3rd CoRe Workshop
Mobility and Remoteness: What is the connection?

May 26th–27th 2017, Department of Social and Cultural Anthropology, University of Vienna

3ʳᵈ CoRe Workshop

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A workshop of the Austrian Science Fund (FWF)-Project
„Configurations of Remoteness: Entanglement of Humans and Transport Infrastructures"

NIG, Universitätsstraße 7, 1010 Wien, 4th Floor, Hörsaal/Auditorium A

While a lot of the recent literature on mobility has focused on urban, cosmopolitan and transnational contexts, remote areas are often neglected or implicitly defined by the absence of movement. Yet, in the 21ˢᵗ century, the increasing interest of resource developers and politicians to such remote regions as the Arctic brings more mobility and connectivity to these "frontiers" through new infrastructure building and communication technologies.

The term mobility, in the sense of spatial practices, refers to different types of movements and migrations, from nomadism to contemporary transport. Mobility infrastructures enable and – sometimes dictate – people's travels and flows of goods, resources and information around the world. In addition to "traditional" means and systems of transportation, including tracks and trails, "modern" infrastructures – highways and railroads, aviation corridors, river channels and sea routes – are being continuously imagined and built.

Our workshop intends to explore the many dimensions of mobility under conditions of remoteness – paucity of tracks and low accessibility, distance from administrative centers, as well as social, economic and cultural marginalization and other characteristics of non-central places. The questions we are going to address include but are not limited to the following:

- How does spatial mobility reconfigure local perceptions and experiences of remoteness?

- What are the motives, conditions, advantages and limitations of (im)mobility in remote areas in contrast to centers?

- What roles do ethnicity, gender, age, way of life and other social categories play in concepts, imageries and practices of appropriation of space and how can this research contribute to intersectionality studies?

- In which situations and for which actors can remoteness be a resource?

- Can we speak of a "Right to Remoteness" in addition to the "Right to the City"?

- How do transportation infrastructures impact 1) mobility patterns or 2) social networks?

- What is the role of communication technologies (mobile phones, internet, etc.), in addressing mobility and remoteness?

For more information on the workshop and the CoRe-Project see our website at:

https://core.univie.ac.at

Program

09:00 Registration

09:30 **Peter Schweitzer** [University of Vienna, Austria]
Opening, Introduction to the Workshop and the CoRe Project

09:45 *Keynote*: **Phillip Vannini** [Royal Roads University, Canada]
The tyranny of distance and the nuisance of proximity

10:30 Coffee Break

11:00 **Alix Johnson** [University of California, Santa Cruz, USA]
Icelandic Information Infrastructure and the Making of Marginality

11:30 **Andrian Vlakhov** [European University at St. Petersburg, Russia]
Symbolic boundaries in the borderless space: mobility and telecommunication in Svalbard

12:00 **Philipp Budka** [University of Vienna, Austria]
Internet for remote First Nation communities in Northwestern Ontario

12:30 Lunch Break

14:00 **Amy Penfield** [University of Manchester, UK]
Infrastructures of Informality: mobility and possibility in a remote Amazonian mining region

14:30 **Stephanie McCallum** [University of California, Santa Cruz, USA]
Topologies of Dis/Connection: Aging Railroad Infrastructure and Rhythms of Mobility in Rural Buenos Aires

15:00 Coffee Break

15:30 **Katja Seidel** [Max Planck Institut für ethnologische Forschung, Germany]
Envisioning Nicaragua's Interoceanic Canal: Past, Present and Future of an Uncanny Dream

16:00 **Gertrude Saxinger/Jelena Tosic** [University of Vienna, Austria]
Capturing Mobility through the Multilocality Lens; Cases from Russia and the Balkans

18:00 Conference Dinner

Saturday, May 27th

09:30 **Christoph Fink/Gertrude Saxinger/Olga Povoroznyuk/
Sigrid Schiesser/Peter Schweitzer** [University of Vienna, Austria]
The Baikal-Amur Mainline and Human Mobility: Experiences and Expectations

10:15 **Vladimir Davydov** [Kunstkamera, St. Petersburg, Russia]
Mobility as a reflexive process: pragmatic use of infrastructure and the landscape in the northern Baikal and Zabaikal'e
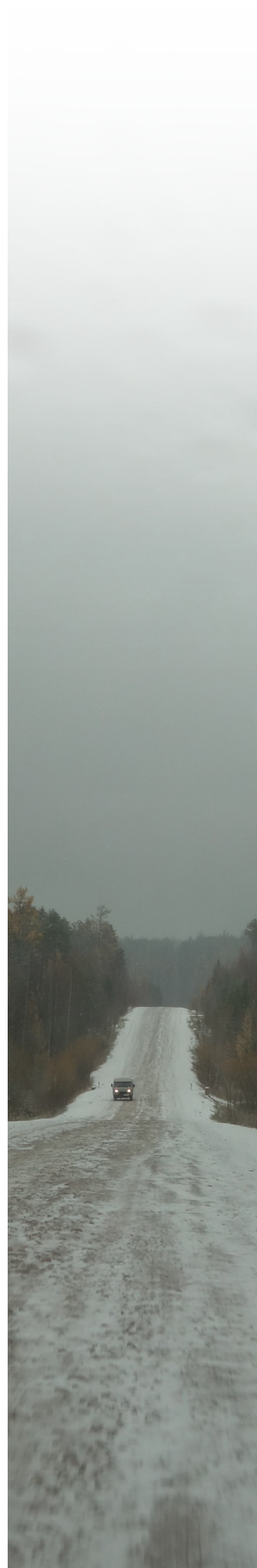
10:45 Coffee Break

11:15 **Gabriella Körling** [Stockholm University, Sweden]
'When will we hear the whistling of the train?' Imaginations of connectivity and remoteness in a Nigerian town

11:45 **Andreas Womelsdorf** [University of Heidelberg, Germany]
Beyond ‹the Frontier›? Notes about Infrastructure, Mobility, and Colonialism

12:45 Concluding Remarks and Discussion

14:15 Open Discussion of upcoming ERC-Grant Proposal

The tyranny of distance and the nuisance of proximity

Royal Roads University, Canada

Drawing from my ethnographic work on ferry-dependent isolated communities, off-grid homes, seaplane mobilities, and wilderness travel, in this presentation I will reflect on the opposing forces characterizing the mobilities of remote places. Remoteness, I argue, is an outcome of performance: a drama-filled struggle between distance and proximity. I present my argument through a series of stories (narrated through spoken word, photography, and video).

Over the last ten years my thirst for remoteness (admittedly coupled with a great deal of aversion to urban life) has taken me to some of the planet's farthest reaches. From perfectly driveable ice roads carved out of Arctic seas to isolated Northwest Pacific communities where the only boat in or out is perceived as the main source of fried chicken, and from backcountry huts on New Zealand's South Island where the hum of voracious sand flies is loud enough to drown out the enthusiasm of overly chatty German backpackers, to out-of-the way Galapagos islands dwelled by more camera-ready species than any city zoo, my fieldwork has allowed me to understand remoteness as the complex and nuanced outcome of multiple and often contradictory mobility constellations.

Dr. Phillip Vannini is an accomplished ethnographer, filmmaker and author who has conducted research on BC Ferries, off-grid living, small island cultures and communities, wildness and wilderness, everyday life, the cultural aspects of the human senses, food and culture, and sense of place. Currently he is researching the cultural dimensions of UNESCO World Heritage natural sites, across both Canada and the world. Recently Vannini published *Off the Grid: Re-Assembling Domestic Life*, the culmination of three years of research into the lives of people across Canada who live off the grid, a project that led to the production of the film *Life off-grid*.

http://www.royalroads.ca/people/phillip-vannini

Fr 26th, 09:45

Icelandic Information Infrastructure and the Making of Marginality

University of California, Santa Cruz, USA

My doctoral research examines information infrastructures in Iceland, taking data centers, internet exchanges, and fiber-optic cables as vectors of power. My dissertation, "Compromising Connections: Icelandic Information Infrastructure and the Making of Marginality," argues that such information technology (IT) has been developed on the promise of connecting the "isolated" island to global centers of influence and capital; however it has been at least equally productive of distance, difference, and marginality. As such my research questions the ideal of "connectivity" (a charismatic concept from the European Enlightenment to techno-utopian discourse today), showing how the practical work of making technological connections has the potential to isolate, instead.

Information infrastructures have been sited in the Arctic for is cool climate, abundant energy, and "low population density"; yet in Iceland I have found that these new concentrations (of data, machinery, investment and investors) also have the effect of re-arranging national identities, local ecologies, and post-colonial politics. By tracing the (colonial and military) histories of such networks, and following everyday, embodied encounters with infrastructures on the ground, my research maps ambivalent socio-spatial effects of IT. Key to my work are concepts of remoteness and connectivity, mobility and marginality.

Alix is a PhD candidate in Anthropology at the University of California, Santa Cruz. Her research examines ideas of connection and marginality in Iceland through ethnographic attention to information infrastructure. Taking data centers, internet exchanges, and fiber-optic cables as vectors of power, her dissertation complicates "connectivity" as an ideal. Alix is a current Mellon / ACLS Fellow, and member of the Infrastructures and Environments research hub at Concordia University.

Fr 26th, 11:00

Symbolic boundaries in the borderless space: mobility and telecommunication in Svalbard

European University at St. Petersburg, Russia

Andrian Vlakhov is a Junior Research Fellow at the Centre for Arctic Social Studies, European University at St. Petersburg. Having his background in linguistics and social anthropology, he focuses on the Russian–Nordic cross-border relations and Arctic industrial anthropology. His upcoming doctoral thesis deals with the sustainable development of the Russian Svalbard community.

https://eu.spb.ru/en/arctic-social-sciences/staff/15810-a-vlakhov

The Arctic archipelago of Svalbard is a territory with unique natural setting, history and legal status, being a site of cohabitation for Norwegian and Russian communities. These communities, though having no administrative boundaries between themselves, are separated by nature, culture and politics; in this study, such separation is described through the concept of remoteness. The study, based on extensive fieldwork conducted during 2013–2016, explores two main features of Svalbard remoteness, namely mobility and telecommunication. The main emphasis is made on different approaches used by Russian and Norwegian communities. Using the fieldwork data, I make an attempt to describe the general mobility and telecommunication patterns for Svalbard. A comparative approach to such description is used, with main focus on the Russian community and supporting data from the Norwegian one. The main finding of the study is that mobility and telecommunication in Svalbard are inextricably linked to one another, and that physical and social dimensions of these two concepts also have a deep connection. A uniform concept of communication is suggested for describing these aspects of Svalbard life. Another finding of the study is that the use of communication has high importance for historical and political discourse about the archipelago.

Fr 26th, 11:30

Internet for remote First Nation communities in Northwestern Ontario

University of Vienna, Austria

In 1994, the Keewaytinook Okimakanak Kuhkenah Network (KO-KNET) began to develop and provide internet infrastructures and services for the remote First Nation communities in Northwestern Ontario, Canada. Public and private institutions have been reluctant to invest in this "high cost serving area" with no year-round road access, where residents have to travel by plane for medical treatment or to meet with relatives and where people have to move to southern towns to continue their high school education or to find work. In close cooperation with the region's Ojibwe, Oji-Cree, and Cree First Nation communities, KO-KNET has built local broadband internet infrastructures to provide services such as cell phone communication, e-health, online learning, videoconferencing, and personal website hosting. Overall aim of this initiative has been to give people a choice to stay in their remote home communities.

From an anthropological perspective, this paper discusses historical and socio-cultural aspects of KO-KNET's development into one of the world's leading indigenous owned and controlled internet organizations. Building on ethnographic fieldwork, it emphasizes a socio-technical understanding of infrastructure which includes the social relationships people and organizations establish and maintain while creating technical connections and networks. In addition, the paper argues that to understand the meaning and consequences of global technologies, such as the internet, it is necessary to consider the local and culturally distinct processes and practices of technology appropriation. Contributing thus to the analysis of the role of digital technologies and infrastructures in remote communities.

Philipp Budka is lecturer at the Department of Social and Cultural Anthropology of the University of Vienna and in the M.A. Program "Visual and Media Anthropology" at the Free University Berlin, teaching particularly in the fields of media, digital, and visual anthropology. For his dissertation project, he did ethnographic fieldwork in Northwestern Ontario, working with the First Nations internet organization KO-KNET to investigate internet-related processes and practices. Philipp is currently working on two edited volumes: "Theorising Media and Conflict" (with J. Postill and B. Bräuchler, Berghahn Books) and "Mediatisierung – Ritualisierung – Performativität" ("Mediatization – Ritualization – Performativity", with M. Luger and F. Graf, Vienna University Press).

http://www.philbu.net/

Fr 26th, 12:00

Infrastructures of Informality: mobility and possibility in a remote Amazonian mining region

University of Manchester, UK

Lecturer in Social Anthropology

https://www.research.manchester.ac.uk/ portal/en/researchers/amy- penfield(5b8e8e3b-03af-40dd-ba7e- 646aae0024e5)/contact.html

The social and environmental impact of mining in South America cannot be underestimated, yet the phenomenon is invariably explored as conspicuous activities of transnational mining corporations, relationships with governments, and resistance by local populations firmly connected to administrative centres. Remote informal mining in Amazonia, however, has somehow slipped under the radar despite causing arguably as much devastation as corporate mining. Being located in far-flung locales of the rainforest, prospectors have to devise innovative covert infrastructures that enable the mine's continued existence.

This paper will consider the understudied phenomenon of so-called 'wildcat mining' by paying particular attention to the creation of 'homemade' connectivity in regions far removed from states and corporations. The marginal landscapes that prospectors must negotiate in order to reach the mine site consist of unruly forests, raging waterfalls and distant waterways, locales that engineers often struggle to manage in contexts of formal infrastructural development (Harvey and Knox 2012). But it is precisely these environments that allow informal mining to proceed clandestinely in such case, with prospectors devising creative informal infrastructures: extensive trade networks of petrol required to run machinery (outboard motors, water cannons, generators), procurement and movement of paperwork, delayed exchange relationships, verbal communication systems over large distances, and networks of illegality such as mafias. Through prospectors' activities and daily descriptions of their role in these practices, the paper explores how material and non-material connectivity is enabled through autonomous structure-building over inaccessible and ungoverned spaces.

Fr 26th, 14:00

Topologies of Dis/Connection: Aging Railroad Infrastructure and Rhythms of Mobility in Rural Buenos Aires

University of California, Santa Cruz, USA

Argentina has the largest railroad network in Latin America, encompassing over 30,000km of tracks. In a process sometimes referred to as "ferricide," the killing of the national railroad system, by the mid-1990s most railroad branches and workshops in the interior had been closed down, workers laid off, and freight and passenger lines privatized. In the city and province of Buenos Aires, metropolitan and interurban trains continued to offer an affordable, if increasingly precarious, means of daily mobility. After a series of deadly train accidents, the railroad network was re-nationalized in 2013, and the national government launched a "railroad revolution," predicated on the purchase of new rolling stock from China and the partial renovation of infrastructure. The selective renewal and ongoing decay of railroad infrastructure continues to produce shifting topologies of dis/connection, as places are brought into proximity or rendered remote by the fluctuating fluidity of mobility.

This paper will examine mobility along a forgotten branch of the infamous, accident-prone Sarmiento railroad line: the Merlo-Lobos branch, which connects a working-class district in suburban Buenos Aires to a touristic town in the rich agricultural plains of Buenos Aires, and is served sporadically by aging diesel trains. Here, remoteness results not from physical distance to urban centers, but rather from the temporal dislocations produced by unreliable transport. This paper argues for the relevance of ethnographic attention to the materiality of transport infrastructure, and suggests that the histories etched into material surfaces and structures shape the experience and very possibility of mobility.

Stephanie McCallum is a PhD Candidate in Anthropology at the University of California, Santa Cruz. Originally from Argentina, she studied sociocultural anthropology at the University of Buenos Aires before moving to California to pursue her doctoral degree. Her dissertation examines the social and material life of railroads in Buenos Aires in the aftermath of Argentina's 2001 political and economic crisis. Her research, based on itinerant ethnographic work with commuters, train enthusiasts, and railroad workers, has been funded by the Wenner-Gren Foundation and the Social Science Research Council.

https://ucsc.academia.edu/StephanieMcCallum

Fr 26th, 14:30

Envisioning Nicaragua's Interoceanic Canal: Past, Present and Future of an Uncanny Dream

Max Planck Institut für ethnologische Forschung, Halle an der Saale, Germany

Visiting Researcher, Max Planck Institut für ethnologische Forschung, Halle an der Saale, Germany

https://eth-mpg.academia.edu/KatjaSeidel

In 2013, Nicaragua's President Daniel Ortega signed a contract with the Chinese based construction firm HKND (Hongkong Nicaragua Development), granting it the right to build the Gran Canal Interoceanico. One of the world's largest mobility projects, the interoceanic canal aims to connect the Atlantic and the Pacific Ocean with a 275 km long maritime waterway, allowing for the biggest cargo ships to pass. Furthermore, the mega project encompasses two international ports, a railroad, three tourist resorts, a pipeline and a free trade zone, turning the remote Central American country into global hotspots for tourism, trade and mobility.

Constructing the Nicaragua Canal has been a dream for more than a century. Its realisation will affect not only Nicaragua's global relations with China, the USA or Panama, but also allows the state to once more infiltrate its margins. Bringing goods, people and services to the (mainly indigenous) Atlantic territory, the mega project will change Nicaragua's soil, demography and political landscape. However, while the canal and its six subprojects, for better or worse, predict large-scale transformations, four years later, constructions are still awaited.

Reviewing historical documents written on the envisioned Nicaragua Canal in the late 19th and early 20th century, and comparing them to current-day project descriptions and reactions, this presentation provides the background for the analysis of a mobility project that will turn a remote country into a space of global economic and political concern. In so doing, it examines the various layers of uncanny expectations and concerned protagonists and encourages us to think about anthropological questions and concepts on the experience of envisioning remote connections.

Fr 26th, 15:30

Capturing Mobility through the Multilocality Lens; Cases from Russia and the Balkans

University of Vienna, Austria

This joint presentation aims at re-assessing the conceptual potential of the notion of "multilocality". While it marks the beginnings of the critique of "locality" in the early 1990s (Rodmann 1992), the notion of "multilocality" soon retreats into the background of notions such as "multi-sitedness" (Marcus 1996), "translocality" (e.g. Hannerz 2009), or anthropological appropriations of Foucault's "heterotopia". Its history keeps on unfolding in the interdisciplinary space with strong impulses from human-geography (e.g. Weichhardt 2015).

Based on two ethnographic cases - mobile and multilocal lives of petroleum workers in the Russian Arctic and historical migration and politics of belonging in an Eastern-Adriatic Borderland - the joint presentation discusses how the conceptual lens of multilocality can crucially add to current debates in mobility studies. The particular conceptual potentials of multilocality we focus on in this rgegard are: attachment/agency related to, both, concrete and imagined/remembered places; the dialectics between mobility and immobility; and the interrelation of place and time.

Gertrude Saxinger is Senior Lecturer at the Department of Social and Cultural Anthropology at the University of Vienna.

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Jelena Tosic is Senior Lecturer at the Department of Social and Cultural Anthropology at the University of Vienna.

https://univie.academia.edu/JelenaTosic

Fr 26th, 16:00

The Baikal-Amur Mainline and Mobility: Experiences and Expectations

University of Vienna, Austria

The Baikal-Amur Mainline (BAM) is a railway line built as part of the Soviet programme of "mastering the North" with the primary aim of resource development. During the main construction period, accompanied by communist propaganda a mass influx of labour force from across the Soviet Union occurred, new population groups and identities were shaped, and a multitude of settlements, from railway stations to larger cities, was founded. Until today, the BAM is not only a means of transport, but also a social phenomenon.

This presentation is based on a study, conducted among people living and travelling in the greater BAM Region, which combines qualitative ethnographic material with a questionnaire-based mobility survey. The quantitative analysis correlates demographic variables to questions about satisfaction and expectations, experiences and memories, and gives insights into the social fabric of the local population. It assesses the effects of social configurations on the perceptions of the railway and its image, on the one hand, and its actual use and usage as passenger transport, on the other.

This presentation highlights the theoretical need to understand the materiality of movement in conjunction to mobility represented on different scales over the course of time. This involves both the actual production of a railroad and the development of a region, both of which exercise power over their users and inhabitants, and their (im)mobility. Consequently, the different users and inhabitants are in demand of different services and infrastructural configurations. This contribution highlights the diversity of ways in which the social relates to the technical, and how the two make up a contested built environment.

Christoph Fink and Olga Povoroznyuk present this talk on behalf of the project team working on the FWF-Project "Configurations of "remoteness" (CoRe) - Entanglements of Humans and Transportation Infrastructure in the Baykal-Amur Mainline (BAM) Region".

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Sa 27th, 09:30

Mobility as a reflexive process: pragmatic use of infrastructure and the landscape in the northern Baikal and Zabaikal'e

Peter the Great Museum of Anthropology and Ethnography (Kunstkamera)

Mobility can be analyzed in a broader context which includes not just their starting and final destinations of particular movements, but the relations of different locations in a set of movements involving multiple actors. This paper suggests that movements between these points are not just a mechanical change of location; they can be seen as the results of a process which leads to transformations of material objects and surrounding landscape. It approaches mobility as both creative and reflexive process rather than a result.

The constructions, as well as their parts, can be moved from place to place and can serve for intensification of movements. If we look at the same place over time, we can see how local people constantly add new structures and rearrange, dismantle old ones. Moreover, they intensively use infrastructure and constantly modify and adapt it for current needs. These are not only the buildings that are changing, but also the landscape itself. Therefore, there is no ontological difference between the structures people built themselves (dwellings, fences, storage platforms) and the infrastructure introduced by development projects (houses, buildings, bridges, roads) – local adapt and modify everything that can support their mobility.

I will address the question of pragmatic use of infrastructure and landscape by indigenous hunters and reindeer herders by providing examples from the recent fieldwork in northern Baikal region and Zabaikal'e and comparing it with the data gathered in Southern Yakutia and Taimyr.

Dr. Vladimir N. Davydov is head of the Siberian ethnography Department, Peter the Great Museum of Anthropology and Ethnography (Kunstkamera), Russian Academy of Sciences (St. Petersburg, Russia). He holds a PhD from the University of Aberdeen (2012). His thesis entitled 'People on the Move: Development Projects and the Use of Space by Northern Baikal Reindeer Herders, Hunters and Fishers' examined the change of Evenkis' mobility patterns in the context of numerous development projects and innovations and analyzed local people's engagement with living in the world through the structures they build and use.

Page on academia.edu:
https://kunstkamera.academia.edu/Vladi mirDavydov

Kunstkamera's web page:
http://www.kunstkamera.ru/index/museu ms_structure/research_departments/dep artment_of_siberia/davydov/

Sa 27th, 10:15

'When will we hear the whistling of the train?' Imaginations of connectivity and remoteness in a Nigerien town

Stockholm University, Sweden

Gabriella Körling is a researcher at the Department of Social Anthropology, Stockholm University. Her research interests include the state, urban anthropology, politics and decentralization, and more recently infrastructure and mobility, in Niger. She holds a PhD in cultural anthropology from Uppsala University.

http://www.socant.su.se/english/research /our-researchers/gabriella-k%C3%B6rling

In 2014 the construction of Niger's first railway was announced. Billed as a 'lifeline and corridor of hope', the railway would provide the landlocked country with a much valued direct connection to the coast and to the maritime port of Cotonou in neighboring Benin. In the town of Dosso, one of the main stops of the future railway line, people had been waiting for the railway for a long time as the promise of the railway, accompanied by expectations of economic development, connectivity and modernity, dated back to independence. Despite the failure of the first railway projects, the essentially administrative town developed into an important crossroads, mainly thanks to its position at the intersection of two national highways that channel a significant part of all Nigerien imports and exports. However the relative value of the town's status as a crossroads (ville carrefour) and the importance of mobility (including migration, travel, trade, transport and transit) for the local economy has varied over time, a function of political and economic conjunctures. Following an extended period of economic downturn and marginalization, the town appeared more and more as a place that people and goods passed through on their way somewhere else than as a destination. In this context the new railway project, coupled with the creation of the country's first dry port, seemed to offer a means of tapping into formerly elusive flows of goods and economic capital. Flows that would now, or so it was imagined, stop in Dosso, thus turning the town into an essential node (destination, location) in the wider national and regional context. In this presentation I focus on how these changes are narrated and experienced by town residents in order to explore the role of mobility and infrastructure (roads, railways…) in shaping imaginations of both remoteness and connectivity.

Sa 27th, 11:15

Beyond ‹the Frontier›?
Notes about Infrastructure, Mobility, and Colonialism

University of Heidelberg, Germany

Even if antithetically, the colonialist theme of ‹the Frontier› is bound to an imaginary of mobility and transportation, of a system of roads, a network of rails and rivers (Mrázek 2002). Without a doubt, the history of the colonization of Alaska can be described in terms of ‹infrastructure› and ‹mobility›, in terms of the means of transportation and communication (O'Neill 1994; Coen 2012). Taking the ‹Frontier›-image serious does even allow for the description of colonial history in terms of obstacles, of swamps and waterfalls, permafrost and wolf-packs (Coates 1991).

Yet, the crucial question about the politics of the ‹Frontier› remains untouched. In contrast to a historical deconstruction of the political significance of the myth of ‹the Frontier›, though, this paper sets out to outline the epistemo-political presumptions underpinning the articulation of ‹the Frontier› as well as such interrelated terms as ‹infrastructure› and ‹remoteness›. By shedding light on the relationship between those seemingly different terms, the paper provides insight into the political pillars upon which the current theme of the ‹built environment› is being based. The core-question is to what extent do the epistemo-politics of ‹building› (Bauen) condition debates about conservation and development in postcolonial Alaska?

I will argue that, contrarily to Tim Ingold's reading of Martin Heidegger, ‹building› must not be taken as a seemingly a-political relation between the living organism and its environment (Ingold 2000). Alaska's colonial history and its imagination as a ‹Final Frontier› (Haycox 2016) illustrate the fundamental flaws underlying Heidegger's phenomenology of Bauen and ask for a deeper anthropological engagement with both history and infrastructure.
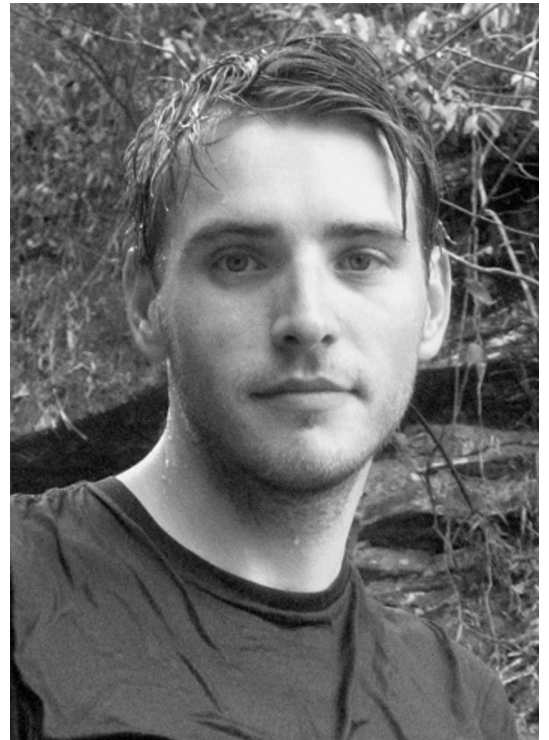
Andreas Womelsdorf is an Academic Research Assistant and lecturer at the Institute of Anthropology, Heidelberg University. He studied Anthropology, Geography and Philosophy at the Universities of Münster and Heidelberg and is currently preparing his dissertation focusing on the effects of the implementation of colonial regimes of administration, infrastructure and an extractive economy in the border region between Alaska and Canada. His areas of interest, thus, are Historical & Legal Anthropology, Political Theory, Multispecies Ethnography and Game Studies.
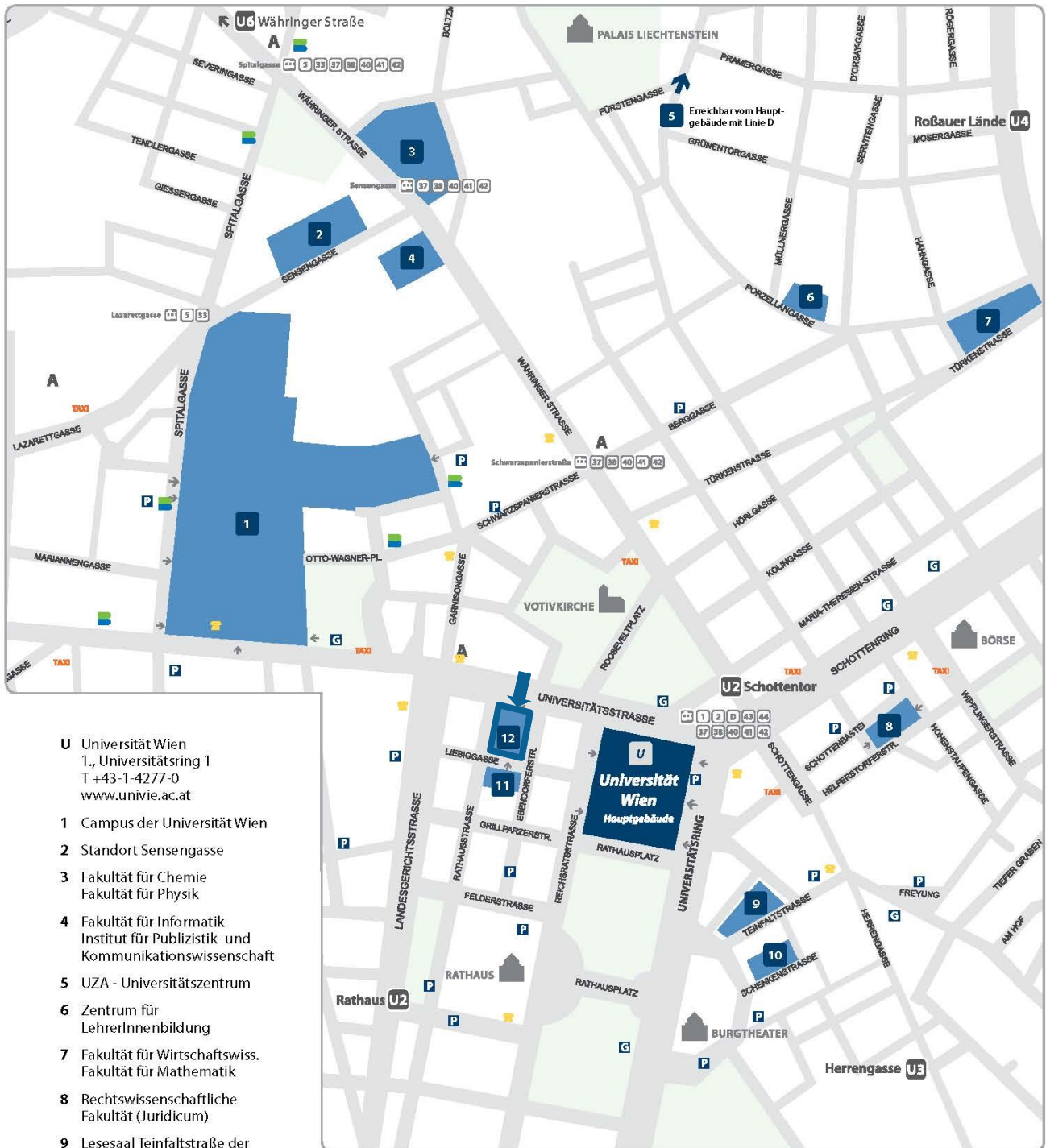
Sa 27th, 11:45

Umgebungsplan

Area Map

universität wien

U6 Währinger Straße

A
B

Spitalgasse 5 33 37 38 40 41 42

SEVERINGASSE

TENDLERGASSE

GIESSERGASSE

WÄHRINGER STRASSE

SPITALGASSE

3

Sensengasse 37 38 40 41 42

2

4

SENSENGASSE

Lazarettgasse 5 33

A

1

LAZARETTGASSE

MARIANNENGASSE

OTTO-WAGNER-PL.

GARNISONGASSE

G

TAXI

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TAXI

BOLTZ...

PALAIS LIECHTENSTEIN

PRAMERGASSE

FÜRSTENGASSE

5 Erreichbar vom Haupt-
gebäude mit Linie D

GRÜNENTORGASSE

D'ORBAYGASSE

ROSSERGASSE

Roßauer Lände U4

MOSERGASSE

SERVITENGASSE

MÖLKERGASSE

PORZELLANGASSE

6

HAHNGASSE

7

TÜRKENSTRASSE

WÄHRINGER STRASSE

P BERGGASSE

A

Schwarzspanierstraße 37 38 40 41 42

SCHWARZSPANIERSTRASSE

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TÜRKENSTRASSE

HÖRLGASSE

KOLINGASSE

TAXI

VOTIVKIRCHE

ROOSEVELTPLATZ

G

U2 Schottentor

1 2 D 43 44
37 38 40 41 42

SCHOTTENRING

MARIA-THERESIEN-STRASSE

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BÖRSE

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TAXI

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WIPPLINGERSTRASSE

SCHOTTENBASTEI

8

HOHENSTAUFENGASSE

SCHOTTENGASSE

HELFERSTORFERSTR.

UNIVERSITÄTSSTRASSE

12

11

LIEBIGGASSE

EBENDORFERSTR.

U
Universität
Wien
Hauptgebäude

RATHAUSPLATZ

UNIVERSITÄTSRING

TAXI

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TIEFER GRABEN

FREYUNG

HERRENGASSE

AM HOF

9

TEINFALTSTRASSE

10

SCHENKENSTRASSE

LANDESGERICHTSSTRASSE

RATHAUSSTRASSE

GRILLPARZERSTR.

FELDERSTRASSE

RECHBAUERSTRASSE

P

P

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RATHAUS

Rathaus U2

P

P

RATHAUSPLATZ

G

BURGTHEATER

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P

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Kommunikationswissenschaft

5 UZA - Universitätszentrum

6 Zentrum für
LehrerInnenbildung

7 Fakultät für Wirtschaftswiss.
Fakultät für Mathematik

8 Rechtswissenschaftliche
Fakultät (Juridicum)

9 Lesesaal Teinfaltstraße der
Universitätsbibliothek

10 Standort Schenkenstraße

11 Fakultät für Psychologie

12 Neues Institutsgebäude (NIG)

Bankomat | ATM

Sehenswürdigkeit | Sights

G Parkgarage | Parking garage

A Apotheke | Pharmacy

→ Eingang | Entrance

P Behinderten-Parkplatz | Disabled parking spot

Telefonzelle | Telephone booth

U2 U-Bahn | Underground