transportation systems. Consequently, railways gradually evolved beyond their conventional role as instruments of mobility and economic integration, becoming highly symbolic and operational spaces within the geopolitical tensions of the Cold War era. This presentation examines the ways in which state authorities in both Central and Western Europe developed and institutionalized railway security policies in response to evolving political and ideological threats, while simultaneously attempting to balance the competing imperatives of open mobility, economic cooperation and state control and it also demonstrate how railway infrastructures functioned not only as logistical networks, but also as manifestations of political power, ideological confrontation, and state sovereignty. Furthermore, the presentation highlights how the perceived vulnerability of railway systems influenced concrete governmental responses and security strategies amid the broader climate of ideological confrontation and geopolitical instability characteristic of the Cold War period.

Nirali Joshi

Traversing Borders, Producing Borders: Thinking about the Railway

Bringing insights from border studies, infrastructure studies, and critical geography into dialogue, this paper conceptualises the railway as a site where territorial power is simultaneously consolidated, fragmented, and challenged. Historically, railways have played a central role in extending state power, integrating peripheral regions, and rendering territory governable. In doing so, they have absorbed, displaced, and reconfigured existing political, social, and spatial boundaries. While considerable attention has been paid to the role of railways in overcoming distance and territorial division, less attention has been given to the ways railways

generate, reconfigure or challenge borders through, and within, their own spaces, techno-legal regimes, infrastructures, governance structures, and operational logics. This paper offers a historically, geographically, and conceptually broad account of how railways both produce and subvert borders. Drawing on examples ranging from the relationship between railways and the evolution of trespass law to the railway's role as a refuge for marginalised populations and the growing enclosure and securitisation of railway space, it examines bordering as a process that operates across territorial and socio-spatial domains through formal and informal practices, techno-legal arrangements, and everyday social relations. In doing so, it argues that railways are distinct infrastructures through which borders are continually produced, negotiated, and contested.



Session 11: Student Mobility and Internationalisation

Chair: Katalin Bándy	Date: 16 October (9:00-12:00)
Place: Faculty Meeting Room	

Anikó Makkos	International Student Mobility as a Linguistic Experience: Student Perspectives from Higher Education
International student mobility is often seen as an important part of higher education internationalization because it can support academic development, intercultural learning, and personal growth. Although previous research has examined many outcomes of student mobility, students' linguistic experiences have received less attention, especially in programs that provide little or no formal language preparation. Language strongly influences how students participate in academic and social environments, yet it is often treated as a secondary or implicit aspect of mobility. This study investigates how students describe and reflect on language use during international mobility experiences in higher education. The research draws on written narratives and reflective accounts produced after short-term mobility programs. Using a qualitative, exploratory approach informed by narrative inquiry and discourse-sensitive analysis, the study examines how students discuss linguistic challenges, participation in English-medium instruction, and their experiences of communication, inclusion, and adaptation. The findings show that students' linguistic experiences vary considerably. Some participants described feeling confident and actively engaged, while others reported uncertainty, limited participation, and difficulties communicating. In many cases, students interpreted these challenges as personal shortcomings rather than as part of broader institutional or interactional conditions. The accounts, therefore, present mobility not as a uniformly positive or transformative experience, but as a complex process shaped by language expectations and communicative contexts. By focusing on students' own perspectives, this study offers a more detailed understanding of the role language plays in international student mobility. The findings may help higher education institutions develop more effective forms of support for students during mobility programs and highlight the need to address linguistic aspects of internationalization more explicitly.	
Zsuzsanna Pálffy/Julianna Fejes-Nádai	From Student Mobility to Regional Embeddedness: A Systematic Literature Review and Conceptual Model of International Student Retention
International students are increasingly positioned as strategic actors in higher education, labour market and regional development policy. Their potential contribution extends beyond temporary educational mobility: after graduation, they may help address labour and skills shortages,	

strengthen regional knowledge bases and support local talent retention. This issue has become especially relevant in the European Union, where policy initiatives increasingly emphasise learning mobility, skills development and the attraction of third-country talent. However, despite the growing number of international students, the transition from study-related mobility to post-graduation labour market integration remains uncertain, and graduate retention rates continue to be limited in many host countries. This article develops a systematic literature review-based conceptual model of international student retention and regional embeddedness. Following the PRISMA protocol and using a SPIDER-based search strategy, the study reviews academic literature on international student mobility, post-study stay intentions, labour market integration, place attachment, institutional support and regional embeddedness. The aim is to identify the key dimensions through which international students' intention to remain in the host country after graduation is shaped. The review shows that retention is not determined by labour market opportunities alone. While employability, expected income, career prospects and access to professional networks are central factors, students' post-study intentions are also influenced by university integration, institutional services, perceived social acceptance, cultural adaptation, personal relationships, quality of life, legal-administrative barriers and emotional attachment to place. Based on the reviewed literature, the article proposes a framework linking university-related, labour market-related, social-cultural and place-based factors to international students' post-graduation retention intentions. The framework contributes to the literature by connecting international student mobility with regional embeddedness and offers a theoretical basis for future empirical research.

Júlia Hajszán

Spatial Patterns of Generation Z Labour Mobility in Europe

The paper analyses the spatial patterns of Generation Z labour mobility across Europe from a regional economic perspective. It investigates how regional inequalities, labour market structures, and infrastructural conditions shape the geographic distribution and mobility of young workers. The study relies on Eurostat, OECD, and World Bank datasets at the NUTS2 level. It applies spatial comparative analysis and cluster techniques to map youth employment patterns, interregional mobility, income disparities, and connectivity indicators. Rather than treating mobility solely as physical migration, the paper conceptualises it as a response to uneven regional development and changing labour market accessibility, including the growing role of digital and hybrid work environments. The analysis highlights persistent core-periphery structures in Europe, particularly the East-West divide, as well as the role of metropolitan regions as labour attractors. The study contributes to understanding Generation Z within European spatial-economic

restructuring and provides a data-driven framework for analysing youth labour mobility without primary data collection.	
Ildikó Lőrincz/Zsuzsanna Pálffy/Zoltán Ködmön/Júlia Szőke	Sustainable and Inclusive Quality Education as a Pathway to Mobility
Sustainable development in higher education is understood not only as an environmental concern, but also as a question of equity, inclusion, quality and human mobility. In this sense, quality education can be interpreted as a key condition for enabling students' social and territorial mobility, particularly in fields where future graduates are expected to work with diverse social groups and contribute to inclusive societies. This study examines how students in social sciences-related higher education conceptualise sustainability, quality education, inclusion and student engagement. The research is based on a two-step design. First, a systematic literature review is conducted following the PRISMA protocol in order to identify the main theoretical and empirical dimensions linking sustainable development, quality education, inclusive higher education and human mobility. Second, interviews were conducted to explore students' interpretations, experiences and perceived opportunities for participation. The empirical phase focuses on students enrolled in social sciences and humanities-related programmes at a Hungarian higher education institution. The interview addresses how students define sustainability and development, whether they consider quality education equally accessible, and how they interpret the role of inclusive universities. Particular attention is paid to students' own opportunities: how they understand their responsibility in shaping sustainable quality education and how active participation in university life may support inclusion and mobility. The expected contribution of the study is twofold. First, it offers a student-centred interpretation of sustainable quality education in the context of social sciences higher education. Second, it highlights how inclusive educational environments can strengthen human mobility by reducing barriers to participation, supporting diverse student pathways and enhancing students' capacity to act as agents of sustainable social change. Third, this study extends previous research conducted at the university under investigation – which explored faculty members' perceptions of high-quality and sustainable higher education – by incorporating the perspectives of students as well.	
Katalin Bándy/Attila Vermes/ZhiWei Gou	Educational Resource Allocation, Human Capital Structure, and Income Inequality: Spatial Evidence from Western China
This study examines the relationship between high-speed rail development and labour mobility in China, with a specific focus on the Beijing - Tianjin corridor. The research investigates how the construction of China's high-speed rail network reshaped regional economic relations,	

commuting patterns, and labour market accessibility through the theoretical frameworks of time-space compression, regional convergence / divergence, and the daily urban system. The study explores how transport infrastructure development altered the spatial organization of work and residence by increasing commuting distances and reducing travel times between metropolitan and peripheral areas. Particular attention is given to whether highspeed rail contributed to balancing regional labour shortages by improving labour circulation, or whether it intensified regional inequalities through the concentration of economic opportunities in major urban centres. The research also analyses how rural and smaller-town workers gained access to employment opportunities in Beijing and Tianjin, and whether the railway network stimulated local development in smaller settlements or instead accelerated economic and demographic outmigration. Beyond mobility patterns, the study evaluates the measurable economic and social impacts of high-speed rail infrastructure, including employment restructuring, regional investment attraction, changes in housing and land values, and shifts in daily commuting behaviour. The Beijing - Tianjin line provides an especially relevant case due to its role as one of China's earliest and most influential high-speed rail connections, linking two major economic centres while affecting numerous intermediate settlements. By combining perspectives from transport geography, regional economics, and urban studies, the research aims to contribute to broader debates on infrastructure-led development and the socio-economic consequences of high-speed rail systems in rapidly urbanizing regions.

Andrea Csapó-Horváth

Language, Culture, and Mobility: Study Migration as Reflected in University Students' Narratives

Globally, higher education institutions' strategies focus on internationalization, particularly international student mobility. At the same time, the literature on student mobility has predominantly focused on the Erasmus program and Western European contexts, while empirical research on newer forms of mobility linked to Central Europe—such as the Pannonia program—has remained limited to date. This research aims to address this gap by presenting Hungarian students' lived experiences of studying abroad through their own narratives. This study examines university students' adaptation to international environments, focusing specifically on language challenges, cultural differences, and variations in educational culture. Twenty semi-structured, in-depth interviews were conducted with students who participated in the Pannónia program in 2025, each of whom spent at least one academic semester abroad. The targeted sampling produced a heterogeneous participant group, ensuring diversity in fields of study and host countries, which supports a multidimensional analysis of the program's operations and impacts. A qualitative content analysis of the interviews highlights mobility experiences across three main dimensions. In the linguistic dimension,

students reported initial anxiety regarding technical terminology when using English as a lingua franca, followed by rapid improvement in their proficiency. In the area of cultural differences, the research examines experiences of intercultural encounters, patterns of social interaction, and the formation of student identity in the host countries. Finally, the analysis of educational experiences highlights the clash between domestic and foreign pedagogical cultures. The results show that increased scholarship amounts and an expanding geographical scope effectively offset initial administrative concerns. By developing pragmatic strategies, participants interpreted mobility as an opportunity for personal development and career building. The research thus fills a gap by contributing to the impact assessment of new domestic mobility models.

**Judit Glavanits/Jácint
Ferencz**

**Between Mobility Aspirations and Actual
Behaviour: Foreign Employment Attitudes
among Hungarian Young Adults**

International youth mobility is widely discussed as a central feature of school-to-work transitions, human capital accumulation, and early career development in Europe. Prior research shows that mobility intentions among young people are often shaped by expected labour-market advantages, career prospects, and perceived opportunities abroad, while the transition from favourable attitudes to actual job-search behaviour is less straightforward. The presentation for the conference is based on a questionnaire survey conducted among 271 respondents aged 18–30 years. The sample had a mean age of 21.86 years; 52.0% were women and 48.0% men. Attitudes toward foreign employment were measured on five-point Likert scales, and the data were analysed using descriptive statistics and correlation analysis. The findings indicate that foreign employment was perceived positively by a substantial proportion of respondents. Overall, 71.2% agreed that job opportunities are better abroad than in Hungary, 69.4% believed that young people should gain work experience abroad, and 78.6% considered foreign work experience advantageous for future labour-market opportunities in Hungary. At the same time, active job-search behaviour abroad remained relatively low ($M = 1.89$; $SD = 1.16$), and only 11.8% of respondents reported actively searching for employment opportunities outside Hungary. Correlation analysis showed that attitudes toward foreign employment were not significantly associated with either age ($r = -0.007$, $p = .903$) or gender ($r = 0.034$, $p = .581$). Respondents who were currently employed demonstrated slightly more positive attitudes toward foreign employment, although the relationship was weak ($r = -0.122$, $p = .044$). These findings suggest that, among Hungarian young adults, international labour mobility is primarily interpreted as a potential career-development opportunity and a symbolic form of mobility rather than an immediate migration strategy, highlighting the gap between favourable mobility attitudes and actual labour-market behaviour in the context of contemporary youth transitions.

Session 12: Mobility Law and Governance

Chair: Péter Váczi	Date: 16 October (9:00-12:00)
Place: Barsi Ernő Hall	

József Krenner	Cross-Border Mobility and Road Safety: Legal and Enforcement Responses to Tourist, Technological and Urban Traffic Risks
Modern mobility is no longer limited to everyday travel within one country. Tourists, foreign drivers, dense urban traffic and digital control systems all create new road safety questions. This paper examines how legal rules, enforcement tools and targeted road safety measures can respond to traffic risks that appear in such mobile environments. The analysis is based on the author's doctoral research on the relationship between situational crime prevention and road safety. The main question is simple: when mobility becomes more international, faster and more technology-based, what makes traffic rules really enforceable? The paper uses the concepts of situational crime prevention and environmental criminology, but applies them in a practical road safety context. It focuses on three elements: the identification of road users and vehicles, technology-based enforcement, and the protection of risky points in the transport infrastructure. The empirical part uses examples from Hungary and Mauritius. Mauritius is a useful case because international tourism, left-hand traffic, a growing vehicle fleet and camera-based control appear together in a small but complex road network. The Hungarian examples show similar questions in a European urban context, especially at pedestrian crossings, busy junctions and automated enforcement points. The paper argues that road safety cannot be improved only by calling for more careful behaviour. Rules must be clear, visible and enforceable. Authority presence, camera systems, penalty points and targeted infrastructure measures can act as "capable guardians" in traffic situations. The main contribution of the paper is to connect cross-border mobility with a practical law enforcement question: how can public authorities reduce road safety risks when people, vehicles and traffic cultures move across borders?	
Clara Glachant/Frauke Behrendt	Legitimising Fatbikes and Mobility Justice – Preliminary insights from the Netherlands
Fatbikes, which are electric bicycles with oversized tires and chunky frames, have gained popularity across European cities, yet their emergence has sparked controversy around regulations and spatial conflicts. Such controversies are often paired with judgments about who fatbike riders are, how they move, and whether they are seen as legitimate users of urban space. These debates are especially prominent in the Netherlands, where strong cycling normativity does not equally accommodate all forms of cycling. The Netherlands also have history of high uptake of mopeds. This paper examines how fatbike riders make	

sense of their contested position within Dutch mobility culture, drawing on legitimacy as a conceptual lens, contextualised with a long-term perspective on Dutch cycling and moped culture since the 1970s. We develop a framework that connects legitimacy struggles to mobility justice, particularly around recognition and epistemic dimensions, and apply it to an explorative qualitative study of fatbike riders in the Netherlands. The analysis considers three dimensions of legitimacy: regulatory, infrastructural and spatial, and cultural, and how they change over time. Findings show that fatbike experiences are diverse and marked by recurring frictions with dominant cycling norms through stigmatised rider identities, regulatory ambiguity and conflicts over urban space, historically contextualised. The findings contribute to mobilities scholarship on contested micromobilities, and offer recommendations for more inclusive transport policy, within the Netherlands and beyond.

Andrea Ferdics

Legal Routes of Minority Mobility: Minority-Oriented Extraterritorial Citizenship in the Visegrád Four

The discussion of extraterritorial citizenship usually appears within the context of sovereignty, minority protection and the concept of the nation. This presentation, however, emphasises a complementary interpretation: extraterritorial citizenship, especially its form designed for minorities, may be understood as a legal infrastructure of cross-border mobility. The extension of citizenship to minorities living outside the kin-state may be connected to repatriation, but it may also take place without physical migration. It creates transnational citizenship relations which, before the wider spread of multiple citizenship, could have operated only in a much more limited manner. To make these routes visible, the research narrows the examined states to the Visegrád Four. Extraterritorial citizenship, complemented by the European Union's right to free movement and residence, access to the EU labour market and other rights deriving from EU citizenship, may provide minorities with a form of legally mediated mobility. By examining the relevant regulations of the V4 states and their legal significance, a kind of legal road network appears on the map, through which extraterritorial citizens may move. Mapping these legal routes may make visible the mobility-generating function of extraterritorial citizenship. On this basis, the presentation also examines the legitimacy of this legal institution. At the same time, its mobility-promoting function can only be interpreted within the limits of sovereignty, EU law and international law, and with the maintenance of an appropriate standard. The example of the V4 states shows that citizenship-law solutions exist in Europe today which may open legal mobility routes for minorities and kin communities. The central question is therefore whether extraterritorial citizenship created for minorities, as an instrument of minority protection, has been supplemented by an independent mobility-generating function, and whether it thereby goes beyond its traditional minority-protection role.

Péter Váczi	Constitutional Borders in Motion: Mobility, Sovereignty and Fundamental Rights in Contemporary Europe
The growing intensity of cross-border mobility in Europe has fundamentally reshaped the constitutional relationship between state sovereignty, territorial control and individual rights. Migration crises, geopolitical instability, pandemic restrictions and the securitization of logistics networks have all contributed to the emergence of a new constitutional paradigm in which mobility itself has become a contested constitutional value. This paper examines how constitutional systems respond to the tension between the free movement of persons and the increasing reliance on exceptional bordercontrol measures. The presentation focuses on the constitutional dimensions of mobility governance within the European legal space, with particular attention to the interaction between national constitutions and international human rights standards. It argues that recent developments reveal a gradual transformation from territorially bounded constitutionalism toward a more functional and security-oriented model of constitutional governance. Border management, migration control and infrastructural regulation increasingly operate through emergency mechanisms that challenge traditional guarantees of legality, proportionality and judicial review. Special emphasis will be placed on the constitutional implications of differentiated mobility regimes, including selective access to territory, digital border technologies and the legal categorization of migrants, refugees and mobile workers. The paper also explores whether constitutional identity doctrines and sovereignty-based arguments can legitimately justify restrictions on cross-border movement in periods of geopolitical uncertainty. By connecting constitutional theory with the historical and political evolution of mobility regimes, the paper contributes to broader interdisciplinary debates on how democratic constitutional states adapt to the pressures of globalization, migration and transnational interdependence. It ultimately asks whether constitutionalism can preserve its rights-based foundations in an era increasingly defined by mobility governance and geopolitical fragmentation.	
Éva Szabó	The Legal and Economic Constraints on the Free Movement of Capital within the European Union
The free movement of capital is one of the fundamental principles of the European Union, enabling cross-border investments, financial transactions, and the operation of multinational enterprises within the internal market. Unlike the free movement of goods or persons, capital mobility primarily appears through foreign direct investments, financial market operations, and corporate structures. This study examines the recent legal and economic developments that have both promoted and restricted the free movement of capital within the EU. The research highlights how European company law and supranational corporate forms	

strengthened economic integration, while investment protection mechanisms further facilitated capital flows. However, the traditional globalization model has recently been challenged by major geopolitical and economic crises. The COVID-19 pandemic, the war in Ukraine, energy security concerns, supply chain disruptions, and growing geopolitical tensions with China have accelerated reshoring and nearshoring strategies across Europe. The paper argues that these developments are transforming the traditional interpretation of the free movement of capital. The European Union increasingly balances economic efficiency with considerations of strategic autonomy, resilience, and security policy. As a result, the EU now approaches capital movements not only from an economic perspective but also from a national security standpoint. Special attention is given to the emergence of the EU's foreign direct investment (FDI) screening framework, which allows Member States to review foreign acquisitions affecting strategic sectors. The study also analyses how these EU-level regulatory mechanisms have been incorporated into domestic legal systems and whether Member States have adopted stricter or more permissive approaches. The research applies an interdisciplinary methodology combining perspectives from European Union law, geopolitics, and economic policy.

Attila Vermes

Insurance Law as an Infrastructure of Logistics: A Historical Perspective on Risk, Mobility and Cross-Border Trade

The history of logistics cannot be separated from the history of insurance law. Long before logistics became a managerial discipline, merchants, carriers and financiers developed legal techniques for distributing the risks of moving goods across distance. This paper examines marine and cargo insurance as a legal infrastructure of mobility: a set of contractual, evidentiary and institutional devices that made long-distance trade calculable, financeable and enforceable. The paper asks how insurance law contributed to the historical formation of logistics by transforming uncertain transport hazards into legally defined and economically transferable risks. It follows three connected developments. First, early maritime risk-sharing practices and bottomry-type transactions linked credit, carriage and the risk of loss. Secondly, the rise of marine insurance in early modern commercial centres, including the London market associated with Lloyd's Coffee House, connected underwriting with shipping intelligence, trade routes and the standardisation of commercial expectations. Methodologically, the paper combines legal history with the history of mobility and transport. It does not treat insurance as a merely financial afterthought to logistics, but as one of the normative mechanisms through which logistics became possible. Insurance law helped allocate responsibility among shipowners, carriers, cargo interests, financiers and insurers; it also produced categories of peril, loss, causation, insurable interest and evidence that structured commercial movement. By placing insurance law within the history of logistics, the paper

contributes to the conference theme of cross-border mobility, migration, logistics and geopolitics. It argues that the movement of goods has always depended on legal forms that convert mobility into obligations, risks and claims. The historical study of insurance law therefore offers a useful perspective on contemporary supply-chain vulnerability, port disruption, sanctions, war risks and the legal governance of global mobility.

**Katalin Adél Rámháp-
Radics**

**Protecting Local Identity and Regulating
Residence: Municipal Autonomy, Free
Movement and Localised Mobility
Governance in Hungary**

This paper uses Hungary's recently established legal framework for protecting local identity as a case study to examine the interaction between municipal autonomy and individual mobility rights. Adopted in 2025, the framework codifies the right of local communities to preserve their identity and enables municipalities to introduce regulations affecting the establishment of residence and, in certain cases, the acquisition of real estate by newcomers. The central research question is whether local identity may constitute a legitimate regulatory interest capable of justifying restrictions on residence, or whether emerging municipal practice leads to limitations disproportionate to constitutionally and internationally protected mobility rights. The paper combines doctrinal legal analysis with a qualitative empirical review of municipal decrees adopted under the new legislation. The empirical section maps the use of protective instruments, including pre-emption rights, residence registration conditions, settlement contributions, and personal eligibility criteria. The analysis shows that, although many municipalities primarily rely on property law instruments, a significant proportion of decrees introduce criteria such as a clean criminal record, social insurance status, knowledge of the Hungarian language, or discretionary personal interviews. These conditions raise concerns from the perspectives of legality, equal treatment and the constitutional freedom to choose one's place of residence. The international and EU law dimension is central to the presentation. Municipal residence restrictions may interfere with the freedom of movement and residence of EU citizens under Article 21 TFEU, Article 45 of the Charter of Fundamental Rights and Directive 2004/38/EC. Language-based criteria may also raise issues of direct or indirect discrimination. The paper therefore argues that the Hungarian local identity regime should not be understood solely as an internal matter of local self-government. Rather, it represents a form of localised mobility governance, in which demographic pressure and community preservation objectives are translated into municipal legal instruments affecting access to residence.

Lea Pődör/István Lakatos	Borderless Micromobility, Fragmented Regulation: Electric Scooters and the Legal Challenges of Cross-Border Urban Mobility
Electric scooters have become one of the most visible forms of contemporary micromobility, offering a flexible, sustainable and easily accessible mode of urban transport. Despite their apparent simplicity and borderless character, however, they operate within a highly fragmented legal environment. Their legal classification, rules of use, safety requirements, insurance obligations and infrastructural conditions often differ significantly even between individual cities and municipalities. The presentation examines electric scooters as an example of the legal fragmentation of cross-border urban mobility. It argues that micromobility makes particularly visible the tension between the practical flexibility of transport and the territorial logic of regulation. The same device may fall under different legal categories, speed limits, age requirements, helmet rules or liability regimes. The analysis approaches the issue from both legal and transport-related perspectives, with particular attention to the use of public spaces, road safety, and the changing role of state and municipal control. The presentation points out that the future of urban mobility depends not merely on the emergence of new transport technologies, but also on the ability of legal systems to respond coherently to mobility practices that increasingly transcend traditional regulatory boundaries.	