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**International Geographical Union Commission on
GLOBAL CHANGE AND HUMAN MOBILITY (Globility)
Report 2004 – 2008**

1. Membership

A. list of Commission's Steering Committee members.

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B. The number of commission members in total and *by country* as of 31 December 2007. The Global Change and Human Mobility Commission members are 85 from 40 countries

Albania	1
Australia	4
Austria	1
Belgium	3
Brazil	2
Bulgaria	1
Canada	3
China	2
Croatia	3
Czech Republic	3
Fiji	1
France	1
Germany	2
Ghana	1
Greece	1
Hungary	2
Israel	1
Italy	5
Japan	10
Latvia	1
Malaysia	1
Mongolia	2
Mozambique	1
Namibia	1
Nepal	1
Netherlands	3
Nigeria	2
Poland	2
Portugal	2
Romania	4
Russia	1
South Africa	5
South Korea	1
Spain	7
Sudan	1
Thailand	1

Tonga	1
Tunisia	1
Turkey	2
Uganda	1
United Kingdom	6
USA	2

2. Meetings

A. Meetings organized during the period 2004 - 2008

location	Country	dates	Number of participants	Papers presented
Glasgow	UK	19-20 August 2004	45	25
Pescara	Italy	2-4 December 2005	45	29
Brisbane	Australia	3-7 July	30	15
Hong Kong	China	12-13 July 2007	30	15
Tunis	Tunisia	12-15 August 2008	40 (expected)	20 (expected)

B. Mobility can be activated in the following ways:

- (i) For economic reasons: to find work, but also to change jobs with the aim of social and professional advancement;
- (ii) For social and demographic reasons: to form or modify the family structure; because of marriage or divorce; because of a reduction in size of the family nucleus due to the children coming of age; to have a more pleasant retirement, owing to the progressive ageing and improved health of the population;
- (iii) For residential reasons: to have a home which is more comfortable and better linked to the workplace, where taxes are lower, or one which is less expensive with the same benefits;
- (iv) For social reasons linked to quality of life: to live in areas that are more comfortable with respect to the location of the workplace, or better from the point of view of services and infrastructures; to seek out lower levels of air and noise pollution; to find an environment which is better suited to raising children;

- (v) For educational reasons: for motives of study; to attend university courses or to embark on traineeships;
- (vi) As a result of the consequences of natural events or disasters: the damage caused by long periods of drought; acute and persistent food shortages; the construction of extensive public works, such as dams and arterial roads, which change the layout of the territory;
- (vii) For reasons linked to political, military and religious events and persecution;
- (viii) For work demands: individuals who work in sectors which require frequent travel either because of the operational needs of multinationals or because they operate in various parts of the world;
- (ix) For tourism, recreation and free-time: for activities in constant qualitative evolution which attract increasing numbers of people.

Placing travellers who move because of strong economic, social, political and religious pressures, and who therefore live in a state of oppression, in the same category as those who move purely for pleasure can result in embarrassing misinterpretations. But it is true that the poor and the oppressed travel just as much as the rich and privileged, although the former obviously do not travel in business class nor do they stay in luxury hotels. However, they certainly do not travel more exclusively as emigrants, perceived from the country of departure, or as immigrants, seen from the country of arrival. These days, the term immigrant implies individuals that are less and less willing to integrate economically, socially and culturally in the countries they go to in search of work and safety, as occurred until the Seventies. Today, because of the evolutionary complexity of the economic system, there is a continuous increase in the number of individuals who make the journey and their state of mind is frequently assimilable to that of the transhumant. These are men and women, therefore, who are set in their own ideas and attached to their own cultures, proud to be different amongst the different, who do not move towards a final point of arrival, but rather towards an intermediate stage which will be followed by another. They do not require integration in the receiving society but rather the acknowledgment of their rights, which must be valid and recognised at a global

level, and of their own needs, in relation to the society which receives them. Human mobility flows relate to two socio-economic procedures referring to the tourism-migration nexus – consumption and production processes – and to the way they overlap in time and space. In this context, there no longer exist definite places of departure and arrival, but a series of places which are simultaneously places of departure and arrival, with flows which concern both consumption and production activities.

Global change and human mobility, the Globility IGU Commission

In post-industrial society, work or recreational mobility tends to assume more subtle differences as occurs with places of work, free-time, recreation, training and education. The propensity to emigrate, which until now was based on decisions made by single individuals, is today considered to depend also on the characteristics and culture of the families and communities of origin. Furthermore, with the end of the Cold War, and with the efforts made to establish a “new world order”, the mobility of individuals in a communication and information society has taken on a new dimension, significance, and also a new role in global policy, beyond the limits of country grouping. It is therefore necessary to extend the focus on traditional population flows and to consider new forms of mobility relative to the migration of workers employed in new types of production, economic globalisation, recreation, tourism and the internationalization of consumption. In the case of tourism, the decline in mass phenomena also provides a clear indication of the trend towards post-Fordist consumption, that is to say, towards more differentiated and fragmented characteristics of mobility. Mobility is the result of the behaviour of individuals who move across the territory in order to meet needs and desires connected to work and survival and, in modern society, also to those activities relating to free-time. In short, mobility phenomena differ according to space, time, economic motives and regulatory procedures. Distance can be characterised in various ways although whether a border is crossed or not can be a discriminating element and it is advisable to consider the crossing of an internal, municipal or regional border with just as much attention as an international border. Moves can be more regular or less so, but in the latter case it is necessary to know whether the length of stay is short-term, medium-term or permanent.

Based on the methodological premise of a process of evolution of population flows, a Study Group on “Global Change and Human Mobility (Globility)” (<http://www.bun.kyoto-u.jp/geo/globility>) was set up within the International Geographical Union (IGU) for the period 2000-2004, which was then renewed as Commission for the period 2004-2008.

Globility has studied the forms of international migration and mobility which are associated with the processes of internationalisation and economic globalisation, the forms of investment and local development, and the social and cultural customs which concern prevalently consumption rather than production phenomena, and are therefore associated with new forms of investment and social habits.

The types referred to are:

- a) the new forms of recreation, free-time and tourism which represent the economic preconditions for the transformation of urban areas. The economic restructuring brought about by the slump in traditional productive sectors includes forms of niche tourism which constitute the driving sectors in strategies of urban and regional development and restructuring;
- b) the internationalisation of economic activities leads to new forms of short-term labour mobility, amongst which the temporary transfer between offices of the same multinational, and the participation in training, promotional and conference activities. This fosters investment in the hospitality and recreation sectors, and in the associated services and infrastructures, and therefore contributes to urban and regional restructuring;
- c) changes in the timeframes, organisation and flexibility of work activities, in the availability of retirement income and in the organisational and institutional structure of pensions promote the processes pertaining to the internationalisation of recreational and retirement consumption;

The transition from a mobility caused by push-pull factors relating to productive activities, to a mobility triggered by prevalently consumption activities, concerns the whole world, insofar as the origin and destination of flows, according to a process which has assumed ever-increasing quantitative dimensions although these are difficult to

identify with the instruments currently available. Human mobility is a new concept, one which has not yet been well defined and which is therefore difficult to classify with rigid forms of observation and recording which refer to minimum or maximum stays and to the crossing of spaces which have been traditionally classified. The significant increase in migratory flows can be schematically associated with a series of events, amongst which:

1. the intense population growth in developing countries, and therefore the abundant supply of manpower unable to find employment in the countries of origin. This population growth is unbalanced with respect to that of developed countries where growth is considerably lower and where there is insufficient manpower;
2. economic growth taxes which have amplified the differences in development between northern and southern countries;
3. technological innovations, especially in the transport and communications sectors, which enable long-distance travel at low cost and the possibility of keeping in contact with the countries and communities of origin;
4. systems of mass communication which have reached every corner of the globe and which permit a better understanding of the economic conditions and quality of life of other countries.

Migratory flows, which are increasingly conditioned by global communication and therefore by international economic and political events, are becoming more volatile and difficult to predict in the medium and long-term.

C. The Commission has planned 5 sessions during the Tunis International Geographical Congress.

3. Networking

- A. The Commission has collaborated with IGU Commissions of
- a) Geography of tourism, leisure and global change
 - b) Local Development
 - c) Population and vulnerability”

in the 2004 through 2008 period. Collaboration was achieved through exchange of information and contribution to meetings as it was in the case Commission a) during their Congress, UK August 2004, and Commission c), China July 2007 .

B. Collaboration with other international, intergovernmental, and inter- and multi-disciplinary groups from 2004 through 2008. Results of the Commission research activities have been reported to the 1st ESPON, European Spatial Planning Observation Network, which was held in Luxembourg, October 2005. The Conference was organised by ESPON in cooperation with the Association of European Schools of Planning (AESOP), the European Council of Town Planners (ECTP), the European Regional Science Association (ERSA), the European Society for Geography (EUGEO).

C. Cooperative efforts with ISSC (International Social Science Council) and with ICSU (the International Council for Science) programs were not implemented.

4. Publications

A. Newsletters, special journal issues, and books published or anticipated during the 2004 to 2008 period.

Montanari A. (guest editor), Special issue on “New forms of human mobility on the local and national scale”, *Migrazijske i etničke teme*, 1-2/2006, pp. 203.

Montanari A. and Salvá Tomás P. (guest editors) Special issue on Human Mobility in a Globalising World, *BELGEO, Belgian Journal of Geography*, 1-2, 2005, pp.258.

Vandermotten Ch, Van Hamme G., Medina Lockhart P. and Wayens B., *Migrations in Europe. The four last decades*, Home of Geography, Società Geografica Italiana, Roma, 2004, pp.119

Ishikawa Y. and Montanari A. (eds), *The new geography of human mobility. Inequality trends*, Home of Geography, Società Geografica Italiana, Roma, 2003, pp.222

B. Salient insights or conclusions from the Globility publications can be summarised in the following points:

- the contributions included in the first publications concerned human mobility not only in European countries, but also in other regions/countries, North America, Asian/Pacific and Africa;

- complicated patterns of human mobility in “new periods”, chiefly since the 1990s, are explored minutely and convincingly. Specifically, the term “new period” here relates, for example, to the post-socialist and post-Apartheid eras. Although these “new” situations are indicative of the increasing exposure of human flows to global change in certain countries, the mechanisms and patterns have, as yet, only been partially clarified;

- various aspects of human mobility are examined. The contributions deal, not only with internal and international migration and unskilled migration, which have been male-dominant and which have attracted much attention in previous literature, but also with female skilled migration, which has generally been neglected. Attention was not restricted to only a particular type of human mobility, because individual types are closely related each other. It is a main purpose of Globility to throw light on diversity of human mobility in modern world.

- some of the contributions focused not only of current human mobility in various parts of the world, but also on investigations of policy impact and policy-making. This point of view is no doubt essential for alleviating many inequalities through the world.

Of the four above-mentioned points, the first is perhaps the most significant in Ishikawa and Montanari (2003) and probably came about from moving the conference venues to different global locations and thus physically as well as theoretically moving away from a Eurocentric view of the issues of human mobility. The second, third and fourth significance is shared by the contributions of Montanari (2002), Vandermotten et al. (2004), and in the special issues of *Belgeo* (Montanari and Salvà Tomas, 2005) on “Human mobility in a globalising world” and of *Migracijske i etničke teme* (Montanari, 2006) on “New forms of human mobility on the local and national scale”.

C. The URL of the commission’s web site.
(<http://www.bun.kyoto-u.jp/geo/globility>)

5. *Archival Contributions*

Materials and publications were transmitted to the IGU archives at Villa Celimontana in Rome by Globility Commission.

6. Continuation

A. The Commission confirmed the name “Global Change and Human Mobility” and the acronym Globility when it can be applied

B. A concise (100-200 words) statement of the commission’s mission.

On the base of the achievements in the previous activities, Globility has sought to answer the following questions: 1. what are the necessary conditions for a change in the dimensions and characteristics of international mobility? Is there sufficient empirical evidence of this change? 2. is there an indication of the need for a new dialectic between the global and local dimensions? Is it possible to create a model to interpret how human mobility constitutes an element of connection between the local and global dimensions? 3. what are the implications of the new forms of mobility? What are their causes and effects? 4. what are the characteristics and dimensions of the changes relating to mobility? 5. what are the interactions between the forms of mobility identified? Is it possible to identify a new theory of human mobility? Can a satisfactory empirical analysis be conducted on the basis of this new theorisation?

C. List of members of the commission’s steering committee for the period 2008-2012

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D. The work plan envisaged during the 2008-2012 period

Globility studies are hindered by the difficulty in correctly detecting and studying the phenomenon at a general level. The phenomenon will be analysed on a local scale. Each territory is capable of activating original mobility processes with characteristics and

implications which do not occur in the same way elsewhere. If each place is a separate case then at an international level general qualitative conditions can be indicated, but certainly not a precise correspondence of quantitative definitions and characteristics. The local level and the territory become the favoured parameters for the observation of flows. Indeed, at this level it can be better assessed to what extent the economic development of a location determines the activation of population flows, whether temporary or definitive, and vice versa, that is, to what degree these flows contribute to development in its various stages.

Further issues to be considered with specific attention will be:

1. Environmental factors, reflecting their growing importance in the contemporary mobility patterns, especially in the developed world. Some of these factors have been considered in different categories (e.g., in social reasons linked to quality of life), which is not any more justified. Environmental group of mobility may include: escaping air pollution and transport congestions in central cities, search for more moderate climate (e.g., north-south human mobility in the USA), etc.
2. Better schooling for children, a factor for mobility of many families, especially for the young ones with children.
3. Health concerns: an emerging factor of new age mobility, as people with respiratory problems (e.g., asthmatics) and arthritics choose to move to areas with drier climates, such as sunny arid regions and deserts, e.g., in the USA and Israel.
4. Urban crime, or more specifically, an attempt to escape from it is another cause of mobility.
5. Availability of state-sponsored (i.e., public) housing drives people from one area to another in which such housing is available, especially in welfare states of Scandinavia where states invest a lot in its provision for the needy.