

Editorial

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While it may seem obvious, the link between mobility and European Union (EU) has not been systematically explored. Mobility defined as “all movement involving a change in the state of the actor or system” does not represent a central concept for European studies and, when used, no common theoretical foundation is provided. Major contributions to explore the link between mobility and European Union come from migration studies¹, planning theory² and research on job³ and student⁴ mobility. Each of these fields has been developed separately⁵. The present special issue of Cuadernos Europeos de Deusto represents an attempt to better conceptualise the role of mobility in the process of European integration.

A common theoretical basis of the *interdisciplinary perspectives on Governing Mobility in Europe* is that the EU can be conceptualized as a

¹ See William Walters and Jens Henrik Haahr, *Governing Europe: Discourse, Governmentality and European Integration*, Routledge Advances in European Politics 24 (London: Routledge, 2005); Adrian Favell, *Eurostars and Eurocities: Free Movement and Mobility in an Integrating Europe*, Studies in Urban and Social Change (Malden, MA: Blackwell Pub, 2008); Ettore Recchi and Adrian Favell, eds., *Pioneers of European Integration: Citizenship and Mobility in the EU* (Cheltenham, UK : Edward Elgar, 2009); Ettore Recchi, *Mobile Europe: The Theory and Practice of Free Movement in the EU* (Basingstoke: Palgrave Macmillan, 2015).

² See Ole B. Jensen and Tim Richardson, *Making European Space: Mobility, Power and Territorial Identity* (London: Routledge, 2004); Stefanie Dühr, Claire Colomb, and Vincent Nadin, *European Spatial Planning and Territorial Cooperation* (London: Routledge, 2010).

³ See Norbert F. Schneider and Gerardo Meil, eds., *Mobile Living Across Europe I: Relevance and Diversity of Job-Related Spatial Mobility in Six European Countries* (Farmington Hills, MI: Barbara Budrich Publishers, 2008); Norbert F. Schneider and Beate Collet, eds., *Mobile Living across Europe II: Causes and Consequences of Job-Related Spatial Mobility in Cross-National Comparison* (Farmington Hills, MI: Barbara Budrich Publishers, 2010); Gil Viry and Vincent Kaufmann, eds., *High Mobility in Europe: Work and Personal Life* (New York, NY: Palgrave Macmillan, 2015).

⁴ Elizabeth Murphy-Lejeune, *Student Mobility and Narrative in Europe: The New Strangers* (London: Routledge, 2002).

⁵ An integrative approach has been developed in Vincent Kaufmann and Ander Audikana, *Mobilité et libre circulation en Europe - Un regard suisse* (Paris: Economica, 2017).

political project for the promotion of different flows of mobility. Mobility has played two roles with regard to the EU. First, mobility has been a fundamental tool to strength territorial and political integration between different European countries. A higher level of transnational mobility is supposed to favor exchanges, improve mutual understanding and enhance functional integration. Second, mobility has been increasingly presented by European institutions as a mechanism to develop individual capabilities and assure social integration. In this perspective, transnational job and student mobility of European citizens has been extensively encouraged.

However, the current economic and institutional crisis of the EU seems to challenge a European integration model based on increasing flows of mobility. The principle of free movement of people and Schengen area, as the (mis)management of the flows of refugees has shown, are increasingly criticized. The Swiss vote against mass immigration in 2014 and the Brexit must be interpreted in the context of these criticisms. A territorial model based on increasing mobility flows, which strengthens spatial disparities and causes environmental damages seems also to have reached its limits. Against those advocating for bringing back national borders and restricting mobility, the EU needs to explore new regulatory models which limit the adverse social, economic and environmental impacts of mobility and make the benefits related to different flows accessible. The EU needs more than ever a comprehensive theory of mobility in the interest of a new and realistic integration approach. The articles that follow represent a step forward in this direction.

In their introductory article, **Ander Audikana** and **Vincent Kaufmann** seek to better establish the link between the European integration process and the promotion of different flows of mobility. Over its history, the EU has conceived and implemented different policy interventions oriented to promoting transnational mobility. Audikana and Kaufmann distinguish three types of interventions. First, regulatory policies have sought to create a common framework regarding the technical and juridical conditions for mobility. These policies have notably focused on the elimination of barriers which limit the four freedoms underpinning the single market. Second, investment policies have aimed at equipping the European territory with new infrastructures and spatial interventions. Third, incentive policies have provided the necessary resources to develop mobility skills and support mobility strategies of individual and collective actors. Although the outcomes of these three types of policies are arguable, they represent a relatively coherent and long-term strategy to maximize the mobility conditions of the continent. Each of the next three articles focuses on one type of policy areas.

Border control, symbolized by the Schengen system, is one aspect of the regulatory mobility policies developed by the European framework. **Sabine Hess** and **Bernd Kasparek** identify the fragilities and opportunities of implementing an internal borderless space assuring a common management of external borders of the EU. As these authors suggest the “European border regime” was born to overcome the dilemma between “a neoliberal economic paradigm of a —preferably global— free circulation of goods, services and capital” and “a continued biopolitical will to control the movements of people”. However, Hess and Kasparek consider that “since the beginning of the Arab Spring in early 2011, the parameters for a pan-European regulation of its borders have shifted quite drastically”. Relying on an ethnographic approach, they reconstruct the events and decisions taken over the last few years concerning border control. The authors conclude that the measures (de- and restabilising Schengen) adopted by European and national authorities do not define a clear strategy for the future of the European border regime.

Transport is one critical sector in which the promotion of mobility at the European level has been conducted. However, as suggested by **Caroline Gallez** and **Benjamin Motte-Baumvol**, transport sector is characterized by different competing objectives. Creating an efficient and sustainable transport system contributing to economic development has been traditionally considered a major policy goal by European and national authorities. Instead, Gallez and Motte-Baumvol show that inclusiveness concerns related to transport have emerged and have been developed exclusively in local and national contexts such as in France and United Kingdom. While mobility is considered a key element to assure social integration and inclusiveness of European societies, these authors remind that mobility is not equally distributed among population. They also caution against “a process of increasing dependence on mobility, which is particularly detrimental to the most economically vulnerable”. Thus, they advocate for a cross-cutting perspective on transport and mobility planning focusing attention on the notion of inclusive accessibility.

Cross-border job-mobility, together with mobility for education purposes, is supposed to contribute to the economic and territorial integration of the EU and to improve the employability conditions of European citizens. However, job-mobility has frequently unknown effects on the well-being of mobile workers. **Gerardo Meil** and **Pedro Romero-Balsas** analyze the relationship between job-mobility and well-being based on a large survey comparing various European countries. More specifically, they focus on persons “who have to spend two hours or more commuting (Long Distance Commuters) and/or have to spend 60 nights or more per year away from home for job-related reasons (Overnighters)”. Their

analysis shows that job- mobility “is associated with an increase in levels of stress in work and in life in general”. However, results also show that in some cases “mobility also has advantages and drawbacks that are reflected in these dimensions of personal life”. However, their results suggest that when “the balance of advantages and drawbacks of mobility is considered positive, the negative impact on subjective well-being can be neutralised or overpowered”.

The final article of the special issue develops a case study where regulatory, investment and incentive issues related to mobility interact locally. Based on a qualitative and quantitative study of the trinational metropolis of Basel, **Yann Dubois** presents an analysis of cross-border life. He analyses how cross-border status influences living conditions, the spatiality of daily life or mobility practices. Several differences among countries (France, Germany and Switzerland) and between types of population (cross-border and non-cross-border workers) are identified in those areas that contribute to raise different perceptions on cross-border reality. Dubois concludes thus that cross-border mobilities “have large economic, environmental or social impacts on local territories, which were not prepared for such an influx”, causing “tensions in the local population” and strengthening “expectations towards more international or cross-border mobility regulation”. Taxation, legal and governance intervention, infrastructure provision and spatial planning are some of the areas in which policy interventions can be implemented.

The present issue of Cuadernos Europeos de Deusto also includes two articles in the section Otros Estudios. In the first one (*La Unión Europea en la Gobernanza Global*), **Nicolás Mariscal**, Jean Monnet emeritus professor at the University of Deusto, discusses the role of the EU in global governance. In the second one (*La representación de los europeos. Sobre las posibilidades y límites de la parlamentarización de la Unión Europea*), **Daniel Innerarity**, Professor in Political Philosophy and Ikerbasque fellow at the University of Basque Country, deals with the possibilities and limits of the parliamentarisation of the EU.

Finally, as usual, this issue of Cuadernos Europeos de Deusto includes comments of **David Ordóñez Solis** to recent case law of the Court of Justice of the European Union and a Chronicle on the institutional and economic situation of Spain within the European Union at present, elaborated by **Beatriz Iñarritu**.

Ander Audikana

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