## **Contents**

Introduction	xi
Can-Dapuse TRETION	
Chapter 1. Infrastructure Networks and Major Transportation Places in the World: A Geohistorical Perspective Anne Bretagnolle and Christophe Mimeur	1
1.1. Introduction	1
1.2. Transportation in the pre-industrial era: organization	
of long-distance land routes and supremacy of waterways	2
<ul><li>1.2.1. Invention of speed by the postal relay system</li></ul>	3
(15th–18th centuries)	4
1.2.3. Canals and locks at the nation-state level	7
(16th–19th centuries)	6
1.3. The industrial and transportation revolution: scaling up,	Ü
concentration processes and metropolization	8
1.3.1. Changes of scale in territorial integration processes	8
1.3.2. Hierarchical selection and bypassing of former stages	12
1.4. Globalization today: a new geography of dominant places	
shaped by transportation networks?	14
1.4.1. Containerization and international maritime freight:	
ever-renewed competition between the world's metropolises	15
1.4.2 Air: a specific geography of dominant spaces and places	17

1.4.3. The material geography of the Internet: data transmission	
and storage infrastructures	21
1.5. Conclusion	24
1.6. References	25
Chapter 2. Gateways or Globalization Taking Place(s):	
Interdependencies in Question	31
Nadine CATTAN and Jean-Baptiste Frétigny	
2.1. Introduction: staples of globalization	31
2.2. A kaleidoscope of gateways	33
2.2.1. Site gateways	34
2.2.2. Corridor gateways	36
2.2.3. Territorial gateways	36
2.2.4. Embodied gateways	39
2.3. Why do gateways matter?	40
2.3.1. Major attractors: how to endure?	40
2.3.2. Giants with feet of clay	42
2.3.3. Who governs gateways?	45
2.4. Conclusion	47
2.5. References	48
Chapter 3. Shifting Economic Models of Transportation Places	51
Juliette MAULAT and Mathilde PEDRO	
3.1. Introduction	51
3.2. From a public model to a market-oriented model: the evolution	
of transportation place economics	53
3.2.1. The traditional economic model of stations and airports:	
network-centric and publicly regulated	53
3.2.2. New financing instruments: public-private partnerships,	
commercialization and real estate development	54
3.2.3. Differentiated economic models	56
3.3. Explanatory factors: sectoral restructuring, liberalization, state	
transformation and circulation of models	57
3.3.1. Liberalization of transportation and the logics of competition	57
3.3.2. The restructuring of the state, the doctrines of new public	
management and austerity policies	60
3.3.3. The circulation of new urban planning and financing models	61

7.2.2. Ambiances and mobilities: a methodological porosity . . . . . .

7.3. Users as producers of ambiances: what sensory experiences

7.4. The production of ambiances by the operators of transportation	
spaces	158 159
to do what?	160
7.5. Power for ambiances? Safety in question	164
7.6. Conclusion	167
7.7. References	168
Chapter 8. Paratransit Places: Spaces of In-Betweenness	
in Cities of the Global South	173
8.1. Introduction	173
8.2. Places that shape metropolitan areas	175
8.2.1. Paratransit, a sector structured by its places	175
8.2.2. Paratransit stations and stops: places of resources	
and sociability	177
8.2.3. Polarities within fragmented urban spaces	178
8.3. Places with high stakes and power relationships	180
8.3.1. Places imposing their presence in the urban space	180
8.3.2. The shadow planning of paratransit places	182
8.3.3. The sense of place of paratransit: a world in its own right	185
8.4. The evolution of paratransit, a mirror of urban space hybridization 8.4.1. "Institutional bricolage" as a mode of production of	187
urban space	187
8.4.2. Formalizing informality: planning hybrid services	189
8.4.3. The blurring effect of digital tools	190
8.5. Conclusion	192
8.6. References	193
Chapter 9. From Rapprochement to Separation:	
Transportation Places and Mobile Segregation Jean-Baptiste Frétigny	199
•	
9.1. Introduction	199
9.2. Disjunctions in the frequentation of transportation places	201
9.2.1. The social marking of transportation places	201
9.2.2. Separation and interdependence: the ambivalence of roads 9.2.3. An environmental transition without social justice?	205
y / A An environmental transition without social illetice?	707

9.3. The transportation place as a material and symbolic	
distancing device	210 210
9.3.2. Beyond passengers	216
9.4. Conclusion	219
9.5. References	221
Chapter 10. Heritage Development of Transportation Places	227
	225
10.1. Introduction	227
10.2. A traditional heritage development of transportation places: the example of stations and ports	229
10.2.1. Stations and ports: symbol-places of urban, national	225
and imperial territories, and their diverse values	229
10.2.2. The future of heritage stations: inherited objects faced	22)
with contemporary issues	231
10.3. The heritage development of roads: production of places	
and territories	232
10.3.1. Roads and their diverse forms of heritage development	232
10.3.2. National Road 7: from Roman road to a heritage object	234
10.3.3. The heritage developments of National Road 7: between	22.5
mediatization and local initiatives	235 237
10.4. Transportation and heritage development of the present:	23 /
the example of airports	240
10.4.1. The challenging heritage development of highly	210
evolving places	240
10.4.2. An emerging heritage development	241
10.5. Conclusion	244
10.6. References	244
List of Authors	249
List of Authors	245
Index	251