



## **From Marseille to the Suez Canal Zone: Urban Maritime Development and the Politics of (Im)mobility**

Observing global politics today, it is difficult to ignore the imposing presence of mobility infrastructure. From the Chinese Belt and Road Initiative (BRI) to the India-Middle East-Europe Economic Corridor (IMEC), infrastructures of transport and trade—whether planned, complete, or under construction—are reshaping the global economy. This surge in infrastructure construction corresponds to a ‘new age of movement,’ one made physically possible by these large-scale infrastructures that move (and contain) an enormous number of goods and people across vast and ever-expanding spaces of the globe.

This talk explores the intertwined politics of infrastructure and (im)mobility through a comparative analysis of two major infrastructure and urban maritime development projects: the Euroméditerranée Urban Renewal Project (EuroMed) in Marseille, France and the Suez Canal Area Development Project (SCADP) in the Suez Canal Zone, Egypt. Both projects were planned and constructed amidst this global surge in infrastructure development and a racialized refugee reception crisis in the maritime border that connects—and separates—them. Rather than focusing solely on the

economic impacts of both projects, this talk follows their everyday urban lives and spaces: their ports, eco-districts, roads, and bridges, along with the communities and commercial centers they established and/or displaced. It explores how the expansion of EuroMed and SCADP's ports into large-scale, industrialized maritime spaces has reshaped urban and commercial life in their cities, transforming them both physically and socially. These large-scale infrastructure projects thus reveal the complex dynamics of urban development in a global political geography increasingly defined by the intersecting patterns, economies, and crises of infrastructure and (im)mobility.

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