ETHNOGRAPHIES OF MEGAPROJECTS:
SOCIAL AND POLITICAL WORLDS OF LARGE-SCALE INFRASTRUCTURES

September 12-13, 2019

Welcome to the symposium *Ethnographies of Megaprojects* facilitated by the Department of Social Anthropology in collaboration with Forum for Asian Studies and the Institute for Latin American Studies at Stockholm University, and with financial support from the Swedish Research Council and Marie Skoldowska Curie Actions 7.

The symposium bring together social scientists to discuss large-scale infrastructure projects from an ethnographic perspective. On the occasion of the 25th anniversary of the pioneer study of the Yacyretá high dam by Ribeiro (1994) and drawing on the more recent infrastructural turn in anthropology and related disciplines (cf. Anand, Appel & Gupta 2018; Harvey, Jensen & Morita, 2017; Larkin 2013) the symposium puts the spotlight on one particular type of infrastructure, namely megaprojects. In different regions of the world megaprojects such as roads, bridges, railways, airports, dams, ports, telecommunication as well as energy systems, special economic zones and urban redevelopments proliferate. Megaprojects are characterized by the involvement of multiple public and private stakeholders, by a range of professions and expertise, and by their significant social and environmental impact. Infrastructure development at large promises greater connectivity and economic growth, and harbour longstanding modernist dreams of a more prosperous future (Hetherington, 2012; Harvey & Knox, 2015; Anand et al, 2018). Notwithstanding the short and long-term promise that megaprojects evoke, they are also met by fear and mistrust. A lack of transparency and accountability often fuel protest movements and popular mobilizations. Moreover, megaprojects are as prone to produce disconnection and reproduce inequalities as they are to create new opportunities. Also, regardless if we focus on the hidden work of infrastructures or its more spectacular dimensions, infrastructures as material processes of connectivity are always subject to potential breakdown. Not only are infrastructures such as power grids, roads, railways and hydraulic works dynamic and tightly coupled technological systems—constituted by materials that age and undergo constant processes of change and deterioration—they are also planned, built and operated in social, political and economic contexts that are unstable and prone to punctuations and transformations

over time. Hence, studying megaprojects entail different time scales, varying categories of professionals and expertise, and multiple publics. The symposium explores the potentiality of critical and comparative ethnographies of 'megaprojects' focusing on the following topics:

Temporalities Large-scale infrastructure projects are shaped by multiple temporalities, from project planning to execution/delivery and subsequently operation and maintenance. At the same time as they are firmly anchored in visions of and aspirations for the future, most, if not all, megaprojects also have a longer history rooted in older projects of modernization. Moreover, many large-scale infrastructure projects are characterized by delays while others are simply not executed. How can we relate to such apparent failures and their traces that linger in terms of material imprints including expectations and disappointment? How can we better understand gendered, legal, bureaucratic, ethical, affective, experiential and material dimensions of time and infrastructures?

Experts Contemporary megaprojects are assembled through the mobilisation of public agencies and private companies that are staffed by skilled professionals in different areas, ranging from the technical and scientific domains to the economic, legal, and sociological realms. As members of epistemic communities, they enact their expertise through practices of socialization, authentication, and institutionalization (Carr, 2010). In the making of the megaproject, experts interact in collaboration and conflict with multiple other experts who are also involved in designing, negotiating, planning, building, operating and maintaining such infrastructures, and with different publics who support or contest their endeavors. Which are the sites of interconnection, boundary objects, and calculative devices through which experts enact their knowledge and skills? How do experts navigate moral dilemmas and engage social values in their daily work and the politics of megaprojects?

Publics The definition of the population that will benefit from infrastructure investments (the 'beneficiaries') and by extension the definition of 'public interest' are central to how politics works through infrastructure. Moreover, once in place large-scale infrastructure systems mediate material and social relations, thus producing multiple publics, connecting some publics and disconnecting others (Anand 2017). It is thus crucial to ask what publics are made visible or invisible, excluded or included in large-scale infrastructure projects. In other words: how does infrastructure create different publics?

Methodology How do we study megaprojects ethnographically? Single-, multi- and translocal fieldworks have been undertaken in planning offices, government ministries, engineering companies, construction sites, among publics in urban and rural settings. Megaprojects seem to bring matters to a head, however, by way of their scale, scope, duration, and webs of actors. How do we conceptualize ethnographic fields that can grasp the multiplicity of scales, the punctuatedness of the long term and complexity? How do we get access to securitised spaces and classified information? Can we complement the ethnographic toolbox with innovative research methods to better grasp the megaproject?

VENUE

Aula Magna, Room Bergsmannen, at Stockholm University (see map on the final page).

*Public transport to the University makes it easy to get to the main campus at Frescati, north of the city centre. You can travel by the "**tunnelbana**"* T *(metro/underground/subway) from the central station in Stockholm (T-Centralen). Take the red line northbound to Mörby Centrum and get off at the station 'Universitetet.' The journey takes about 10 minutes. From the city centre you can also take **bus** numbers 50, 540, 608 and 670 to the University. Get off at bus stop 'Universitetet norra' for the main campus. Tickets for public transport must be bought before travel from newsagents as well as from SL (Stockholms lokaltrafik) ticket offices at the stations or through the SL app (available at App Store and Google Play). For more information see the map at the end of the programme and SL's travel page: www.sl.se.*

PROGRAMME

DAY 1 Thursday 12 September 2019			
9:00 -9:15	**Welcome and presentation** Gabriella Körling & Susann Baez Ullberg		
	Session 1 Chair: Gabriella Körling		**Session 2** Chair: Susann Baez Ullberg
9:15-10:15	Keynote address **Gustavo Lins Ribeiro** *Anthropology and Development. Anthropology and Infrastructure*	13:00-14:00	Keynote address **Gisa Weszkalnys** *Paused Explorations: Oil, Time, and Capitalism in the African Atlantic*
10:15-10:30	*Coffee*	14:00-14:30	**Bilge Firat** *Infrastructural State and Energy-Transport in the Southern Gas Corridor*
10:30-11:00	**Theodor Aalders, Jan Bachmann, Per Knutsson & Benard Musembi Kilaka** *Unravelling the 'mega' in megaprojects: Claim-making and emergent publics along the Lamu Port South Sudan Ethiopia Transport corridor*		
11:00-11:30	**Asta Vonderau** *Impressive Numbers, Contested Scales: How is the 'Mega' of Megaprojects Made and Unmade?*	14:30-15:00	*Coffee*
11:30-12:00	Discussion **Peter Schweitzer**	15:00-15:30	**Darcy Pan** *From a Work Farm to Server Farms: Making a Big Data Valley in the Mountains of Guizhou*
12:00-13:00	*Lunch*	15:30-16:00	**Ezgi Özdemir** *"Being from nowhere": Politics of water and the infrastructural state(s) in northern Cyprus*
		16:00-16:30	Discussion **Jerome Whitington**
		18:00	*Dinner*

DAY 2 Friday 13 September 2019			
	Session 3 Chair: Susann Baez Ullberg		**Session 4** Chair: Gabriella Körling
9:30-10:00	**Ilda Lourenco Lindell** *Transport infrastructure projects, unanticipated publics and the reconfiguring of authority in central Maputo*	13:15-14:15	Keynote address **Ashley Carse** *Unbuilt and unfinished: The temporalities of infrastructure*
10:00-10:30	**Gediminas Lesutis** *Infrastructure as Tehcno-Politics of Differentiation: Various Publics of the Standard Gauge Railway in Kenya*		
10:30-10:45	*Coffee*	14:15-14:45	**Cristiana Strava** *Projecting the Future – Temporalities of Mega-infrastructure in Morocco*
10:45-11:15	**Olga Povoroznyuk** *Infrastructuring mobility, negotiating indigeneity along the Baykal-Amur Mainline*		
		14:45-15:00	*Coffee*
11:15-11:45	**Mateusz Laszczkowski** *Infrastructural Inversion as a Strategy of Resistance: Counter-Expertise in Anti-High Speed Rail Protest in Alpine Italy*	15:00-15:30	**Austin Zeiderman** *Fluid Security: Protecting Flows along a Colombian Logistics Corridor*
11:45-12:15	Discussion: **Peter Schweitzer**	15:30-16:00	**Susann Baez Ullberg** *Water Works: Temporal Assemblages of Hydraulic Infrastructures in Peru*
12:15-13:15	*Lunch*	16:00-16:30	Discussion: **Jerome Whitington**
		16:30-17:00	*Conclusion and Departure* Gabriella Körling & Susann Baez Ullberg

DAY 1 Thursday 12 September 2019

ANTHROPOLOGY AND DEVELOPMENT. ANTHROPOLOGY AND INFRASTRUCTURE.
Gustavo Lins Ribeiro

In the 1990's, anthropologists were heavily involved with development studies. Much of the research was based on 'development projects,' many of which were infrastructure projects. At that point in time, anthropologists worked for development institutions, such as the World Bank, theorized and criticized development as an extension of Western ideologies, worldviews, economic and political interests. They also criticized its impacts on local populations. This critique, perhaps the strongest and most consequential produced in academia, was later labeled as 'postdevelopment.' In many regards it was useful to the environmental movement and to the defense of local populations, territories and lifeways. Did the anthropological interest in 'development' turned into an interest in 'infrastructure?' What are the differences between the anthropology of development and the anthropology of infrastructure? I will try to answer these questions in an exploratory manner considering a few characteristics mostly based on what I see as the political goals and impacts of these different areas of anthropological production.

PAUSED EXPLORATIONS: OIL, TIME, AND CAPITALISM IN THE AFRICAN ATLANTIC
Gisa Weszkalnys

Oil's successful valorization has been largely taken for granted in the interdisciplinary literature on hydrocarbons, despite an increasingly pervasive sense of their uncertain future. By contrast, this lecture starts from an assumption of oil exploration as a precarious and uneven achievement. It traces this unevenness through the protracted development of offshore oil resources in São Tomé and Príncipe (STP), a micro-island state in the African Atlantic, where more than two decades of oil exploration are yet to yield commercial results. The situation reflects the complexities and constraints typical of a resource whose precise geological contours are opaque and whose economic value is underdetermined. I examine the conundrum presented by oil's stubborn futurity through a set of affective antinomies articulated by state, corporate, and third-sector agencies as well as ordinary citizens. I contrast the thrill and excitement which accompanied the initial announcement of oil prospects in STP with trepidations that oil might result in a resource curse, and the continued audaciousness of oil men with the disillusionment of Santomeans doubtful about both the conditions that might allow oil to fulfil its promise and whether there's any oil at all. These antinomies link imaginations of how we might be and conjectures of likely and unlikely things to come with petroleum source rocks, seismic vessels, regulatory agencies, accounting practices, and with concepts of competency, fairness and prudence in extractive economies. They reveal a double logic of contemporary capitalist expansion, which in addition to creating new sites of investment speculates about its inherent problems and ethical failures. What is being produced here, rather than commodities per se, are resource assets suspended in relations of speculative commitment and care.

DAY 2 Friday 13 September 2019

UNBUILT AND UNFINISHED: THE TEMPORALITIES OF INFRASTRUCTURE
Ashley Carse (with David Kneas)

Infrastructures have proven to be useful focal points for understanding social phenomena. The projects of concern in this literature are often considered complete or, if not, their materialization is assumed to be imminent. However, many—if not most—of the engineered artifacts and systems classified as infrastructure exist in states aptly characterized as unbuilt or unfinished. Bringing together scholarship on unbuilt and unfinished infrastructures from anthropology, architecture, geography, history, and science and technology studies, this article examines the ways in which temporalities articulate as planners, builders, politicians, potential users, and opponents negotiate with a project and each another. We develop a typology of heuristics for analyzing the temporalities of the unbuilt and unfinished: shadow histories, present absences, suspended presents, nostalgic futures, and zombies. Each heuristic makes different temporal configurations visible, suggesting novel research questions and methodological approaches.

WHAT IS 'MEGA' ABOUT A MEGA-PROJECT? ENTANGLEMENT, DISENTANGLEMENT & MULTIPLE TEMPORALITIES ALONG THE KENYA LAPSSET CORRIDOR

Theodor Aalders, Jan Bachmann, Per Knutsson, Benard Musembi Kilaka

In this paper we attempt to show that the cohesiveness evoked by framing the Lamu Port South Sudan Ethiopia Transport corridor (LAPSSET) in Kenya as 'mega' requires active work, as the imaginary of the LAPSSET as a 'mega'- project is merely one of many spatio-temporal landscapes that coalesce with and contradict those imagined by affected communities. We illustrate this claim by examining how, on the one hand, LAPSSET components, that is material parts as well as diverging interests of the envisioned 'beneficiaries', conspire against being unified into an aggregated 'mega'. On the other hand, we demonstrate how local actors work to strategically attach new imaginaries and material structures to the megaproject. At the core of these dynamics are the ways communities along the corridor experience and engage with the project's multiple temporalities: as an anticipation of future worlds, as a reverberation of past imperial ambitions, and as layers of contested planning processes and material interventions. What the paper shows is that the mega-whole may well be smaller than the sum of its manifold parts. We illustrate these points with material gathered during multiple extensive fieldworks conducted between 2016 and 2019 at various sites along the corridor. Specifically, we draw from case studies in Samburu communities in Isiolo county, Borana civil society organisations in Isiolo City, and community based organisations in Lamu. We conclude that it is worth asking "what is 'mega' about mega-projects?" Attention to the work necessary to align elements into 'mega-projects', as well as oppositions against this work, prevents the hiding of multiple temporalities by one grand 'mega' narrative. We thus emphasize the agency of affected people and communities, by appreciating their strategies for- and expressions of public participation along the corridor.

IMPRESSIVE NUMBERS, CONTESTED SCALES: HOW IS THE 'MEGA' OF MEGAPROJECTS MADE AND UNMADE?

Asta Vonderau

When studying mega infrastructure projects, anthropologists are always confronted with claims and facts regarding these projects' scale, scope and impact. Such claims are usually supported by way of big numbers, scientific measurements, and expert estimations. These serve to frame infrastructural projects as "macro-actors" (in Latour's and Callon's sense) which play a major role for local and global economic futures, and which are seen as essentially different as compared to smaller projects („micro-actors") in terms of organizational complexity and the scope of their impact. Where taken for granted, such presuppositions of pre-existing differences between large- and small-scale projects and actors prompts the anthropologist's doubts. Can the complexity of large infrastructural projects be grasped through ethnographic methods devised and traditionally used for investigating supposedly small-scale phenomena? This presentation is based on my research on the data centre industry in Sweden, an industry presented in and perceived through media as a major industrial development and mega project. In this empirical context, I will describe the assumed differences between "small" and "large" as a result of a continuous work of scaling. How do claims and facts about the size of things come about in the first place? What powerful asymmetries do these claims establish? Accordingly, I will present some thoughts on a research perspective for analyzing the processes of scaling without confirming and essentializing the assumed differences in size and complexity.

INFRASTRUCTURAL STATE AND ENERGY-TRANSPORT IN THE SOUTHERN GAS CORRIDOR

Bilge Firat

Stretching over 3,500 kilometers, crossing seven countries and involving more than a dozen major energy companies, the Southern Gas Corridor is a large-scale energy-transport infrastructure development project, which has attracted record amounts of public monies from around the world. Deemed to be "the global oil and gas industry's most significant and ambitious undertaking yet," the SGC is to carry natural gas from the Caspian Sea to Europe—the largest gas market of the world—via Azerbaijan, Georgia, Turkey, Greece, Albania and Italy. A multi-country modular assemblage of mixed (onshore and offshore) natural gas pipelines, compressor stations, legal provisions, financial arrangements, and political interests, proponents envision the SGC to help improve the security and diversity of the European Union's energy supply by decreasing Europe's dependence on the Russian gas. They equally hope that this socio-technical assemblage, unprecedented in its ambitions and scale, will mend historical enmities between lands and

peoples they interlock to common interests. Ultimately, the SGC is a megaproject which will reorganize fundamental principles of sovereignty, territoriality and statecraft in Europe, Eurasia and the Middle East by interconnecting other energy-transport megaprojects to its gasified body politic. Though publicly contested by human rights activists in Azerbaijan and Turkey, under-compensated landowners in Greece and Albania, and angry olive farmers and environmentally-conscious activists in Italy's Puglia region, where Azeri gas will come onshore, the SGC will establish a common energy jurisdiction for energy transportation, if and when completed, but in a highly contentious political landscape. Following the SGC's steel route, in this contribution, I probe il/liberal, (un)democratic political imaginaries this modular assemblage of megaproject nurtures in its territories. Though still under construction, the SGC already helps its elites and experts to foster a new form of state in its regions, whose legitimacy is dissociated from its democratic powers but heavily depends now on its material-infrastructural competence.

FROM A WORK FARM TO SERVER FARMS: MAKING A BIG DATA VALLEY IN THE MOUNTAINS OF GUIZHOU
Darcy Pan

"Innovation" and "entrepreneurship" have topped the Chinese government agenda since 2014 as the backbone of the national effort to shift economic development driven by manufacturing to one that is steered by innovation. As many as 18 national-level innovation demonstration zones have been handpicked by China's State Council and allowed to offer favorable policies to spur innovation and drive regional economic growth based on their respective strengths and geographical advantages. One of them is Guiyang, provincial capital of Guizhou, a landlocked Southwestern province in China known for its poverty, rurality and remoteness to the rest of the country. Aiming to surge to the forefront of China's high-tech sector, Guiyang is constructing China's first national pilot zone for big data industry. And, it is making the most of its natural advantages -mild climate, abundant hydraulic power and lack of earthquakes- to grow a big data industry. While parts of Guizhou remain mired in the pre-industrial stage, others are trying to edge into the high-tech age. With foreign corporations such as Foxconn and Apple as well as domestic tech giants like Tencent and Alibaba setting up their data centers in the mountains of Guizhou, the province seems to be turning its remoteness into an edge. Focusing on two major construction projects of data centers by Huawei and Tencent in Guizhou, this paper aims to show that the ongoing development in the province defies the common techno-utopian claim that technology connects and overcomes marginality; in effect, technological connectivity works through and entrenches marginality in Guizhou. Such marginality is specifically explored by examining the tensions between the construction sites, which used to be a work farm, the affected villagers, and data-centric capitalism driven by the state.

"BEING FROM NOWHERE": POLITICS OF WATER AND THE INFRASTRUCTURAL STATE(S) IN NORTHERN CYPRUS
Ezgi Özdemir

This paper will focus on the so-called Project of the Century, which encapsulates statecraft on multiple scales across time and space. It is a water pipeline infrastructure that runs underneath the Mediterranean Sea from the south of Turkey to the northern Turkish-occupied territories of Cyprus. This megaproject has come to represent the longstanding economic and material dependence of the de-facto state of Turkish Republic of Northern Cyprus (TRNC) to its protectorate Turkish Republic. Deemed by many as an 'umbilical cord' between the mainland and the island, the technological upgrade, the transferred water and the subsequent privatization has become a prevalent emblem of northern Cypriot communities' sentiments of mistrust and doubt towards their dysfunctional de-facto state and consecutively the power hierarchies shaped over time between the unrecognized TRNC and its patron state. Rather than focusing on water and pipes' material qualities, spatial (dis)connections and associations, I will specifically focus on the totem-like reception of transferred water in the north of the island and how people have ascribed multiple symbolic and temporal meanings to it, that highlight state failure and ineptitude. The paper theoretically interrogates anthropology of the state literature, complicating not only Foucaultian approaches to state/society relations, but also the dichotomy of state presence/absence through the ethnographic study of a de-facto state caught in between unrecognition and material dependency. Through this megaproject case study, I argue that infrastructural arrangements and their symbolic and affective roles in statecraft shed light on the ways in which state power is felt, experienced and embedded in the everyday political lives of communities. This paper will tackle how large-scale projects, such as the case at hand, emblemize and materialize de-facto state making and unmaking in the present and people's aspirations and hopes for a state that works and one that cultivates sovereign and capable agents within state and society at large.

TRANSPORT INFRASTRUCTURE PROJECTS, UNANTICIPATED PUBLICS AND THE RECONFIGURING OF AUTHORITY IN CENTRAL MAPUTO

Ilda Lourenco Lindell

Large-scale transport infrastructure projects are emerging and reworking many African cities. Seeking to improve the connectivity within and beyond cities, these projects are also vehicles for the realization of particular forms of urban modernity. As they materialize, such projects lead to significant socio-spatial transformations including the displacement of people and activities to make room for the new infrastructures. In particular, tensions may emerge between these high-profile investments and people depending on informality for their livelihoods and residence. Drawing upon theoretical debates on the political import of infrastructure and on informality, this paper will discuss the experienced effects and responses by displaced vendors and marketers in connection to large-scale road infrastructure development in Maputo, Mozambique. In Maputo, the construction of a ring road is intended to connect the centre of the city to its peripheries and facilitate their redevelopment. It encompasses the building of a large bridge linking the city to Catembe across Maputo bay. Financed and built by Chinese corporations, the road and the bridge are approaching completion and have already prompted important changes in the urban fabric. New real estate residential developments in adjacent land have in some cases required the relocation of previous inhabitants. People conducting informal livelihoods on public spaces and unplanned markets in the vicinity of these transport infrastructures are also affected. In the city centre, the construction of the bridge has caused the displacement and relocation of hundreds of vendors. Prior to displacement however, the vendors mounted considerable resistance. Navigating a complex and changing constellation of governance actors, they were able to delay the mega-project by a whole year. Divisions and tensions were however evident both among the vendors and among state actors (particularly between the local government and the state company supervising the construction). Based on qualitative interviews conducted in 2018 among vendors in the area as well as with the above mentioned state company, the paper will uncover the rationalities behind the exclusionary transport infrastructure development embodied by the bridge and examine the messy politics that accompanied the negotiations and the process of displacement/relocation of the vendors.

INFRASTRUCTURE AS TECHNO-POLITICS OF DIFFERENTIATION: VARIOUS PUBLICS OF THE STANDARD GAUGE RAILWAY IN KENYA

Gediminas Lesutis

The Standard Gauge Railway in Kenya, a large-scale transport project whose construction commenced in October 2013, has been promoted by the national government as a promise of "development" and "prospering people". In this paper, based on fieldwork research across different sites (government offices, railway stations, construction sites, train itself, population settlements around railway infrastructures) I focus on material and semiotic forms of the SGR infrastructures through which the SGR takes the socio-political meaning of "development". Analyzing these infrastructural forms, I argue that, contrary to the state narrative of "prospering people" of Kenya, the SGR project exacerbates the pre-existing socio-material relations of difference, thereby constituting several distinct publics that perceive, approach, and are impacted by the SGR project differently, based on how they are unequally slotted into infrastructurally and ideologically constituted aspirations of "development" and "future" of the contemporary Kenyan state. Through these analyses, the paper, first, contributes to the geographical scholarship on mega-infrastructures by highlighting how infrastructures, besides structural effects of ordering capitalist spaces and territorialities, are also constitutive of people, subjectivities and publics, which has been relatively unexplored in this strand of geographical research. Second, highlighting how infrastructures entrench pre-existing socio-material differences further, the article provides a cautionary note to critical social science research on infrastructures that focuses on infrastructure as contingently shaped, in the ever-evolving process of remaking social, economic and political relations.

INFRASTRUCTURING MOBILITY, NEGOTIATING INDIGENEITY ALONG THE BAYKAL-AMUR MAINLINE

Olga Povoroznyuk

The Baykal-Amur Mainline (BAM) became the last socialist "project of the century" (Josephson 1995) and a good example of Soviet modernization policies aimed at "civilizing" the country's "remote corners" and "backward" peoples (Ssorin-Chaikov 2000). The railroad reconfigured geographic and social spaces in East Siberia and affected indigenous Evenki communities (Anderson 1991). While most of them, we argue, were enchanted with the promises (Harvey and Knox 2012) of Soviet modernity embodied in the BAM

megaproject, pragmatic role of the railroad for indigenous residents was determined by their occupation, place of residence, and way of life. In this paper, we suggest revisiting the complex entanglements of Evenki communities with transportation infrastructures, while going beyond the simplistic vision of indigenous people as "victims of progress" (Bodley 1999). Instead, we see them as active users, who have incorporated the railroad in their mobility patterns and social practices. Drawing on ethnographic materials from indigenous villages in three regions along the BAM and applying approaches from within the anthropology of infrastructure (Anand et al., 2018; Niewöhner 2015) and identity politics (Donahoe et al. 2008, Li 2000), we ask the following questions. How do Evenki remember the BAM construction and relate to its current technological modernization? How do remoteness and connectivity co-constitute each other in indigenous communities with different levels of access to the railroad? How are diverse mobility practices – taiga nomadism, every day commuting, and long-distance travels, infrastructured by the BAM? Which concepts of modernity and indigeneity are articulated and negotiated in the context of increasing resource extraction and industrial development in the region?

INFRASTRUCTURAL INVERSION AS A STRATEGY OF RESISTANCE: COUNTER-EXPERTISE IN ANTI-HIGH SPEED RAIL PROTEST IN ALPINE ITALY
Mateusz Laszczkowski
This paper examines the politics of technical expertise in conflicts over mega-infrastructural projects. The ethnographic focus is on the No TAV movement in the Italian Alpine Valley of Susa (Valsusa), opposing the planned construction of a new Lyon-Turin high-speed railway (treno alta velocità, TAV). Technical expertise is usually seen in critical social-science literature as a means to depoliticize controversies, silence vernacular voices and knowledges, and help reproduce hegemony. Against the grain of this well-established view, I argue that technical expertise is an empowering and emancipating asset for Valsusa residents defending their valley. It enables them to challenge the claims made in favour of the high-speed rail project by its promoters. I discuss how 'infrastructural inversion' focusing on the technical details of the project, instead of its outward representations allowed the activists of the nascent movement to reach out to lay audiences who otherwise may have remained indifferent to the project's critique voiced by radical leftist groups. I follow how counter-expertise is co-produced within the No TAV movement by formally trained specialists and grassroots activists, while 'lay' people gradually become experts. I show how the participatory production of technical counter-expertise becomes a path to individual and collective political mobilization.

PROJECTING THE FUTURE – TEMPORALITIES OF MEGA-INFRASTRUCTURE IN MOROCCO
Cristiana Strava
Spectacular urban futures are being constructed at astounding and unprecedented rates globally. Capitalizing on its comparative political and social stability in the region, the Moroccan regime has also been attracting global and regional investors with the promise of new 'megaprojects' that aim to transform natural, economic and social landscapes. One such project, inaugurated after minor delays in November 2018, is Morocco's (and Africa's) first high-speed rail line (LGV). Part of a 'development corridor' linking Tangiers to Casablanca along the Atlantic coast, this 3-billion-euro development has become invested with political, ideological, and strongly affective meanings related to ideas of mobility and future prosperity, even as it violently displaced informal housing communities and created disruptions along the existing rail network. Following Harvey and Knox, I ask which affective associations and temporal registers do such projects create, and how do these temporalities inform and help rethink experiences and ideas of citizenship and belonging? Based on ongoing fieldwork with officials and ordinary Moroccans along the new rail, the paper identifies and discusses three temporal registers linked to the LGV, and the ways in which they can elucidate shifting ideas and experiences of citizenship. I begin with several short ethnographic vignettes illustrative of the 'broken time' of everyday, ordinary Moroccans who are frequently vulnerable to the disruptions caused by both mega-project development as well as decaying existing infrastructure. I then go 'back in time' and explore how the genealogy of infrastructure development since colonial times continues to structure political and technological discourse as well as actual mobility practices in the present. The final section looks at 'time as promise'. I contend that the development of projects like the LGV are framed by particular imaginings of materiality and temporality, which aspire towards an age of 'frictionless capitalism' and signal a politics of the present as constantly restructured anticipation of the future.

FLUID SECURITY: PROTECTING FLOWS ALONG A COLOMBIAN LOGISTICS CORRIDOR
Austin Zeiderman

In 2012, one of the world's largest commodity trading and logistics firms, Trafigura, invested $500 million in a buffalo ranch on the banks of Colombia's Magdalena River. The firm's local subsidiary, Impala, bought 50 hectares of riverfront land adjacent to the oil-refining city of Barrancabermeja and built the country's first major fluvial port terminal. This unprecedented investment paralleled the Colombian government's plans to restore commercial navigation to the river and to create a multimodal logistics corridor between the Andean interior and the Caribbean sea. This paper pays close attention to the temporal dimensions of these logistical megaprojects and to their overall objective of securing the uninterrupted flow of goods through space, on time. Foregrounding both speed and slowness, it shows how the continuous movement of vessels and cargo along the river are protected from delay and disruption. Based on ethnographic fieldwork in and around Impala's port terminal and interviews with the company's management team, the paper examines the multiple forms of expertise used to protect the firm's operations from inevitable temporal fluctuations. Which actors, both human and nonhuman, and acts, both intentional and unintentional, are most threatening and what techniques are used to manage them? How do the security problems that plagued fluvial transport and trade in the past compare to those existing today? And what do these efforts to protect circulation throughout the logistics corridor tell us about the expertise of temporal management in megaprojects more generally?

WATER WORKS: TEMPORAL ASSEMBLAGES OF HYDRAULIC INFRASTRUCTURES IN PERU
Susann Baez Ullberg

To meet an increasing industrial and urban demand for water in a context of water scarcity, the Peruvian State has promoted legal reform and invested heavily in water infrastructures. One such infrastructure is the *Proyecto Especial Majes Siguas* (PEMS) in the Arequipa region built to supply the coastland with irrigation water and thereby developing agriculture in this arid region. In the PEMS, water is captured in dams in the Andean highlands and led through tunnels and channels some 100 km to the dry plains of Majes and Siguas. The first stage of this hydraulic system was built in the 1970-80's and is operated by a Peruvian state agency. The second stage of the project is currently underway, including the building of an additional dam and new tunnels, which will double the system's water supply capacity. The extension is being projected, built and co-financed by a private transnational consortium that will run the entire water supply system for 20 years. The ethnographic study of hydraulic megaprojects at the interface of the state and the market allows for interrogating contemporary water governance in practice. A mega project such as the PEMS that stretches over many decades invites us to connect the multiple temporalities that configure its organisation, materiality, and politics of water. In my fieldwork in the realm of the MSSP in 2016 and 2017, I have studied the social history of the hydraulic megaproject and followed its' everyday making. In this paper I want to explore the temporal dimensions of water works by drawing on the heuristics of historical futures, punctuated progression and technical tempo.

PARTICIPANTS

Ashley Carse *is Assistant Professor of Human and Organizational Development at Vanderbilt University. He is the author of 'Beyond the Big Ditch: Politics, Ecology, and Infrastructure at the Panama Canal' (MIT Press, 2014). Trained as an anthropologist, Carse's work also engages geography, environmental history, and science and technology studies. Thematically, he focuses on global transportation, the social dimensions of infrastructure, and environmental politics. He has worked in Panama for over a decade and is currently developing a multi-sited ethnography of the shipping industry that traces connections between the recent Panama Canal expansion and environmental change in the south-eastern United States.*

Asta Vonderau *is a Professor at the Department of Social and Cultural Anthropology at Martin-Luther University Halle-Wittenberg, Germany. She conducts research in fields such as Anthropology of Governmentality and Policy as well as Energy Politics and Resources, and is developing a methodological toolbox for anthropological research of/in data saturated worlds. Empirically, Asta's research has mainly focussed on actual political and economic developments in Europe, including investigations on post-socialist transformation processes, the social effects of EU policies and standards in various local contexts as well as on the relations between global (IT) industries and regional change. Her most recent research project investigated the implementation of cloud infrastructure in Sweden. Currently, she is beginning a study on the transition from coal mining to renewable energy production in Germany.*

Austin Zeiderman *is Associate Professor in the Department of Geography and Environment at the London School of Economics. He is an interdisciplinary scholar who specializes in the cultural and political dimensions of urbanization, development, and the environment in Latin America and the Caribbean, with a specific focus on Colombia. Austin holds a PhD in Anthropology from Stanford University as well as a Master of Environmental Science degree from Yale University and a bachelor's degree in Economics from Colgate University. Austin's first book, 'Endangered City: The Politics of Security and Risk in Bogotá' (2016, Duke University Press), examines the everyday workings of the state to protect poor and vulnerable citizens in areas recently declared at "high risk" of landslide, flood, and earthquake. His current research moves beyond the city to examine large-scale social and environmental transformations in Colombia. He has written on racialized displacement linked to port expansion and climate change adaptation and on efforts to counter displacement pressures by Afro-Colombian activists and settlers. More recently, Austin has written about the process of building a "concrete peace" in Colombia through large-scale infrastructure projects. This has led him to undertake long-term research focusing on plans to create a logistics corridor along Colombia's Magdalena River between the Andean interior and the Caribbean sea. This project seeks to intervene in debates on capitalism, security, race, and nature while experimenting with new ways of thinking and writing about environmental politics in our rapidly changing world.*

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Cristiana Strava *works as University Lecturer (Assistant Professor) at the School of Middle Eastern Studies at Leiden University. She is an anthropologist (Harvard '09, SOAS '16) interested in how hegemonic discourses and power circulate and are actualized – but also contested – through everyday spaces and practices. Her doctoral research was concerned with the production of socio-spatial marginality in Morocco since colonial times. Publications drawn from this research include "At Home on the Margins" in City and Society (2017), and "A Tramway Called Atonement" in Middle East Topics and Arguments (2018).*

Darcy Pan *is a social anthropologist whose research focuses on the state and regimes of governance, area studies specific to China, and global technology and development. Her work has been published in 'Handbook of Dissident and Protest in China' (Edward Elgar Publishing, forthcoming 2019), 'Uncertain Times: Anthropological Approaches to Labor in a Neoliberal World' (University Press of Colorado, 2017) and in the journal Social Anthropology. She is currently a postdoctoral research fellow at the Center for East and Southeast Asian Studies at Lund University.*

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

focuses on the construction of Niger's first railway through an exploration of political and historical processes in relation to infrastructure and mobility in a town situated alongside the future railway tracks.

Gediminas Lesutis *is a Research Associate in the Department of Geography at University of Cambridge. In his research, Gediminas draws on critical theory, historical geographical materialism and African studies in order to analyse political and social effects of contemporary capitalist expansion across Sub-Saharan Africa. In his PhD research, Gediminas focused on structural, symbolic and direct violence of resource extractivism, and analyzed how these different dimensions of violence shape possibilities of liveable life, contestation and transformative politics in rural Mozambique. In his current research project, Gediminas is working on the politics of large-scale infrastructural developments in contemporary Kenya, particularly focusing on railway and port infrastructures and their socio-political effects in symbolic and material geographies of Kenya.*

Gisa Weszkalnys *is Associate Professor in Anthropology at the London School of Economics. She has carried out intensive research on the politics of urban planning, resulting in the monograph 'Berlin, Alexanderplatz: Transforming Place in a Unified Germany' (2010) and an edited volume 'Elusive Promises: Planning in the Contemporary World' (ed. with Simone Abram, 2013). Her current book project builds on her long-term fieldwork in the emergent oil economy of São Tomé and Príncipe and examines future making as a significant material and affective endeavour critical to contemporary capitalism.*

Gustavo Lins Ribeiro *(PhD CUNY 1988) is Full Professor at the Autonomous Metropolitan University-Lerma and National Researcher level 3 of the Mexican National Council of Science and Technology. He was a Full Professor at the University of Brasilia and a visiting professor in Argentina, Colombia, France, South Africa and the USA. His fields of research include topics such as development, international migration, cyberculture, globalization and transnationalism. He has published many books, articles and chapters in seven languages. He was an advisor to the Wenner-Gren Foundation for Anthropological Research; the president of the Brazilian Association of Anthropology; and the first chair of the World Council of Anthropological Associations. He is an Honorary Member of the International Union of Anthropological and Ethnological Sciences.*

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Jan Bachmann *is a senior lecturer in peace and development research and international relations at the School of Global Studies, University of Gothenburg. He is leading ongoing research projects on the co-production of infrastructure, political order and security in Western statebuilding efforts in Africa as well as on social, environmental and security dynamics along the Lamu-South Sudan-Ethiopia Transport Corridor (LAPSSET).*

Jerome Whitington *is Visiting Assistant Professor at New York University. He is the author of 'Anthropogenic Rivers: The Production of Uncertainty in Lao Hydropower' (2018, Cornell University Press) based on ethnographic work in the hydropower industry in Laos. He was a postdoctoral fellow at the Climate Justice Research Project at Dartmouth College before spending five years as a Lecturer and Research Fellow at the National University of Singapore. He is currently writing a genealogy of the science of anthropogenic climate change, while conducting ethnographic research for a project called Accounting for Atmosphere: Climate change, quantification and the new Earth. Broadly speaking, he is interested in people engaged in environmental practices from compromised positions.*

Mateusz Laszczkowski *is an Assistant Professor of anthropology at the University of Warsaw. He is the author of '"City of the Future": Built Space, Modernity, and Urban Change in Astana' (2016, Berghahn Books) and co-editor of 'Affective States: Entanglements, Suspensions, Suspicions' (with Madeleine Reeves). Following several years working on the socio-material transformations of the capital city of post-Soviet*

Kazakhstan, his more recent research focuses on resistance to high-speed railway development in the Italian Alps.

Olga Povoroznyuk *received her highest degree at the Russian Academy of Sciences in Moscow and works as a Postdoctoral Researcher at the Institute of Cultural and Social Anthropology, University of Vienna. Based on her thesis, she published a book about indigenous Evenki communities (2011; in Russian) analyzing the effects of Soviet and Post-Soviet socio-economic transformations and industrialization on indigenous peoples in East Siberia. Her current research interests include the issues of ethnicity, culture and identity, post-socialism, anthropology of infrastructure and built environment with a focus on indigenous and mixed communities of Northern Russia.*

Per Knutsson *is a senior lecturer in environmental social science at the School of Global Studies, University of Gothenburg. He is leading ongoing research projects on social, environmental and security dynamics along the Lamu-South Sudan-Ethiopia Transport Corridor (LAPSSET) as well as on the role of land tenure for climate change adaptation in four ASAL counties in Kenya.*

Peter Schweitzer *is Professor and Chair at the Department of Social and Cultural Anthropology of the University of Vienna and Professor Emeritus at the University of Alaska Fairbanks. His theoretical interests range from kinship and identity politics to human-environmental interactions, including the social lives of infrastructure and the community effects of global climate change; his regional focus areas include the circumpolar North and the former Soviet Union. Schweitzer is past president of the International Arctic Social Sciences Association, and past chair of the Social and Human Sciences Working Group of the International Arctic Science Committee (IASC). He is the editor of 'Dividends of Kinship' (Routledge 2000), as well as co-editor of 'Hunters and Gatherers in the Modern World' (Berghahn 2000), 'Arctic Social Indicators' (Nordic Council of Ministers 2010), and 'Arctic Social Indicators II: Implementation' (Nordic Council of Ministers 2014). Schweitzer is also a co-author of 'Russian Old-Settlers of Siberia' (Novoe izdatel'stvo, 2004; in Russian) and of 'Arctic Sustainability Research' (Routledge, 2017).*

Susann Baez Ullberg *is Assistant Professor in Cultural Anthropology at Uppsala University. She is broadly interested in how time shapes and is shaped by social, political and environmental life. Her doctoral and postdoctoral research has dealt with disaster memory based on ethnographic studies in Argentina and in Sweden. Her current research focuses on water governance and expertise at the public-private interface in a Peruvian mega project.*

Theodor Aalders *is a PhD-student in environmental social science at the School of Global Studies, University of Gothenburg. In his PhD-project he explores the landscape of anticipation produced by LAPSSET through a walking ethnography along one of the planed corridor routes from Isiolo to Turkana.*

MAP OF STOCKHOLM UNIVERSITY CAMPUS (FRESCATI) WITH METRO STATION 'UNIVERSITETET', BUS STOP 'UNIVERSITETE NORRA' AND AULA MAGNA