

2019 RGS Conference, 27-30 August, London

Transport Geography Research Group
and International Geographical Union Commission on Transport and Geography

Thematic session proposal

Long-distance travel and transport justice

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There is a clear trend that in the era of widespread information and communication technological (ICT) development and large-scale transport investment, places distant apart are increasingly inter-related and connected. Therefore, people have involved more and more long-distance travel which is defined here beyond intra-metropolitan areas for at least a few hundred kilometres¹. Although the rise of a networked society and long-distance travel could enhance economic growth and competitiveness, social challenges have been largely neglected. Academic knowledge and policy of transport and mobility has mostly been investigated through the lens of so-called neo-classical and sustainable mobility paradigms.

While these approaches diverge in many ways, they commonly depoliticise debates and ignore the role of social divides in mobility patterns and the fact that transport policies are not neutral in social terms². The emerging theme of transport justice³ is promising in addressing the lack of critical approaches to transport and mobility studies, but has been mostly focused on urban transport (ibid.). Therefore, this session is expected to expand the concept of transport justice toward long-distance travel and explore associated issues and policy implications via various transport modes and services, including (but not restricted to) aviation, high-speed rail and coach services.

Topics could include:

- How can long-distance travel and transport justice be conceptualised?
- Do long-distance travellers belong to specific social groups?
- How much transport justice explain modal split on long-distance mobilities?
- What are the factors of social exclusion in long-distance travel markets?
- How much yield management and dynamic pricing shape the spatial patterns of long-distance mobilities?

¹ There is no universal definition of long-distance. In case of UK, above 100 miles are regarded as long distance

² Kębłowski, W. and Bassens D. (2018). "All transport problems are essentially mathematical": The uneven resonance of academic transport and mobility knowledge in Brussels, *Urban Geography* 39(3): 413-437.

³ Martens K. (2017). *Transport justice: designing fair transportation systems*. New York: Routledge

- Have low-cost airlines really helped to democratise aviation?
- Have low-cost high-speed rail (such as Ouigo and Izy) made high-speed rail more open to all social groups?
- What policies to improve long-distance transport justice?

Submission (by the 31st of January 2019):

Please send your abstract to frederic.dobruszkes@ulb.ac.be including:

- Title
- Name(s)
- Affiliation(s)
- Email address(es)
- Presenter's name
- Abstract (up to 150 words)

The whole special session will then be submitted by the conveners to the RGS Conference team.