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The opportunities and challenges of modern mobility

Mobility is a prerequisite for the survival and development of humankind. Historically and in the present day, mobility has allowed us to seek out environments with better living conditions, to trade goods, and to send and receive information. Mobility also enabled the dynamic exchange that takes place at the interfaces between civilizations, thus spreading language, culture, knowledge and technology, which were subject to constant evolution as a result. The means of transport that enable our mobility have developed continuously over the course of time, such that our reach in modern times ranges from land to sea, air and even space. Modern mobility, still largely based on crude oil as a primary energy source, raises a number of challenges that need to be addressed. Mobility as an energy service begs the question as to the provenance of the required energy, and by extension, the question of import dependency. Use of fossil energy carriers also exacerbates anthropogenic global climate change. Additional challenges manifest themselves in the context of cities. To meet these challenges, measures and solutions need to be developed. These are provided in part by policy making on a global, EU and national level. In addition, research and development can make an important contribution to achieving these goals. One such example is the project EMILIA, which proposes solutions for freight logistics in an urban context.

Peter Michael Tropper

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European road transport – Common challenges versus national fragmentation

European road transport, as part of European transport policy, has gone through different stages and continuing, dynamic developments on different political levels. Already in the beginning of the European Union it was a declared goal to establish and develop a common European transport policy due to the necessity that a common economic market also needs a common framework and rules in aspects of road transport on a European level. This article is highlighting certain historical European developments but also showing up to date problems, challenges and weaknesses this policy field is dealing with.

Bernhard Geringer/Robert Rosenitsch/Werner Tober

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Mobility of the future – Economy and ecology are not in contradiction

The technological development in the mobility is extremely dynamic – in part because of dramatically intensified social demands on sustainability and environmental protection as well as by the remarkable increase in the global demand for individual mobility. The resulting demands on innovators in research and industry are still met in Austria. However, this requires increased efforts to get the best brains in the global race to continue to participate in a leading role.

Spatial dynamics of commuting in the Vienna region

The contribution analyses the spatial impacts of the long-term and recent developments in commuting in the Vienna region. The focus lies on a distance based analysis of Vienna and its region, which describes the interrelations between regional development and commuting. Furtheron, the pattern of modal split and its development is analysed in detail. Conclusions are drawn on the impact of commuting on economy and traffic planning.

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Mobility and regional labour market

Jobs are not necessarily created in those regions that develop dynamically in terms of population. The question then arises to what extent accessibility and mobility of workers affect regional labor markets. Along with Vienna, the city of Graz has to be seen as one of the most dynamic regions in Austria in terms of population growth. Although new jobs have been created in Graz, an increasingly large number of people who live in the city, work outside the region. Graz, thus, is more and more becoming a place of residence, in contrast to Linz, which is developing into a place where people work. To meet the demand for skilled workers, regional labour markets depend on commuting patterns. This is not only true for urban agglomerations but also for industrial regions, as can be seen in the example of Deutschlandsberg. The manufacturing sector is highly dependent on in-commuters because companies' labor demand cannot be met by the workforce within the region. This is especially true for the technological sector, which employs highly qualified workers. In such cases, a lack of skilled workers or weak transport infrastructure can weaken the regional competitiveness in the long run.

Thomas Liebig/Anne-Sophie Schmidt

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Managing labour migration to Austria from an international perspective

Labour migration is considered as a way to help meet future labour and skill shortages in many OECD countries with shrinking working-age populations. This article summarises the main findings of the OECD publication "Recruiting Immigrant Workers: Austria" and addresses the question how international recruitment can help meet needs in the Austrian labour market that cannot be satisfied through domestic and European labour supply, examining both the effectiveness and the efficiency of the Austrian labour migration system. The recent Red-White-Red-Card reform has improved the existing framework for labour migration from non-EU/EFTA countries to Austria. But in spite of a significant increase since then, per-capita inflows of non-EU/EFTA workers are still among the lowest in the OECD. At the same time, the small number of labour migrants from non-EU/EFTA countries is counterbalanced by relatively large flows within the European free-movement area. In order to get more out of labour migration, the existing framework needs further adjustments, including an improvement of admission criteria, administrative framework, and statistical infrastructure.

Geographic mobility – which direction for labour migration?

Mobility readiness within the population varies widely among EU Member States. A Eurobarometer survey shows that the population of Italy, Austria and Greece is the least mobile. In recent years, however – due to the difficult economic situation in Europe – migration from the Southern EU Member States to Austria significantly increased. In general, though, immigration from other EU Member States dominates in Austria: it amounts to 2/3 of net migration.

This article analyses migration flows to Austria and the effects of the so-called Red-White-Red-Card, which was introduced in July 2011 for individuals from non-EU countries. The article furthermore shows that – due to demographic trends – skills shortages will significantly increase in the future and therefore comprehensive measures in the field of labour migration (policy) seem necessary. In addition to the advancement or reforms of the Red-White-Red-Card, the introduction of an overall strategy for skilled immigration seems necessary and desirable to allow Austria to successfully compete for the best minds in the international competition for skills and labour.

Mobility of Austrian Citizens

We are living in times of far-reaching changes, also in the context of labor markets and mobility. This article addresses the question of labor mobility, looking at the case of Austria. One particular question to be addressed in this context is whether higher labor mobility would help to mitigate the shortage of skilled workers. Further questions of interest concern whether vocational training combined with company-based training reduces the mismatch within the labor market. The final question of interest is to assess the right general framework supporting labor mobility.

The future of work – What can we expect?

The future of work will be heavily influenced by technological innovation, global economic integration, demographic ageing and institutional changes. Building upon long-standing trends in employment we can expect a highly diverse employment regime with a strong emphasis on high-skilled, knowledge-intensive jobs. This makes the supply of appropriate skilled labor and the development of flexible work organization models that can reconcile productivity and innovation with individual and family needs a crucial factor of success in developed economies.

Digital Transformation of Society and Economy

Our society – and also many others in the world – are facing drastic challenges due to demographic change, skills shortage and ongoing digitisation: Working and living environments are transforming tremendously driven by altering human needs, new ways of work-life-balancing within a hybrid world as well as innovative technologies. The internet and further digital technologies, essentially mobile usage of data, thus are not only reshaping our daily lives, but are overall changing economy and business profoundly.

New World of Work – No stone remains unturned

The ways we work are changing fundamentally. The authors of the book “New World of Work” – *Michael Bartz* and *Thomas Schmutzer* – explain in this article which changes are currently ongoing in corporate organisations and what the implications are for management and their workforce. They clearly show why these changes have become a process with its own dynamic, as there stands a clear positive business case behind the New World of Work from the view of corporate management. On the other hand, as well employees have interest in the New World of work and drive changes bottom up due to the benefits of innovative work models for work and life quality and changing expectations. The authors provide as well a clear roadmap for the transformation of corporate organisations towards New World of Work. All their insights, which they share in this article at hand, are based on practical experience from industry and on results from New World of Work research.

Analysing income mobility by means of the concept of positional change

Concepts of income mobility deal with the question how incomes of individuals change over time. One concept of income mobility is positional change which refers to the pattern of movements of individuals between positions within the income distribution. This concept is used to illustrate intragenerational income mobility in Austria. EU-SILC data is the basis for our analysis of mobility over time and in comparison with other European countries. Also socioeconomic variables of households which move or stay on their position are of interest and can be analysed with EU-SILC data.