

# **Mobilities and Infrastructures: Transitions and Transformations**

## **Report of Contributions**

Contribution ID: 1

Type: **Debate session**

## Lifestyle migration is dead

*Monday, 23 September 2024 09:40 (1h 30m)*

This is my very short abstract.

This is my very short bio.

**Primary author:** Mr NOVOSHYTSKYI, Bohdan

**Presenter:** Mr NOVOSHYTSKYI, Bohdan

**Session Classification:** Mobility and infrastructures in front of climate emergency

**Track Classification:** Contestations around mobility and infrastructures

Contribution ID: 4

Type: **Poster**

## **Lifestyle migration is not dead**

*Monday, 23 September 2024 07:40 (9 hours)*

The concept is still very relevant!

**Presenter:** Mr IVANOV, Ivan (Ivanovsky University)

**Session Classification:** Pathways towards inclusive active travel futures

**Track Classification:** Contestations around mobility and infrastructures

Contribution ID: 5

Type: **Paper**

## **Trolleybus is the new black**

Let's get green!

**Presenter:** POZHARLIEV, Lyubomir (Leibniz Institute for Regional Geography)

**Track Classification:** Mobility and infrastructures in front of climate emergency

Contribution ID: 6

Type: **Paper**

## **Longitudinal perspective on mobility transitions in CEE**

Sounds like a good title

**Primary author:** SGIBNEV, Wladimir

**Co-author:** Dr POZHARLIEV, Lyubomir

**Presenters:** Dr POZHARLIEV, Lyubomir; SGIBNEV, Wladimir

Contribution ID: 7

Type: **Poster**

## **"State-Driven" Cars - From Private to Public Automobility in Central Asia**

The following paper focuses on the tension and inevitable conflict between public transport and the automobile. It is based on interviews conducted in the period 2022-2023 in two cities of the countries studied - Bishkek and Almaty, analysis of statistics, regulations and taxation policies. This global clash will be shown through a specific local prism - that of taxation and regulatory policies of automobiles in three countries of Central Asia. It will provide insights into the Uzbek government's protectionist policies towards its own automotive industry, Kazakhstan's regulatory interventions, for example in fuel pricing, and Kyrgyzstan's "total" free car market policies. All of this, to one degree or another, more in one country, less in another, leads to one thing - car dominance, neglect of public transport, and all the consequences that follow for cities, societies, and nature.

**Primary author:** Dr POZHARLIEV, Lyubomir

**Presenter:** Dr POZHARLIEV, Lyubomir

Contribution ID: 9

Type: **Debate session**

## Keynote

Keynote speech by a very important person.

Contribution ID: **10**

Type: **not specified**

## Introduction

*Monday, 23 September 2024 07:40 (1h 45m)*

Everyone gets to know each other.