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Josefina Domínguez-Mujica *Editor*

Global Change and Human Mobility



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Global Change and Human Mobility

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Preface

Global Change and Human Mobility is the title of this volume, published in the series of Springer essays dealing with all the aspects considered in the Advances in Geographical and Environmental Sciences. The title of the book appeals to scholars interested in the issue of change and mobility across the world, both empirically and theoretically, offering a selection of studies developed by members of the International Geographical Union Commission (see www.globility.org) on this subject, from both thematic and geographical perspectives.

Owing to its ability to link locations and societies, human mobility has received increasing academic attention over the last few years in the context of the globalization process. As a manifestation of some of the world's key political, economic, societal, and cultural issues, human mobility has acquired great importance in the social sciences and particularly in geography. The chapters of this book demonstrate the strength of this topic in looking at a changing world from the focus of a new disciplinary approach. From these contributions, it can be seen that human mobility transforms the perspective of migrations conceived as processes between points of origin and destination, analyzing the fluidity of the relations between spaces. Therefore, new tendencies of human mobility and new interpretations of old processes overlap in this book's chapters.

Chapter 1 is dedicated to a theoretical reflection about the state of the art in the subject of human mobility and is written by Professor Armando Montanari and Dr. Barbara Staniscia from the Sapienza University of Rome, Italy. Professor Montanari established the Commission on Global Change and Human Mobility within the International Geographical Union in the year 2000, while Dr. Staniscia is the current Scientific Secretary of the Commission.

Chapter 2 offers a perspective of the reaction of migration systems in the current context of global financial and economic crisis. Professors Daniel Göler from the University of Bamberg in Germany and Zaiga Krišjāne from the University of Latvia develop a broad reflection on the "regional element" of transnationalism, opening that concept with a new transregional perspective drawn from the

migratory systems of Albania and Latvia, which strengthens the spatial issue in migration studies.

Chapter 3 focuses on the fluidity of human mobility, challenging migration and border controls. Professor Dirk Godenau from the University of La Laguna in Spain and Ana López-Sala, Research Fellow from the Spanish Council for Scientific Research (CSIC) offer a reflection on the connectivity between migration and border studies, with the backdrop provided by the analysis of migration control initiatives undertaken along the southern border of Europe over the last decade.

Chapter 4 presents a critical assessment of the challenges faced by female refugees and of the effectiveness of policies and interventions from international agencies such as the UNHCR. The “women perspective” bursts into this book as a result of the study of refugees, highlighting the double discrimination against them by reasons of gender and political persecution. They have no or few legal rights and are powerless and marginalized, and their voices are rarely heard. As highlighted by Professor Brij Maharaj and Dr. Sinenhlanhla Memela from the University of KwaZulu-Natal in South Africa, the atrocities encountered in their home countries could sadly be repeated in the destination country.

Chapters 5, 6, 7, and 8 of the book are dedicated to the issues of migration, mobility, and integration from different geographical perspectives. Professor Victor Armony from the Université du Québec à Montréal in Canada is the author of Chap. 5, which deals with Canada’s immigration policies and integration models, with a particular focus on the division between the predominantly French-speaking province of Québec and the rest of the country, mainly English-speaking. It also describes the tension between two competing models, multiculturalism and interculturalism, that coexist in the Canadian context and reflect two narratives and practical approaches to the integration of newcomers.

Researcher Fellow Susana Sassone from the National Council on Scientific and Technical Research in Argentina proposes, in Chap. 6, an analysis of the role of Latin American migrants as actors and agents of the spatial transformation of cities in the era of globalization, taking into account both theory and empirical evidence. The study of different immigrant communities in Argentinian cities proves that the building process of the neighborhood and social cohesion are related to transnationalism relationships, which imply a new profile of the postmodern migrant, prone to react in a flexible way to globalization and shaping a new city landscape.

Chapter 7 covers integration – a key issue in the literature about migration – through the study of the relationships between integration and the role of associations in France. Professor Yann Richard and Researcher Fellow Mathilde Maurel from the Université Paris 1 Panthéon-Sorbonne in France, and Professor William Berthomière, Director of the National Centre on Scientific Research in France, dedicate special attention to the consequences of the associations increasing or decreasing the oppositional identities of migrants. Integration is analyzed with a geographical (links between regional distribution and density of associations) and economical perspective, e.g., the access to employment.

Chapter 8 studies the nature of the integration process, comparing the four models representing different types of migration and integration of the small

community of Thai nationals in the Euro-Atlantic area. Dr. Daniel Šnajdr and Pr. Dušan Drbohlav, Head of the Geographic Migration Centre, from Charles University of Prague in the Czech Republic, adopt a qualitative procedure to characterize this small community of migrants, highlighting the importance of a relatively unknown flow of migration from Thailand to Europe.

In Chap. 9, Professor Gábor Michalkó of the Research Centre for Astronomy and Earth Sciences and Associate Professor Anna Irimiás from the Kodolanyi Janos University of Applied Sciences, both in Hungary, develop a study on the role of emotions and expectations in human mobility. The qualitative research highlights the importance of expectations related to the host country in the different stages of migration; the adjustment capacities of migrants coping with acculturation stress; and emotions related to the overall migration experience. The case of Hungarians living in the United Kingdom highlights the influence of migrants' personal traits and their ability to establish network capital in the new forms of mobility.

Chapter 10, written by Assistant Professor Miguel Glatzer and Tara Carr-Lemke from La Salle University in the United States, analyzes the role of the social initiatives dealing with illegal immigration in the U.S. In a context of harshness, movements, and organizations that work to empower unauthorized immigrants, to change public opinion and to alter policy play a critical role. This chapter presents a case study of one such organization: the New Sanctuary Movement of Philadelphia (NSM Philadelphia).

In Chaps. 11, 12, 13, 14, and 15, researchers develop the issue of youth mobility, a flourishing topic in the current state of knowledge, owing to the facilities provided by new forms of relationships between regions and countries, especially for those who have grown up parallel to the IT revolution.

In Chap. 11, Professors Josefina Domínguez-Mujica, Ramón Díaz-Hernández from the University of Las Palmas de Gran Canaria in Spain, and Juan Parreño-Castellano, Director of the Department of Geography from the same university, connect the recent demographic changes of Spanish population with the decision of young skilled Spaniards to go live abroad during the financial crisis.

This perspective is complemented in Chap. 12 by Junior Professor Birgit Glorius from the University of Chemnitz in Germany, where she analyzes the same phenomenon from a complementary perspective, i.e., Germany as a recipient country of human capital flow from Spain. The labor necessity and the legal framework propelling these migrations are shaped by personal decisions on opportunities to career development and to pursue a transnational lifestyle.

Professor Cristóbal Mendoza from the Universidad Autónoma Metropolitana in Mexico and Dr. Anna Ortiz from the Universitat Autònoma de Barcelona in Spain focus in Chap. 13 on Ph.D. students' mobility and migration. The in-depth interviews carried out allow them to offer an interpretation of this process as conditioned by two different circumstances: the selection of a certain university by higher studies decisions and the attractiveness of certain places like Barcelona for Latin American students.

Chapter 14 studies the same phenomenon in a different geographical framework. Professor Maria Lucinda Fonseca and Dr. Juliana Chatti Iorio from the University

of Lisbon in Portugal and research fellow Sónia Pereira of the Human Rights Institute of the University of Deusto in Spain, analyze the mobility of Brazilian students to Portugal. In this case, the focus moves from personal decisions to the role of the Brazilian government and university strategies in Portugal in stimulating the international mobility of university students.

An interesting perspective of the consequences of globalization in rural areas is presented in Chap. 15. The authors are Associate Professor Birte Nieneber and Assistant Researcher Ursula Roos from the University of Luxembourg, who study the issue of migration in rural areas and its contribution to the globalization of these spaces through the creation and multiplication of networks. They use two case studies to develop their analysis, from the district town of Merzig in Saarland, Germany, and the German–Austrian borderlands (Bavaria), where cross-border migration prevails.

Chapter 16 analyzes the fall of totalitarian regimes in Central and Eastern Europe and the enlargement of the European Union as the framework of the persistent Romanian migratory drain. The analytical approach, developed by Professor Ioan Ianos from the University of Bucharest in Romania, reveals that the main factors propelling internal and external flows of migration in Romania are of an economic nature, and that there is a causal correlation between migration and economic development thanks to the flexible mobility within the European Union.

Finally, Chap. 17 offers a look into the linkages between human mobility and the volcanic environment of Ilha do Fogo in Cape Verde. Dr. Judite Medina do Nascimento, Dean of the University of Cape Verde, Lecturer Claudio Moreno Medina from the University of Las Palmas de Gran Canaria in Spain and the technicians at the natural park in Ilha do Fogo Alexandre N. Rodrigues and Herculano Dinis, show the social and cultural behavior of the island inhabitants facing volcanic risks. They document the resilience of human mobility in these hazardous episodes using the observations collected during the last eruptions (1995 and 2014–2015) and the interviews they carried out.

Las Palmas, Spain

Josefina Domínguez-Mujica

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Chapter 1

Human Mobility: An Issue of Multidisciplinary Research

Armando Montanari and Barbara Staniscia

Abstract The chapter retraces the stages which led to the theorisation and the affirmation of the concept of human mobility in social sciences. Moving from comparative analyses concerning urban development in the 1960s and 1970s of the twentieth century, the chapter comes to the latest theories on immaterial and virtual mobilities. Human mobility is the core of the discussion; in the background are the main events that have revolutionised the global world, in its political, economic, technological aspects.

Keywords Human mobility • Global changes • Tourism and migration theories • Multidisciplinary and comparative research • Globility

1.1 Introduction

Human mobility is currently one of the central topics of interest to the social sciences around the world. It takes on different forms, which include migration and tourism, and is an element of scientific reflection due to the relationships and overlaps presupposed by these flows. Tourism is a form of mobility of variable duration, which in turn generates further forms of migration: (i) those activated by the demand for services from tourists, (ii) those linked to second homes, (iii) those dependent on seasonal cycles in the labour market, (iv) those linked to changes in lifestyles and (v) those linked to new habits of elderly people and pensioners. Starting at the beginning of the last decade (2000–2010), the problem of redefining the concepts of migration and tourism was considered, as well as the need to carry out new research on the synergistic relationship between migration and tourism (Hall and Williams 2002). Many forms of migration do in fact generate flows of tourists, as immigrant communities can become hubs for such flows, while simultaneously activating return tourism flows for visiting friends and relatives (VFR) and for maintaining relationships with the country and culture of origin. These transformations in the nature of human mobility developed between the end of the

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twentieth century and the beginning of the twenty-first in a context of advanced globalisation following significant changes in public policy due to technological innovations and economic changes. These new forms of mobility in turn influenced social and cultural development and were supported by increasingly globalised information. In contemporary culture, global phenomena and local development are strongly interrelated. Human mobility is one of the most significant expressions of this interrelationship.

1.2 Human Mobility in the 1960s and 1970s: The Prerequisites for Identifying the Phenomenon

Research into the phenomenon we now call “human mobility” intertwined from the very beginning with comparative research in the social sciences. The researchers initially focused their attention primarily on the mobility of the population within metropolitan areas. This was due to the fact that the variable of commuting had been chosen in defining the size of a metro area and its components, core and ring. In effect, the first forms of urbanisation saw places of production and places of residence concentrated in specific areas, and the phenomenon of commuting was easily identifiable and predictable. These reflections had taken their cue from the concepts expressed in one of the best known and most widely distributed sociology texts of the early twentieth century (Park and Burgess 1921). Park et al. (1925) then developed a model in which the urban structure is identified via concentric zones, including the central business district, the zone of transition containing the residential areas in a phase of degradation and finally the working class and residential zones and the commuter zone. The city was therefore identified as a living organism in continual transformation, in which the concentric circles could change their hierarchy on the basis of the different stages of development. Apart from this potential for change, the urban structure remained predominantly stable in the case in which the power of planning to orient and change was prevalent.

The concept of dynamism of the urban structure became a priority in research from the 1960s onwards. The Social Science Research Council’s Committee on Urbanisation noted the need to identify a reference model for urban development capable of demonstrating its validity beyond the limits of geography and time. However, the attempt to identify a reference model was soon bogged down by the principles of ideological contrast that governed the world at the time. For the free market economies, the phenomenon of urbanisation was unstoppable and the resulting problems and conflicts inevitable. Public administrations could have taken measures to reduce the undesired social and economic effects. In planned economies, on the other hand, the problems were considered from completely the opposite point of view; the urban-rural contrast was seen as a tool to contribute to the destruction of the traditional lifestyle of inhabitants of rural areas. Jones (1975), in his “Essay on World Urbanisation” for the International Geographical Union

(IGU), held that the widespread phenomenon of urbanisation in countries around the world referred to such a large number of variables that it would be impossible, as well as irrational, to draw up a common summary of such a phenomenon.

Jensen (1976) attempted to perform comparative analysis of the urban environments in the USA and the Soviet Union. He concluded, however, that due to the different historical experiences and different stages of economic development, it was not particularly significant to perform comparative analyses and it was more appropriate to analyse the dominant themes of the two countries' urban development. Among these, the policy for reducing the growth of the largest urban areas is significant. From 1958 onwards in the Soviet Union, new industrial plants were built only in urban areas with a population of between 50,000 and 100,000 inhabitants, on condition that they did not then exceed a population of 250–300,000. Berry (1976a) found that a fundamental change had begun in the 1970s in the USA, when the American metropolises grew at a slower rate than in the past, and on the contrary even began losing population – around 1.8 million people between 1970 and 1974 – in favour of areas outside the metro regions.

In the same period, the Stockholm Conference (1972) confirmed worries about excessive atmospheric pollution, and the process of introducing new environmental policies began at the worldwide level. The deteriorating environmental situation led to numerous major international meetings between the end of the 1960s and the early part of the following decade, when a more concentrated and significant series of events highlighted the onset of environmental risk on a worldwide scale, among these, the formation of the Club of Rome (1968), the promotion of the Man and Biosphere (MAB) programme by UNESCO (1971) and the Stockholm Conference, the United Nations Conference on the Human Environment, UNCHE (1972).

Berry (1976a) reported that there was no longer an indistinct movement of population, but that it was limited to particular social and economic groups who were more sensitive to innovative phenomena moving to new areas, leaving the less dynamic groups behind them. Berry (1976a) called this phenomenon “freedom to move”, which he justified with the desire for a better quality of life in residential areas closer to nature and in regions where it is easier to grasp the opportunities offered by the new phases of economic development. This phenomenon is the result of a number of decisions taken individually within an individualist, yet extremely contagious, cultural position. Berry's work (1976a) therefore shows the first attempts to identify the phenomenon of human mobility. This must be understood as a complex phenomenon in which individual options and choices overlap with policies on national and international migration implemented by public players. Berry (1976b) also encouraged verification of the findings from the USA in other countries around the world.

Drewett et al. (1976) analysed the situation in the UK, noting that changes in the population distribution were due only to natural changes and migration. They hoped, however, that subsequent research would aim towards a better understanding of the social and economic implications of the changes in progress, above all in terms of the roles of the different social groups. Berry's research (1976b) had an immediate impact on European research as well; indeed, even as the first results

were arriving from the USA, a group of researchers coordinated by Roy Drewett (who had collaborated with Brian Berry) presented a research project proposal entitled *The Costs of Urban Growth (CURB)* to the European Coordination Centre for Research and Documentation in Social Sciences (Vienna Centre). The CURB project was approved and operated between 1975 and 1982, when the first volume was published (v.d. Berg et al. 1982). The Vienna Centre had been set up by the International Social Science Council (ISSC) to coordinate comparative research projects in the social sciences and to encourage cooperation between European countries with planned economies and those with free market economies. Previously, between 1963 and 1973, the Vienna Centre had coordinated a project titled “The economic and sociological problems of tourism in Europe”, involving research groups from 12 countries.

The topic of urban change was a particularly delicate one to take on, considering the debate around it in the preceding years. A balance was found in recognition of the fact that urban growth was a burdensome phenomenon to deal with, regardless of the economic system of each country. All the European States, moreover, needed to further analyse a topic to which the social sciences had paid little attention, mainly for methodological reasons. Up to that point, research on urban areas had been performed mainly by geographers, including in the USA. Input from economists was missing, and as a result, the increase in costs related to urban growth had not been quantified. Sociologists had identified the problems related to social imbalances, but had not provided the costs. For this reason, the CURB project had proposed measuring the demographic and economic changes and the extent of the urbanised areas in order to identify the human, economic and environmental costs, aiming to involve all branches and skill sets of the social sciences.

As well as the internal costs of the urban area, it was also necessary to add costs relating to areas the city is able to influence, the size of which would represent a topic for study and analysis. For this reason, as the research proceeded, the concept of functional urban region (FUR) was gradually identified and developed. This definition was later enhanced by the introduction of the “core” and “ring” concepts in order to also take in the external areas of influence. The logical model adopted by CURB to identify the main relationships in the urban system provided three lines of evolution, the result of decisions concerning policies for (i) the location of industrial areas, (ii) the organisation of recreational activities and (iii) the services provided. Three levels of analysis corresponded to these lines. At the first level were the number, the quality and the location of jobs, together with the size, quality and location of the areas reserved for recreation, and the location and quality of social infrastructure. At the second level was analysis of the time to reach the workplace, size, quality and location of the residential areas and the difficulty in overcoming social imbalances. At the third level was analysis of the accessibility, in both hard and soft terms, of the workplaces, recreational areas and geography of the infrastructures.

The results of the CURB project showed that it is not the economic and political/administrative system which determines differences in urban development, contradicting the numerous theories which, up to that point, had highlighted