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### ### 1: New uses grafted on mobility infrastructures

Let me develop 2 related lines of enquiry although there is much more to be said. Evacuation illustrates the ways our mobility infrastructures can have dual purposes, or other uses which are grafted and retrofitted onto them in certain emergency conditions. Highways become evacu-lanes, to take people out of the path of a hurricane. New routes are found through buildings to escape from emergency exits. Holding areas in tall buildings provide refuge or invacuation through vertical evacuation policies. Individuals and Households are moved through networks of distribution and rest shelters. During Hurricane Katrina, in 2005, the international airport was reopened deliberately for evacuation. 24 hours after the storm hit, the airport became a main evacuation node to house patients from 23 of the 26 hospitals in the city under water, and air- lift 2,700 patients to safety and 25,000 people to shelters. At its peak, a helicopter arrived every 15-45 seconds. The store-forward logistical logic of this processing was spatially articulated, terminal space redefined. For the first 6 hrs the upper departure level became a treatment area, the baggage claim was quickly used as a staging area. As the pictures illustrate, people became objects that needed to be moved and triaged, using the infrastructure of the airport -

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excavate these practices, and policies, to distinguish from but also bring evacuees in relation to other sets of mobile subject, how can we subject it to proper scrutiny and critique. Indeed, whilst it might seem to be about the exceptional. It is not. Evacuation is always around us, in one form or another, sometimes in plain sight, waiting to happen.

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