

22.4a	The Social Life of Transportation Infrastructures in the Circumpolar North and Other Remote Areas Chairs: Peter Schweitzer & Olga Povoroznyuk	9 June - 10:30 a.m.
22.4a.1	The social life of mountain roads: melodramas of færð in Iceland Arnar Arnason	
	<p><i>This paper discusses the social life of mountain roads in Iceland. Focusing on the melodramas of færð, primarily road conditions in relation to weather, the paper brings together a number of key concerns about the social life of transportation infrastructures, weather and mobility in the country. Drawing on fieldwork research where færð has been a frequent topic of everyday conversations, the paper evokes the notions of melodrama and melancholy to analyse the ethnographic material. Noting how living in a harsh environment has long been an important aspect of the articulation of national identity in Iceland, while mobility is understood as key to economic progress and prosperity, the paper relates how færð works as an example of the social life of mountain roads while betraying anxieties over the fate of the Icelandic ‘thing’.</i></p>	
22.4a.2	Off-the-grid life of Arctic nomads: generating electricity in Northern Yamal Dmitry Arzyutov	
	<p><i>This paper deals with the ethnography of electricity. Based on fieldwork among Nenets in Northern Yamal and archival research, the author traces the social life of petrol and how petrol becomes electricity via electric generators in off-the-grid settings in the tundra. Analyzing tundra diplomacy and economy as well as negotiations with short-term migrant workers at drill towers the author states that kinship and friendship relations determine the access to infrastructure and petrol, and whether or not one can generate electricity. The author shows the inventions in material culture and in the design of dwelling space in general appeared thanks to the social life of electricity and electric generators as symbol of modernity both inside and outside the tundra. Such an anthropological approach to electricity allows reframing the idea of energy in the tundra as social and vibrant matter.</i></p>	
22.4a.3	A road home or a “road to resources”? Indigenous and state visions of Canada’s first highway to the Arctic Ocean Mia Bennett	
	<p><i>In Canada’s Northwest Territories, the territorial and federal governments are spending CAN \$300 million to fund the construction of a 137-kilometer all-weather highway across the Inuvialuit Settlement Region, which permanently link the settlements of Inuvik and Tuktoyaktuk and replace their seasonal ice road. During fieldwork in 2016, many individuals explained that the highway is being built to enhance access to offshore hydrocarbons and strengthen Canada’s Arctic sovereignty. However, closer examination reveals that many benefits from the highway project are accruing locally rather than nationally, exemplified by the fact that two Inuvialuit-owned corporations won the contract to build it. I argue that local stakeholders strategically leveraged state interests in Northern nation-building through resource development under former Prime Minister Harper to achieve their road-building agenda. The highway can thus be viewed as an example of indigenous actors marshaling state interests for their own goals rather than a state incursion onto native territory.</i></p>	
22.4a.4	Who is travelling from where to where, and why? Results from a questionnaire-based mobility study in the greater area of the Baykal-Amur Mainline Christoph Fink	
	<p><i>The Baykal-Amur Mainline (BAM) is one of the grand projects of the Soviet “Master the North” programmes. Out of a colonialist perspective, it succeeded: the railway brought settlements and industry, development and modest wealth to a region, which formerly had been characterised by a predominantly semi-nomadic subsistence economy. The construction of the railway line and the subsequently established extractive industry required an enormous work force and caused an influx of a new population. Passenger transport gained in importance, but also saw severe hits: the fall of the Soviet Union and the economic crises of the 1990ies put an end to many travel subsidy programmes; the recent boom of the extractive industries causes an even stronger focus on cargo transport; public transport supply is on a steady decline. In an era of increasing mobility, people travel nevertheless. This is a report on a questionnaire-based study carried out alongside an ethnographic field research carried out in the greater BAM region, on and off the railway. The survey inquired about travel patterns, seasonality, the satisfaction with transport (opportunities) and past developments, expectations for a</i></p>	

	<p><i>future development of infrastructure and public transport, and a detailed account of an exemplary trip, including mode of transport, trip duration and distance, expenses and others. We seek to provide answers to questions such as:– How frequently and how far do people in remote areas such as the BAM region travel?– How much do they spend on travelling?– Which modes of transport are used?– Do the seasons govern the mobility of people, or do they rather only influence the parameters of their trips?– How much influence do travel subsidies have on the choice of mode of transport?– In a region characterised by large distances and scarce public transport, do people feel satisfied with their mobility options? Does the level of remoteness of their place of residence play a significant role?</i></p>	
22.4a.5	<p>Travel practices around the remoted area: the case of Norilsk Region</p> <p>Elena Guk, Julia Olsen, Marianne Karlsson</p>	
	<p><i>In 20th century, many new industrial areas had been developed in the Arctic. Construction of one of the largest Soviet mining plants was interconnected with planning of Norilsk, and now it's the second most populated city in the Arctic, estimated as one of the most polluted settlements in the world. The research has showed that remoteness of the area in combination with hazardous climate and industry caused emergence and development of specific travel practices in Norilsk Region. The work analyses various forms of travel inside and outside the region. For the purpose of the research, Norilsk Region has been defined as area of accessibility by local transport from Norilsk. It has been found that the region includes neighborhoods of Norilsk, seaport town Dudinka and lakes of western Putorana Plateau (roughly 100-200 km from the city). According to the research, remoteness of Norilsk Region can be divided, on the one hand, into outgoing, incoming and local, and on the other hand, into economical, geographical, informational and social. This case reaffirms and develops Huskey's (2005) definition of "remoteness" of northern regions as a multidimensional concept: it can be measured in geographical, cultural and institutional terms. References:Huskey, L. (2005). Challenges to economic development: dimensions of "remoteness" in the north. Polar Geography, 29:2, 119-125.</i></p>	
22.4b	<p>The Social Life of Transportation Infrastructures in the Circumpolar North and Other Remote Areas</p> <p>Chairs: Peter Schweitzer & Olga Povoroznyuk</p>	<p>9 June - 1:30 p.m.</p>
22.4b.1	<p>Local adaptive capacity for avalanche risk and infrastructure disruption in Troms, Northern Norway</p> <p>Grete K Hovelsrud, Julia Olsen, Marianne Karlsson</p>	
	<p><i>The steep topography and weather conditions in Troms County create conditions for avalanche risks. This leads to road closures, disruption in transportation of people, goods and services and the potential isolation of communities. Climate change is altering the timing, frequency and spatial range of avalanche risks. The importance of reliable infrastructure for rural communities has increased as both businesses and social life are highly interconnected with other settlements in the region. Based on qualitative interviews with local residents, the paper presents findings on the adaptive capacity within two communities, yearly affected by avalanche risk and road closure. The paper discusses that key components of adaptive capacity relate to local preparedness, local knowledge, and closely knit social networks. Current adaptive capacities might be challenged under climate change and increasing societal demands related to safety and connectivity.</i></p>	
22.4b.2	<p>Between the North and the land: road from West Siberia to Dagestan as an element of social space of translocal migrants</p> <p>Ekaterina Kapustina</p>	
	<p><i>The cities of oil and gas region of West Siberia have been the centers of attraction for migrants from the former Soviet Union for the past 60 years. One of the most important migratory flows in the region since the late Soviet time comes from the Russian Caucasus and migrants from the Republic of Dagestan make up a noticeable percentage of it. Analysis of the data from the field work (2011,2014-2015), allows to characterize Dagestani migration to Khanty-Mansiysk District as translocal, when migrants develop and maintain multiple economic and social relations simultaneously in the sending and receiving societies and thus belongs to multiple geographic localities. I offer insight into practices of migrants through the lens of the idea of translocal social space. To explain the nature of this translocal case it is necessary to show the specific of rural communities of</i></p>	

	<i>Dagestan as one of the most relevant social structure in the republic. In the article I describe the movements which take part there as a relevant social practices making this type of migration translocal – trade activity, packages, people and dead bodies transportation. Migrants create demand for the regional products of home land as well as provide a proposal. When transporting goods not only economic benefits become important, but also regional preferences of the donor region. Solving the problems of transporting the dead bodies addresses the issue of consolidation of compatriots. Besides I pay attention to the specificity of migrant infrastructure of roads between a northern city and a Dagestanian village as a part of translocal social space.</i>	
22.4b.3	The rhythms of trains and work along the Baikal-Amur Mainline Vera Kuklina, Povorozniuk Olga, Saxinger Gertrude	
	<i>Rhythms define presence and co-presence of certain actants in certain place at a certain time, regulated both by physical and biological forces and social orders. The second aspect, i.e. schedules and timetables, is important for the railroad industry, where few minute delays cause serious consequences. When a railroad is the main means of ground transportation, as in the case of the Baikal-Amur Mainline (BAM), the impacts of the rhythms of trains on people’s everyday life activities becomes crucial. The construction of the BAM, a biggest socialist industrial project, has lead to the emergence of the whole communities servicing the railroad. While in other parts of the world the railroads have servicing functions in order to meet the transportation demands of communities located along the railroads, in the paper we will discuss different relations of power, where the main transportation demands are located elsewhere. The power of railroad rhythms is evident in the railway station shops and cafeterias, as well as in business hours of petty traders. Less noticeable but no less powerful is the impact on other representatives of local communities, including the railroaders families as well as small businesses tied to train schedules in terms of their working hours and supply of good. The paper is based on the field data gathered in Ust’-Kut, Severobaikalsk and Tynda in 2016.</i>	
22.4b.4	«The frost is not a problem, but the roads...» Elena Liarskaya	
	<i>During my fieldwork on Yamal (project “Children of the 1990s” in Contemporary Russian Arctic: Assessing the Present and Aspirations for the Future), I asked my informants about difficulties connected with living on the North. After a time I had noticed, young generation of my informants very rarely spoke about polar night, hard frost, endless snow and so on, these topics were more typical for elder generation. But, as often as not, younger people spoke about difficulty with a transport, they dream about safe roads, reliable timetable and so on. The difficulty of access to their place of living was one of the main challenges faced them. From my point of view, this shift is small, but interesting and it might be significant for our better understanding current situation on Yamal and in other parts of the North. My presentation will focus on this shift and the role of the transport system in sense of the North for contemporary inhabitants of this region.</i>	
22.4c	The Social Life of Transportation Infrastructures in the Circumpolar North and Other Remote Areas Chairs: Peter Schweitzer & Olga Povoroznyuk	9 June - 3:30 p.m.
22.4c.1	Transportation infrastructure in historical perspective: settlement and mobility in the BAM Region Olga Povoroznyuk, Peter Schweitzer	

	<p><i>The Baikal-Amur Mainline (BAM), the longest railroad in the Russian North and a grandiose industrial project of late socialism, has received a lot of scholarly attention regarding its construction history and subsequent social and economic impacts. What has remained under-researched, though, is the larger historical context of settlement and mobility in the region. From the late 19th century onwards, the Transsiberian railroad (Transsib) impacted traditional transportation and facilitated Russian colonization and commerce in the region. While the Soviet period was a time for a number of social engineering experiments, the BAM project drastically changed mobility and demography of the region causing diverse population movements between the 1970s and the 1990s. As a result, the railroad, designed for resource extraction purposes, has become an important social agent and a means of cargo (and, to a lesser degree, passenger) transportation. This paper is based on locally collected archival and statistical records and fieldwork conducted in three districts of the central BAM Region, Eastern Siberia, in 2013 and 2016. By comparing data regarding transportation, mobility, demography and infrastructure from the late 19th century to the present day, we believe that we can arrive at a soberer evaluation of the “after-effects” of the BAM than a perspective that starts only in the 1970s. Our paper is intended to answer the following questions:- How did the settlement structure of the BAM region change over the last two centuries and which role did the railroads play in it?- How do the dramatic population changes of the last 40+ years look within a larger temporal perspective?- Where have the centers of population, political power and commerce been located in relation to the BAM and the Transsib since the late 19th century?- What are the current functions of the BAM within the regional transportation system?</i></p>
22.4c.2	<p>Hubs, Corridors, and the Space Between: Transportation and Information Networks in Remote Areas</p> <p>Peter Schweitzer, Olga Povoroznyuk</p>
	<p><i>The logic of transportation and information technologies is linear and focused on access points. The lives of people have never been free from these points and lines, but also were never fully determined by them. While we have a limited understanding of the social agency of existing infrastructures, we know even less about the impacts of their absence. Thus, the question arises: how can we acquire a comprehensive understanding of transportation and information scapes, embracing the space beyond and between communication hubs and corridors? The logic of transportation and information technology and engineering is to make the world “un-remote”. There is no doubt that many people in distinct parts of the world enjoy or want to enjoy access to transportation and information. At the same time, people should also have a “right to remoteness”. Knowing that transportation infrastructure is most often built to enable the transport of raw materials and goods, and that information infrastructure is there to make the conduct of business easier, the question what the human costs and benefits of remoteness and un-remoteness are seems overdue. This presentation builds on some ethnographic examples from remote areas in the Circumpolar North and beyond, as well as on theoretical insights from the anthropology of infrastructure and technology, writings about the built environment, and science and technology studies. The goal is to explore the theoretical affordances of the topic and to engage audience members in identifying ethnographic gaps.</i></p>
22.4c.3	<p>Of collapsed bridges and melting permafrost in Northeast Siberia</p> <p>Olga Ulturgasheva</p>
	<p><i>The presentation will examine the impact of the latest environmental transformations on human livelihoods and transportation infrastructures in Northeast Siberia. The dramatic changes implicated by melting permafrost are contributing to further collapse of an already fragile and gradually failing local transport and communication system. The discussion will examine how local population responded to a calamity that occurred in the summer of 2016. One of the most important bridges over a wayward and stony river that helped to maintain travel and communication with an outside world suddenly collapsed. As a result, the main lifeline of the village, especially for the delivery of food supplies, medical care, fuel for village transport and electric station, was entirely cut. I shall discuss how the collapsed bridge with its highly expensive hardware that in the recent past stood as an assertive articulation of the Soviet modernist ideology now signifies intrinsic fragility and vulnerability of local infrastructural system and a major constraint for human mobility. The discussion will also pay special attention to emerging communal techniques of survival and adaptation among Eveny reindeer herders and hunters.</i></p>
22.4c.4	<p>Adaptation to remoteness and transport disruptions in Okinsky district, Buryatia</p>

	<p>Anna Varfolomeeva</p>
	<p><i>This presentation focuses on the case study of Okinsky district in Buryatia. It is one of the remote areas in the region (approximately 700 kilometers from Ulan-Ude), and until 1991 it could only be accessed by plane. The construction of the road Orlik – Mondy, which connected the district with the rest of Buryatia, brought significant changes in its residents' life. However, the road is periodically flooded, and then transportation in the region stops for a number of days. The presentation discusses various adaptive strategies of Okinsky district's residents and the ways they cope with transportation problems.</i></p>
<p>22.4c.5</p>	<p>"Invisible" infrastructures: winter roads and snowmobile transportation in Taimyr region</p> <p>Valeria Vasilyeva</p>
	<p><i>Underdevelopment of transport infrastructure in the Russian Arctic is a common knowledge. However, this is only true for those who arrive to a northern region for the first time and do not know the local "rules of the game" – that is, how the local residents overcome the lack of roads, the shortage of goods, and infrequency of regular flights. In different regions the situation with transport and the informal rules is of course different. Each region has its own specific features rooted in its history, remoteness from the "center", and the activities of resource extraction industry. Nevertheless, the presence of informal practices and their importance for the mobility of the population is a universal characteristic of all remote northern regions in Russia. In the present paper, I deal with such practices in Taimyr Peninsula, and I refer to them as "invisible" infrastructure. Taimyr transport is not seen here from the standpoint of the official schedules and logistic schemes, but also as an infrastructure on the "grassroots" level, something that rarely comes into the research focus. "Invisible" infrastructures are part of the informal economy in the region, specifically informal natural resource use. In this presentation I will first discuss theoretical grounds of the proposed term, and then consider several cases from Taimyr. First, I will describe the snowmobile transportation of the indigenous people from villages in Eastern Taimyr, where snowmobile infrastructure not only compensates for the lack of helicopters, but also binds two independent branches of the Russian transport network together. Secondly, I will talk about an 'unofficial' winter road which is laid year after year by the efforts of private truckers who deliver goods for settlement shops and export fishing and hunting products to the neighboring city.</i></p>