

# Maantieteen päivät 2017: WELCOME TO FINLAND?

- The Annual Meeting of Finnish Geographers, Turku 26.-27.10.2017 -

## MOBILITIES

Session chair Jussi Jauhiainen

Session on Thursday 26. October 2017 at 14:15 – 15:45

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Marko Joas: **Policy Tools for Climate Governance on Local Government Level: Patterns of usage in Finland**

Margus Tiru and Rein Ahas: **Transnational Migration between Finland and Estonia in Mobile Network Roaming Datasets**

Tarmo Pikner: **Urban politics and mobility matters entangled to fare-free public transport in Tallinn**

Jussi S. Jauhiainen: **Tracing mobilities in Lampedusa, Italy**

Elias Willberg et al.: **Novel data sources in cycling research**

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## Policy Tools for Climate Governance on Local Government Level: Patterns of usage in Finland

Marko Joas, Åbo Akademi

It is beyond any doubt that local governments, and especially cities, are key players when searching for a sustainable path towards the future, globally, in Europe as well as in Finland. Developing urbanization is a fact that puts pressure towards cities to act also in situation where higher tiers of government does not fully support change. Multilevel governance structures give support for policy action independent from national solutions.

One of the most pressing question regarding a sustainable future is climate change. It is beyond any doubt that global warming is a first priority problem to handle, in order to avoid both environmental crisis as well as global and regional social crisis. Energy production and consumption is first priority problem to tackle when discussing climate change. Within a decade, it is expected that cities share of energy consumption will increase from about 70% up to 75%. Cities and local governments are thus key actors combatting climate change.

This paper will analyze how local governments choose – within a framework of multi-level governance – among existing policy tools for climate action. Can we see a pattern of policy diffusion for this and how does the pattern look in a European comparison? The analysis is based on members in two climate action networks for local governments: European Covenant of Mayors and national HINKU-network.

DISCLAIMER: This paper is an outtake from work in progress for a comparative paper including two additional case studies in Europe, Germany and Italy.

## **Transnational Migration between Finland and Estonia in Mobile Network Roaming Datasets**

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Transnational population mobility can be defined as living and working in two or more countries. A transnational lifestyle is becoming more and more commonplace in various parts of world thanks to rising population mobility, changing labor market, opening borders, and developing information and communication technologies. Measuring, understanding, and the management of such communities is complicated; we can see that traditional statistics and register data sources are not suitable to describe the transnational community. In this paper, we are proposing and testing a methodology for measuring the transnational mobility of a population with the help of the roaming databases of mobile network operators.

Keywords. Transnational population mobility, Roaming data, CDR

## **Urban politics and mobility matters entangled to fare-free public transport in Tallinn**

Tarmo Pikner, senior researcher, Centre for Landscape and Culture, School of Humanities, Tallinn University

Urbanisation generates diverse challenges related to mobility in cities and between localities. Public transport and pedestrian friendly street design can provide alternatives for high use of private vehicles. For example, there are more than a hundred of cities in world experimenting with fare-free public transport. However, sustainable practice/planning models may become hindered by rigid economical framings of change. This paper discusses urban politics and mobility matters assembled together by Tallinn's fare-free public transport initiative. Here I can reveal only few aspects of this wider phenomenon. Firstly, to discuss mobile policy rationalities of public transport and its urban contextualisation (Cohrane 2007; Robinson 2013). Secondly, to indicate associations how lively infrastructure of movement and city regions become coproduced and also contested (Cresswell 2006; Amin 2014). The paper is partly based on the collaborative empirical work carried out in autumn-winter 2016/2017 involving also colleagues from the University of Turku and Université Libre de Bruxelles.

## **Tracing mobilities in Lampedusa, Italy**

Jussi S. Jauhiainen, Department of Geography and Geology, University of Turku

Mobilities of many kinds are part of the asylum journeys of irregular migrants. Journey is a key aspect though much research and authorities' discussion is about the starting point in the country of origin and the final point in the destination country.

In this presentation, the focus is on material, discursive and symbolic mobilities appearing when the irregular migrants and asylum seekers trespass the border between the non-Europe and the European Union.

The presentation is based on the fieldwork in Lampedusa, Italy. The material is from a survey, interviews and observation regarding irregular migrants and asylum seekers on this tiny island between Africa and the Italian mainland. Lampedusa has been and is a key entry point for tens and

hundreds of thousands of irregular migrants. Many modes of governance are involved in their mobilities.

Broader report of the fieldwork is available at: [www.urmi.fi/julkaisut](http://www.urmi.fi/julkaisut) , see Jussi S. Jauhiainen (2017). Asylum seekers and irregular migrants in Lampedusa, Italy, 2017.

### **Novel data sources in cycling research**

Elias Willberg, Ainokaisa Tarnanen, Maria Salonen, Tuuli Toivonen, University of Helsinki

Cycling as a mode of environmentally friendly and healthy transportation is arousing increasing interest in cities. Novel data sources such as sport applications and data collected by the bike sharing systems have opened new avenues for studying cycling. However, in order to use such information in real-life planning and decision-making, it is necessary to understand the potential biases and limitations in these data sources.

Here, we used data from sports application Strava to study spatial and temporal patterns of cyclists' route choices and speeds in Helsinki. The data consisted of a road network geometry where minute-by-minute cycling trip information was aggregated to road segments. We also compared this data to automatic and manual bicycle counts to validate the analysis. While Strava data provided valuable knowledge about cycling patterns the comparison also gave information about the utility of such data for research and planning purposes.

We show that the Strava user group is heavily skewed towards youngish men who are active cyclists. Nevertheless the correlation with the bicycle count data in overall was fairly good although spatial and temporal variations were significant. Thus it can be considered to be representing everyday cycling in Helsinki quite well, at least during the active biking season. The results are suggesting that sports application data are providing useful information source to understand cyclists' route choices and speeds. This is encouraging when planning and prioritizing actions for route maintenance and development.

In addition to Strava data, our research group is also using data from other user generated sources, including the data collected by the bicycle sharing system of Helsinki and social media. All of these data sources are large in volume and collected without specific research purpose. Our on-going research aims to further unveil their value for research and to develop new methods for their utilization.