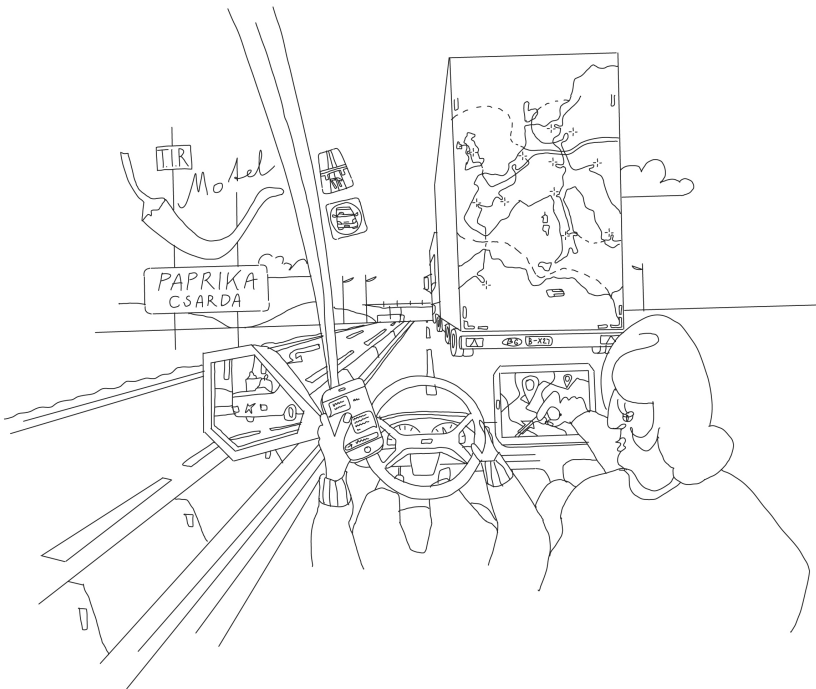


Mobile cultures of (dis-)integration

Nodes of transportation and transition along pan-European traffic corridors

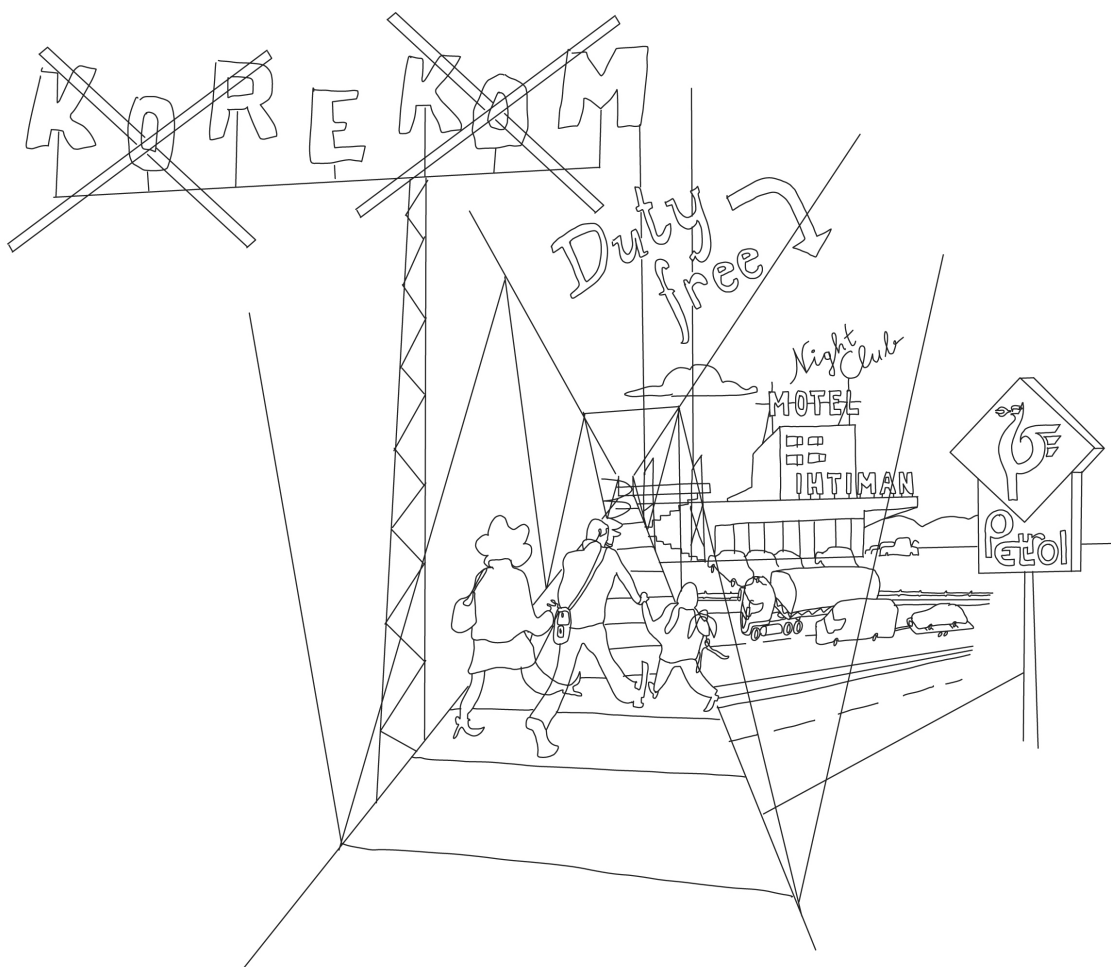
MICHAEL HIESLMAIR, MICHAEL ZINGANEL





Corridor 9

E85 in Romania: a disused gas station kiosk from communist times transformed into a generic rustic inn by a Roma family.

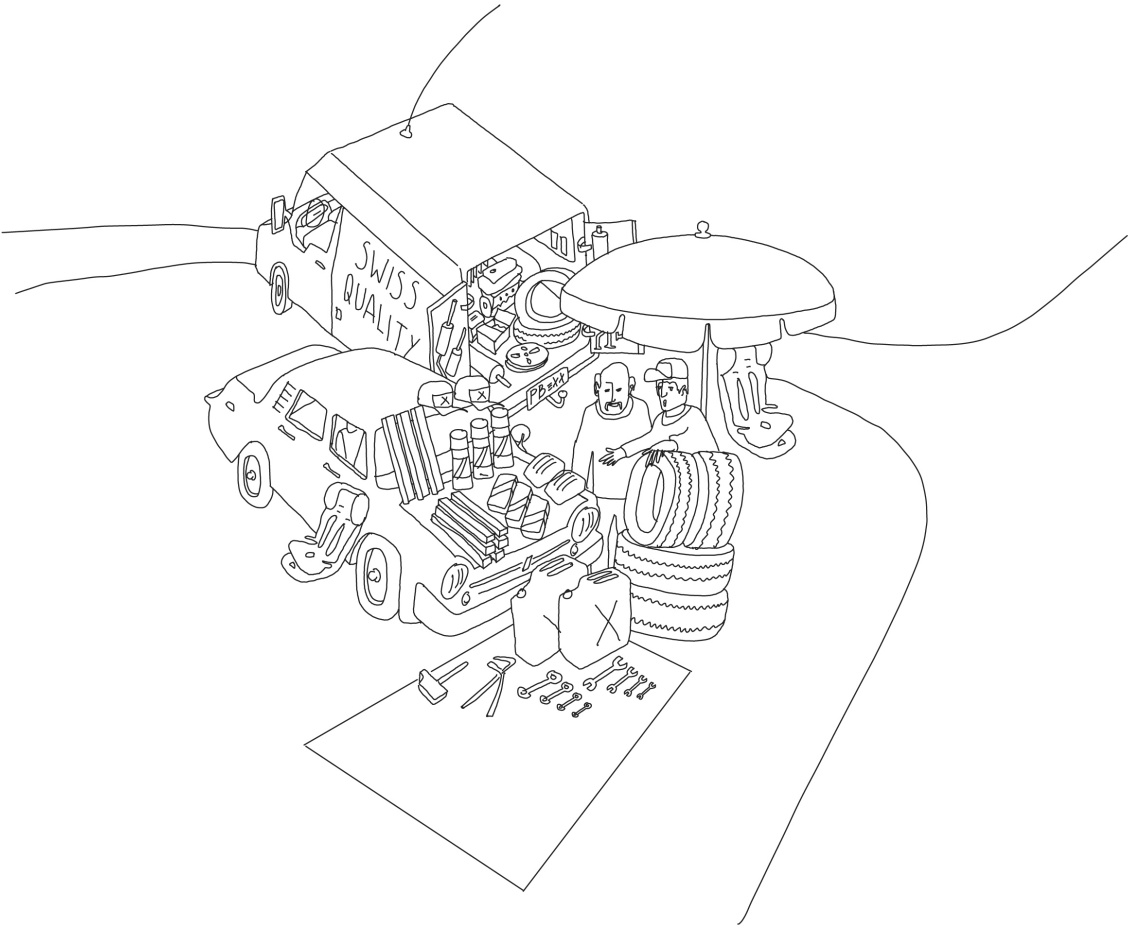


Motel Intiman on the Trakija highway between Sofia and Plovdiv in Bulgaria: consisting of large parking lots for trucks on both sides of the motorway and linked by a truss bridge. Inside the multifunctional building is a three-story hotel, restaurant, a former Korekom shop—where all kinds of western goods were sold for hard currency during socialist time.



Corridor 10

E75 in Serbia: gas station and truck parking located on the former Autoput, explicitly aimed at Turkish drivers.



Dimitrovgrad second-hand car market with vendors selling spare parts directly from their vans, serving both as vessels for transportation, storage, market stalls, and sometimes even as accommodation.



Corridor 10

E80 between Dimitrovgrad and Kalotina: trucks queuing up at the Serbian border to Bulgaria. In the foreground the levelled route for the new motorway section, financed and constructed with the participation of Chinese companies.



Regular coach service between Sofia and Vienna. Stopover at an agglomeration of Serbian grill restaurants alongside the former Highway of Brotherhood and Unity, where the transient community of passengers is re-grouping for queuing up for the toilet, purchasing food and drinks, eating and smoking.



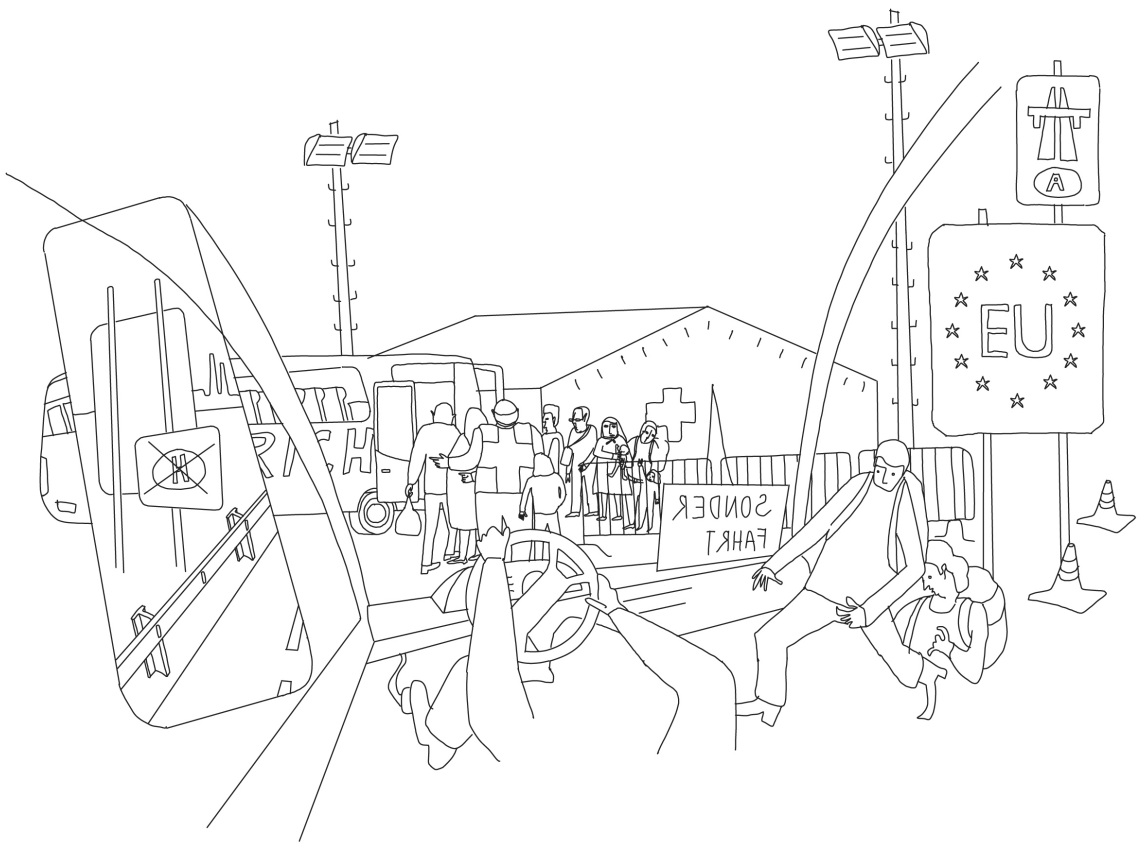
Corridor 1

E67 Adaži, Latvia: An old low-bed truck parked by the roadside carrying an even older municipal bus with large signs on the windows advertising the services of a rather informal-looking TIR truck drivers' stop on a vacant, derelict industrial estate.



Corridor 1

E67 Adaži, Latvia: Triggered by the fear of a potential Russian invasion, NATO shows significant presence in Baltic nations. Here a convoy of NATO trucks heading north, stops at an abandoned border station.

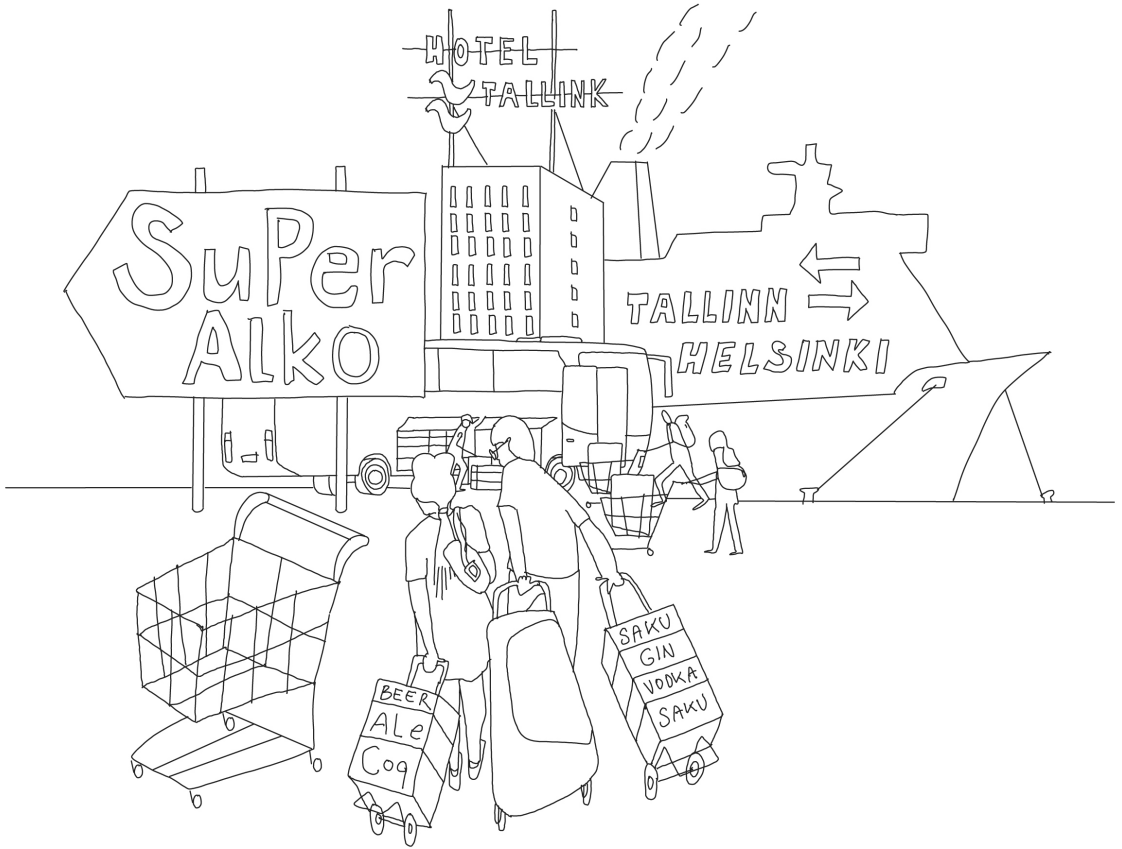


Hungarian-Austrian border crossing at Nickelsdorf in 2015: First supplied refugees board the buses to be mobilised to temporary accommodations in Vienna, all over Austria, and later to the Austrian-German border.



Corridor 1

A5 Marijampole, Lithuania: a second hand car market with cars from Western Europe and sold directly from the transporter to end consumers or dealers—who then transport them further to other post-Soviet regions using the Russian railway tracks with its wider gauge, which starts from here.



The harbor as a polyrhythmic ensemble for different modes of transportation and cross-border activities: e.g. such as the consumption and export of alcoholic beverages by Finnish tourists and circular labour migration of Estonian citizens.



Corridor 1

E12, E18, E20, E67, E75, E263, E265 Tallinn,
Estonia: vehicles waiting for embarkation for the ferry
link between the twin cities of Tallinn and Helsinki.
Each harbor represents a funnel or bottleneck of
several road corridors narrowing down to a single ferry
line, with the rhythms of
the ships strongly affecting both towns.

The pan-European traffic corridors are social backstage zones of the wealthy in Europe. When increasing numbers of people are obliged to spend increasing amounts of time in transit, then these routes, corridors, vehicles and stopping points become important public places for dwelling-in-transit where trade might happen, rituals and routines be developed, contacts initiated with regions of origin or target. It is also where those who were mobile before engage in cultivating and maintaining the on-the-spot, fragmented communities. Here we can observe a “vernacular cosmopolitanism” and “doing with space” becomes a kind of “knotting”: a multi and trans-local mobile culture of integration specific alongside these corridors.

The alternative models of urbanism that ensue from the paradigmatic shift at these spaces, are shaped by polyrhythmic densifications and the continual performance of difference such as also increasingly inform our everyday lives. These nodes and knots are perfect places to investigate both the strategies of (supra-)national institutions to control mobilities but also how this “knotting” is practiced on site in a widely mobile/mobilized life and how publics are un-done and remade.

The selected illustrations show a wide variety of nodes of mobilities along the pan-European road corridors in a triangle between Vienna, Tallinn and the Bulgarian-Turkish border: The photographs, taken from a distanced angle, show specific infrastructures and architectures embedded in the mobility landscape, whereby the variety of uses and functions of these nodes can only be guessed at. In contrast, the drawings zoom into the (inter-)actions of social actors, also offering graphic views into the history of some of these places and thereby assigning anthropological significance to what otherwise might be considered as typical non-places.

