

THURSDAY, 14 NOVEMBER 2013

09:30	REGISTRATION (AS7 Foyer)
09:45	WELCOME REMARKS (Level 1, Room 17) Brenda S.A. YEOH , National University of Singapore LIN Weiqiang , Royal Holloway, University of London, UK
10:00 – 11:00	KEYNOTE ADDRESS (Level 1, Room 17)
	Chairperson Michiel BAAS , Nalanda University, India
10:00	<i>Friction</i> Tim CRESSWELL , Northeastern University, USA
10:45	Questions & Answers Session
11:00 – 11:20	TEA BREAK
11:20 – 12:50	PANEL 1: MOBILITIES, IMAGINARIES AND SYMBOLISMS (Level 1, Room 17)
	Chairperson Maureen HICKEY , National University of Singapore
11:20	<i>Trans-urban Imaginaries of Urban Transport: Mumbai Taxis/Singapore Style</i> Tarini BEDI , University of Illinois at Chicago, USA
11:40	<i>Place, Identity, and Imagined Geography: The Cultural Politics of the Mass Rapid Transit System in Kaohsiung, Taiwan</i> Anru LEE , City University of New York, USA
12:00	<i>Flying Images: Aeromobility as a Harbinger of 'Global City-ness' in Asia</i> Ben DERUDDER , Ghent University, Belgium
12:20	Questions & Answers Session
12:50 – 13:50	LUNCH
13:50 – 15:20	PANEL 2: MANUFACTURING AEROMOBILITIES (Level 1, Room 17)
	Chairperson Malini SUR , National University of Singapore
13:50	<i>Drawing Lines in the Sky: The Emotional Labors of Airspace Production in Singapore</i> LIN Weiqiang , Royal Holloway, University of London, UK
14:10	<i>The Airport and the Territory: Transborder Infrastructure in the Singapore-Johor-Riau Trinational Region</i> Anna GASCO , ETH SEC Future Cities Laboratory, Singapore
14:30	<i>Globalizing Aeromobilities? Reflections on Asian Appetites for Terminal Experimentation</i> Anthony ELLIOTT, David RADFORD, & Nicola PITT , University of South Australia
14:50	Questions & Answers Session
15:20 – 15:40	TEA BREAK

THURSDAY, 14 NOVEMBER 2013

BREAKOUT SESSIONS

15:40 – 17:30	PANEL 3: 'NEW' MIGRATION CIRCUITS – NATIONALIST REGIMES (Level 1, Room 17)	PANEL 4: 'NEW' MIGRATION CIRCUITS – MIGRANT AGENCIES (Level 6, Room 42)
Chairperson	Eric C. THOMPSON , National University of Singapore	Tabea BORK-HÜFFER , National University of Singapore
15:40	<i>Merantau and Modernity: Conceptualising Changing Mobilities in Indonesia and Beyond</i> Noel B. SALAZAR , University of Leuven, Belgium	<i>A Phenomenological Life-world Perspective in Theorizing Mobilities: The Case of Australia-educated Vietnamese Professional Migrants</i> CHI Hong Nguyen , The University of Queensland, Australia
16:00	<i>Managing Mobility? Policy Responses to the New Migrants in the PRC</i> Els VAN DONGEN , Nanyang Technological University, Singapore	<i>Near White but not White Enough: Japanese Expatriates in the 20th Century South Africa and their Whiteness</i> MeYu YAMAMOTO , Kyoto University, Japan
16:20	<i>'The No-where People' – From Refugees to Transnational Migrants: Mobility, Place Making and Homeland Aspirations</i> Dhooleka S RAJ , Independent Scholar	<i>Entrepreneurial Mobilities and Marriage Migration: Chu and Zuan as PRC Chinese Migrant Modalities in Malaysia</i> Melody LU Chia-Wen , University of Macau, China
16:40	<i>Theorising Contemporary Chinese Mobilities</i> Maggi LEUNG , Utrecht University, The Netherlands	<i>'Nomads' in Semiconductor Plants: Young Engineers and Their Mobilities between Singapore and China</i> ZHANG Shaochun , Sun Yat-sen University, China and National University of Singapore
17:00	Questions & Answers Session	
17:30	END OF DAY ONE	
17:45	Bus Transfer to Dinner Venue	
18:15	Conference Dinner (<i>For Organisers, Speakers, Chairpersons, & Invited Guests only</i>)	
20:15	Bus Transfer to Conference Hotel	

FRIDAY, 15 NOVEMBER 2013

09:15	REGISTRATION (AS7 Foyer)	
09:30 – 11:00	PANEL 5: MOBILITIES IN/AROUND THE CITY (Level 1, Room 17)	
	Chairperson Shirlena HUANG , National University of Singapore	
09:30	<i>Mobility, Geopolitics and 'Juicy Tales' in the Urban Margins of the Asia</i> Nausheen H ANWAR , National University of Singapore	
09:50	<i>Thinking through Mobilities: Movements and Moments of Encounter along the Boon Lay MRT Pathway</i> YE Junjia , Max Planck Institute for the Study of Religious and Ethnic Diversity, Germany	
10:10	<i>Where Are We Now? The Making of Cognitive Map, the Emergence of High-speed Rail and the Time-space Compression Effect on Taiwanese Youth</i> Andy TUNG Chien-Hung , Nation Chung-Hsing University, Taiwan	
10:30	Questions & Answers Session	
11:00 – 11:20	TEA BREAK	
11:20 – 12:50	PANEL 6: PRODUCING MOBILE IDENTITIES THROUGH BORDERS (Level 1, Room 17)	
	Chairperson KIM Sung Kyung , National University of Singapore	
11:20	<i>Exploring the Relationship between Borders, Work and Identity</i> Wendy MEE , La Trobe University, Australia	
11:40	<i>Borders to be Crossed: Korean Chinese Return Migration to South Korea</i> KIM Yeong-Hyun , Ohio University, USA	
12:00	<i>Producing an Immobile North Korea: Enclosed National Space and Everyday Performances of Belonging in and out of Pyongyang</i> Alessandro TIBERIO , University of California – Berkeley, USA	
12:20	Questions & Answers Session	
12:50 – 13:50	LUNCH	
BREAKOUT SESSIONS		
13:50 – 15:40	PANEL 7 - QUESTS FOR MOBILITY (Level 1, Room 17)	PANEL 8 - 'LIFESTYLE' MOBILITIES (Level 6, Room 42)
Chairperson	Sally LIU Liangni , National University of Singapore	Kumiko KAWASHIMA , National University of Singapore
13:50	<i>Theorizing Asian Brokerage Systems across Continents: Knowledge Expertise, Translation and the Circulation of Ideas and People</i> Mark Lawrence SANTIAGO (via Skype) , University of British Columbia, Canada	<i>Mobility Affordances and Anticipations: Intersections of Finance, Migration, Transportation and Consumption in Vietnam & Asia</i> Ivan SMALL , University of California – Irvine, USA
14:10	<i>Trapped in the Current of Mobilities: China-Hong Kong Cross-border Families</i> CHEE Wai-Chi , The Chinese University of Hong Kong	<i>The Production of Fixities in Japan: Accommodating Ambivalent Mobilities</i> Chris MCMORRAN , National University of Singapore
14:30	<i>Onward and Upward: Multistate Labor Migration among the Capital-constrained</i> Anju Mary PAUL , Yale-NUS College, Singapore	<i>Dividuality, Mobility and 'Western' Subjectivity: Later-life Migrants and Retirees in Southeast Asia</i> Paul GREEN , The University of Melbourne, Australia
14:50	<i>Harnessing Exceptions: Mobility, Credibility, and the Casino</i> ZHANG Juan , National University of Singapore	<i>From Kingdom of Bicycles to Land of the Car: Car Culture and Gender in the Urban China</i> Hilda RØMER , University of Copenhagen, Denmark and Fudan University, China
15:10	Questions & Answers Session	
15:40 – 16:00	TEA BREAK	

FRIDAY, 15 NOVEMBER 2013

16:00 – 17:30	PANEL 9: MOBILE PRACTICES AND COSMOPOLITANISMS (Level 1, Room 17)
	Chairperson Elaine HO , National University of Singapore
16:00	<i>Techie Mobilities in Cyberabad</i> Bascom GUFFIN , University of California – Davis, USA
16:20	<i>Contesting Respectability: Mobility and Gendered Space in Global Delhi</i> Melissa BUTCHER , The Open University, UK
16:40	<i>Young Singaporeans' Mobilities through the City and the Region: Asian Youth as 'Agentic Mobilees'</i> Tracey SKELTON , National University of Singapore
17:00	Questions & Answers Session
17:30	CLOSING REMARKS (Level 1, Room 17)
18:00	END OF CONFERENCE
18:15	Bus Transfer Back to Conference Hotel

KEYNOTE ADDRESS

Friction

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In this talk I consider the potential of the idea of friction as one theoretical device for the exploration of the politics of mobility. In physics friction describes what happens when two move bodies (or a moving body and a stationary body) come into contact. Heat is produced as a byproduct. What happens when friction and heat are translated into a social and cultural realm? The significance of (social) friction is in the way it draws our attention to the way in which people, things and ideas are slowed down or stopped. One reading of the mobility turn in the humanities and the social sciences is to see it as an analysis of a world of flow where friction has been reduced or (nearly) eliminated. This would be a mistake. Foregrounding mobility in theory and methodology does not mean turning our attention away from friction but, instead, highlights it. Friction would not happen without at least the potential of movement (motility). The talk draws on classic writings on friction and logistics in wartime as well as contemporary theoretical endeavors to understand what happens when moving people, things, ideas get caught up in the sticky topographies of actually existing places.

Tim CRESSWELL is Professor of History and International Affairs at Northeastern University, Boston, USA. His research interests center on the role of geographical ways of thinking in the constitution of social and cultural life both historically and in the present day western world. He is the author of five books including, most recently *Geographic Thought: A Critical Introduction* (Blackwell, 2013) and *On the Move: Mobility in the Modern Western World* (Routledge, 2006). He has also co-edited four volumes on place and mobility including *Geographies of Mobilities: Practices, Spaces, Subjects* (Ashgate, 2011) Cresswell is also a poet and he explores similar themes in his debut collection *Soil* (Penned in the Margins, 2013). Prior to arriving at Northeastern, Cresswell worked at the Department of Geography, Royal Holloway, University of London (2006-2013), University of Wales, Aberystwyth (1999-2006) and University of Wales, Lampeter (1993-1999). He is a managing editor of the journal *cultural geographies*.

PANEL 1: MOBILITIES, IMAGINARIES AND SYMBOLISMS

Trans-urban Imaginaries of Urban Transport: Mumbai Taxis/Singapore Style

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As the city of Mumbai *globalizes*, the restructuring of the city's taxi industry is being *modeled* along the lines of the taxi industry in Singapore. Arguably, *infrastructure* has become a dominant sphere of public discourse across urban Asia. Transport infrastructures in particular have become key sites at which urban futures are debated in Asia. Through a multi-sited ethnography on taxi-drivers in Mumbai and Singapore, this paper examines the *travel* of ideas on *modern* transport infrastructures across contemporary Asia. It particularly explores how urban labor connected to the taxi trade in different Asian cities mediates these imaginaries of transport infrastructure through the *social infrastructures* of motoring. My key conceptual claim is that in order to avoid thinking of urban infrastructure as a static material entity, it is necessary to look at the ways in *social* and *physical* infrastructures interact. Relatedly, as social infrastructures mediate travel, the paper suggests that these trans-urban *flows* are not the simple travel of ideas, imaginaries and knowledge. Instead, there are various modes of translation that trans-urban imaginaries undergo as they intersect with a variety of state, ethnic, gendered, religious, household, and market registers. I engage with how *flows* are misread and contested, and with the politics associated with replication that is at the heart of the urban *model* debate. This is where the most important question becomes one of deciphering who the agents of this translation are, and what new journeys these *flows* take as they reach new urban environments. In both Mumbai and Singapore the desire to learn, to teach, and to mimic is one of the most important flows. However, as I conclude, the most significant reason for engaging with the mobility of trans-urban imaginaries is not to simply understand the mimicry, but to examine how mimicry, when it travels, has the capacity to produce something new.

Tarini BEDI is an Assistant Professor of Socio-cultural Anthropology at the University of Illinois at Chicago, USA. Dr Bedi is an urban anthropologist with research and teaching interests in urban politics, gender, urban theory, anthropology of transport and infrastructure, and globalization. She is currently working on two book length projects. The first is an ethnography of the women's wing of the Shiv Sena party in urban India. It is entitled: *The Dashing Ladies of the Shiv Sena: Urban Brokers and the Gendered Politics of Performance* and is under advance contract with SUNY Press. It develops a feminist theory of patronage politics and examines the performative expressions of political personality in urbanizing regions of the world. The second project, tentatively entitled *Everyday Technologies of the Urban: The Cultural Life of Motoring* falls broadly into the emerging fields of transport anthropology and the anthropology of infrastructure. It is particularly interested in how new urban transport technologies mold themselves around everyday life and how resistance and politics around these technologies gets constituted. She is currently conducting fieldwork for this project in Mumbai, Singapore, and Manila.

PANEL 1: MOBILITIES, IMAGINARIES AND SYMBOLISMS

Place, Identity, and Imagined Geography:
The Cultural Politics of the Mass Rapid Transit System
in Kaohsiung, Taiwan

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This essay examines the cultural meanings of, and the identity politics behind, the Mass Rapid Transit System in Kaohsiung (hereafter, KMRT), the second largest city of Taiwan. The KMRT is the second subway system ever built in Taiwan. It was completed and opened to public use in 2008. As many world – and especially Asian – cities have been observed engaging in major investment in urban infrastructure including public transportation systems in recent years, subways including the KMRT emerged to be new public spaces that have large impact on the worldviews and self-identifications of the populations in these cities. They are also important cultural symbols, and potential sites to challenge existing political or social orders. Many of these mega projects, however, similar to the KMRT, failed to fully deliver their anticipated benefits. To explain the discrepancy between the continued popularity of urban mega transit projects and the promises that fall short, Siemiatycki (2006) postulates that we should take into account not only the tangible gains but also the intangible benefits of these projects. It is oftentimes “the historical and culturally rooted symbols, imageries, meanings, and mythologies” which lead to widespread political and public support for urban mega project investment (Richmond 2005). In the case of the KMRT, the quotidian presence of the KMRT embodies Taiwan’s historical-spatial inequality, which is both a product of and conducive to the national geopolitics. Accordingly, public discussions engendered by the KMRT bring forth a set of emotionally provocative yet politically potent questions about citizens’ rights writ large in the language of national identity.

Anru LEE is a faculty member of the Anthropology Department at John Jay College of Criminal Justice, the City University of New York, USA. She is the author of *In the Name of Harmony and Prosperity: Labor and Gender Politics in Taiwan's Economic Restructuring* (SUNY Press 2004) and a co-editor of *Women in the New Taiwan: Gender Roles and Gender Consciousness in a Changing Society* (ME Sharpe 2004). Her current project investigates mass rapid transit systems as related to issues of technology, governance, and citizenship. Her most recent fieldwork looks at the newly built subway systems in Taiwan in the context of the country's struggle for cultural and national identity.

PANEL 1: MANUFACTURING AEROMOBILITIES

Flying Images: Aeromobility as a Harbinger of 'Global City-ness' in Asia

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The remarkable boom in air transport infrastructures in Asia and the concomitant rise of Asian carriers such as Singapore Airlines, Cathay Pacific, Etihad, and Emirates have been scrutinized from various quarters. Although there have been myriad interpretations of these developments, to date the debate has essentially been dominated by transport economists who advance two distinct metatheoretical interpretations. The first interpretation stresses the 'economic rationality' of these developments by emphasizing the relevance of, inter alia, the success of the newish business models of these carriers and/or the region's strategic location in the context of shifting economic geographies. The second interpretation presents an 'Orientalized' understanding of these developments by pointing to, inter alia, the 'unfair' competition related with misty governance structures and/or the alleged irrationality of present and future development plans.

In this paper, I aim to show how these metatheoretical interpretations are limited because they essentially relegate Asian aeromobilities to a set of epiphenomena. I propose an alternative interpretation, which focuses on the political-geographical and social-constructionist dimensions of Asia's unfolding aeromobilities. Based on an analysis of how elites in cities (and especially in the region's quasi city-states) have come to perceive the 'position' of 'their' city in a network of 'global cities', I argue that that the instant production of global images through aeromobility is expected to facilitate a wider self-fulfilling prophecy in which Asian cities are to become part of this 'universe' of global cities. Aggressive air transport-related investments, both in connectivity per se but also in high-visibility projects such as multi-million dollar sponsorship deals in high-visibility sports, can thereby be interpreted as a strategy to help defining and influencing the discursive space about the role and position of Asian cities in a global, urban-centered economy. The paper is concluded with a reflection on the degree to which these policies are, as is often argued, indeed a replication of Singapore's oft-quoted role as forerunner given its history of huge investments in (air)port infrastructures.

Ben DERUDDER is Professor of Human Geography at Ghent University's (Belgium) Department of Geography, and an Associate Director of the Globalization and World Cities (GaWC) research network. As a Marie Curie Research Fellow under the European Union's 7th Framework Programme, he is presently also affiliated with Monash University's (Australia) School of Geography and Environmental Sciences. His research focuses on the conceptualization and empirical analysis of transnational urban networks in general, and its transportation/mobilities components in particular. His work has been published in leading academic journals, and he has co-edited a number of books on this topic, including *Cities in Globalization* (Routledge, 2006, with P.J. Taylor, P. Saey & F. Witlox), *Business Travel in the Global Economy* (Ashgate, 2009, with J. Beaverstock & J. Faulconbridge), and a recent volume entitled *International Handbook of Globalization and World Cities* (Edward Elgar, 2012, with P.J. Taylor, F. Witlox & M. Hoyler).

PANEL 2: MANUFACTURING AEROMOBILITIES

Drawing Lines in the Sky: The Emotional Labors of Airspace Production in Singapore

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This paper takes as starting point the idea that airspace is not simply a neutral interface for aeromobile activities. Striated by lines and vectors that selectively connect particular points of the earth at the expense of others, it is more akin to a fluttering global canvas that needs to be carefully pinned down. Turning to Singapore as an example, this paper refers to over 100 airline newsletters published between 1982 and 2000, and interviews with 15 aviation officers to uncover how the city-state seeks to resourcefully 're-thread' airspace through itself. In particular, attention is paid to the peopled emotional labors that have been invested by the city-state, in order to infuse certain social atmospheres in the air and on the ground that are friendly to air traffic growth. To fully appreciate these efforts, this essay offers an in-depth alter-perspective from Singapore's vantage point, by positioning its narrative at the 'peripheries' of 'global' assumptions about how *air-lines* are constituted. Critically, this intimates the presence of particular circumscribed spaces within which states falling outside the 'old' club of air powers often have to operate. Even for a successful over-comer like Singapore, the (re)assembling of airspace does not come with the latitude of manufacturing a brand new air-scape per se, but involves incremental 'innovations', people-performed 'technologies', and tactical additions to airspace.

LIN Weiqiang is a Doctoral Postgraduate at Royal Holloway, University of London, UK, and has experience both in academia and government service. His research interests converge around issues of mobilities, in particular air transport, urban transport, migration and transnationalism in the Asian context. In 2010, he won the Wang Gungwu Medal and Prize for best Masters thesis at the National University of Singapore. As well, he has published in a diverse range of edited volumes and peer-reviewed journals in recent years, including cultural geographies, *Geoforum*, *Political Geography* and *Mobilities*. His most immediate lines of flight in the future will take him to explore various socio-cultural aspects of airspace-making in Southeast Asia, and the consequent transnational mobilities that result from them.

PANEL 2: MANUFACTURING AEROMOBILITIES

The Airport and the Territory: Transborder Infrastructure in the Singapore-Johor-Riau Trinational Region

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Air traffic has grown at a prodigious rate in Singapore: the number of passengers has quintupled since 1980 and tonnes of airfreight movements have risen by a factor of 10 during the same period. Nowadays Changi Airport welcomes more international passengers than Suvarnabhumi Airport does in Thailand, one of the world's top tourist destinations. If Changi has become an integral part of Singapore and a key asset to ensure the city-state position in the global flows, there has been no research on the air-cargo and passengers networks created and articulated by Changi throughout the Singapore-Johor-Riau (SIJORI) cross-border region. Studying transnational flows of goods and people between Singapore, the Malaysian state of Johor and the Riau Island of Batam in Indonesia, the paper examines the roles played by Changi in border processes. It uncovers how Changi along with secondary airports, local logistic firms and small-scale transport infrastructures enable goods and people to cross borders within the region and integrate the global flows of commodities and persons. The paper highlights how the presence of a global airport such as Changi has enabled small and medium enterprises – such as fresh cut flowers or ornamental fish farms - to expand their commercial activities across national borders. It underlines how the development of air cargo networks centered on Singapore's airport support the presence of Multinational Corporations in the free trade zones of SIJORI. These flows of 'time-sensitive' and 'high-value' commodities are being transported between the production sites, located throughout the urban region, and Changi to access global markets. The paper also unveils how people with modest income choose smaller airports within the trinational region to access Singapore and how local trans-border infrastructures enable them to switch from Changi's hub to secondary airports depending on budgets and destinations. In doing so the research uses airport infrastructures as a useful lens for broadening the cross-border perspective of Singapore and probing how this larger urban region is being shaped and redesigned to facilitate the expanding as well as increasingly diverse circulation of people and capital.

Anna GASCO is a PhD Researcher at the ETH SEC Future Cities Laboratory in Singapore. Before joining the FCL, she worked for seven years as an architect and urban designer for internationally renowned practices in the UK, the Netherlands, Switzerland and Belgium. Anna worked on a various range of projects from the Legacy Masterplan of the London Olympics to a strategic regional planning study in Paris and various sites redevelopments in central London, Brussels, Dublin as well as St Petersburg. During these years she focused her work towards challenging design tasks at all scales requiring a deep understanding of existing conditions and constraints. Italian, born in Congo, she graduated as an Architect in Belgium and completed a Master in Urban Design at The Bartlett UCL in London. Anna has been a guest lecturer, critic and studio teacher at The Bartlett UCL, the ETH Zurich and the National University of Singapore. In 2011 she joined the Urban Design Strategies and Resource module at the FCL where she researches airports territorial organisation and effects on urbanisation.

PANEL 2: MANUFACTURING AEROMOBILITIES

Globalizing Aeromobilities? Reflections on Asian Appetites for Terminal Experimentation

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This paper seeks to achieve three objectives. The first section of the paper reviews and contextualises recent debates in social theory on mobilities in general and aeromobilities in particular, paying especial attention to the transformation of global airports in the context of the new economy. The second section of the paper situates these broad conceptual claims concerning the trajectory of aeromobilities with reference to empirical research drawn from the ARC Discovery grant, 'Investigating international work-related travel, global airports and transnational networks: innovation, shape and boundaries of mobile lifestyles' examining customer experiences, experiments and events at airports. The third section of the paper questions the adequacy of Western accounts of mobilities and aeromobilities with reference to Asia, and in particular looks at data on changing Asian customer expectations, aspirations and desires for "life in the sky".

There is growing evidence of global shifts in airport socialities and new professional and business affordances generated by airspaces (Cwerner, Kesselring and Urry, 2009). Aeromobilities are fundamental to the production and ordering of the global electronic economy, as international travel flows promote transnational networks (Taylor 2004; Castells 1996). Airports can be usefully conceptualized as a "space of flows" that mobilize people around the globe, largely through connecting hub airports in major global cities (Castells 1996; Aaltola 2005). This paper focuses on how movement in and through airport spaces provide for various opportunities relating to commerce, careers, experience and events thereby connecting individuals to transnational "network capital" (Urry, 2007; Elliott and Urry, 2010). A core aspect of our argument is that time spent at airports is not co-terminous with wasted or dead time (Elliott and Urry 2010) but provide new forms of "meetingness" and "dwelling" for mobile lives (Cwerner, Kesselring & Urry, 2009). This paper explores these dynamics, examining and contrasting Western and Asian contexts.

Anthony ELLIOTT is Director of the Hawke Research Institute, where he is Research Professor of Sociology at the University of South Australia. He has authored and edited over 30 books - including *Mobile Lives* (Routledge 2009) co-authored with Professor John Urry, *The New Individualism* (Routledge, 2009 2E) co-authored with Charles Lemert, *On Society* (Polity, 2012) co-authored with Bryan Turner, and *Reinvention* (Routledge, 2013). Professor Elliott is a Fellow of the Academy of the Social Sciences of Australia, a Fellow of the Cambridge Commonwealth Trust and a member of King's College, Cambridge. His current research concentrates on the intricate connections between mobile lifestyles, identity and globalization. Professor Elliott is the Chief investigator on the ARC Discovery Grant 'Investigating international work-related travel, global airports and transnational networks: innovation, shape and boundaries of mobile Lifestyles on customer experiences, experiments and events at airports.'

David RADFORD is Postdoctoral Research Fellow and a member of the Directorate at the Hawke Research Institute, where he is Lecturer in the Division of Education, Arts and Social Sciences at the University of South Australia. Having completed his PhD in in 2011, his research interests focus on transformations in identity including innovation and social change, and ethnic and religious identity in Asia and Australia. He is also a member of Prof Elliott's ARC Discovery Grant research team: 'Investigating international work-related travel, global airports and transnational networks.'

Nicola PITT works as a Research Associate at the Hawke Research Institute, University of South Australia. Her recently completed doctoral thesis in the field of global and digital media studies focused on the politics of parenting values and the role of inter-cultural communication, specifically between China and the West. She is also a member of Prof Elliott's ARC Discovery Grant research team: 'Investigating international work-related travel, global airports and transnational networks.'

PANEL 3: 'NEW' MIGRATION CIRCUITS – NATIONALIST REGIMES

Merantau and Modernity: Conceptualising Changing Mobilities in Indonesia and Beyond

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Indonesia is an excellent place to study the complexity of Asian (im)mobilities. The archipelago's scattered geography has been conducive to intricate systems of circular movements and various forms of migration and cross-cultural mixing. In this paper, I analyse the widespread occurrence of various forms of mobility between and beyond the Indonesian islands. Today, many Indonesians are engaged in a combination of short and temporary as well as long-term and long-distance travels, driven by both sociocultural and economic motivations. It is important to place these contemporary flows in the context of a long history of movement that was facilitated by network-creating and network-dependent relationships. Some of these mobilities have been explained as a cultural characteristic. The rich tradition of *merantau*, or travelling to gain experience (at different levels), serves to illustrate that translocal border-crossings are generally not made with the intention to uproot people but are experienced by both 'movers' and 'stayers' as incomplete and open-ended. As *merantau* is culturally institutionalized, it assumes an element of circularity, in that leaving and returning are equally encouraged. Most Indonesians are part of this mobility, whether personally or through the back and forth movements of relatives or significant others. Culturally rooted understandings of geographical mobility such as *merantau* are as relevant as the physical movements themselves in understanding the meaning of mobility. At the same time, Indonesian patterns of movement have undergone dynamic changes over the past century, linked with various regional political events and circumstances. In many cases, externally generated changes have reinforced traditional forms of mobility, such as *merantau*, and added new ones. In addition, border-crossing movements among people with limited mobility resources are mediated by 'modern' technologies, including increased regulations and broker networks.

Noel B. Salazar is Research Professor in Anthropology and Founding Director of Cultural Mobilities Research (CuMoRe) at the University of Leuven, Belgium. His research interests include anthropologies of mobility and travel, the local-to-global nexus, cultural brokering and cosmopolitanism, with long-term ethnographic fieldwork in Indonesia and beyond. Dr Salazar is the author of *Envisioning Eden* (2010, Oxford: Berghahn) and multiple mobility-related articles in journals such as *Journal of Ethnic and Migration Studies*, *Identities: Global Studies in Culture and Power*, *Crossings: Journal of Migration and Culture*, and *History and Anthropology*. He sits on the editorial boards of *Mobile Culture Studies* (Austria), the *Journal of Culture and Mobility* (South Africa) and *Annals of Tourism Research* (USA). In 2013, Dr Salazar was elected as president of the European Association of Social Anthropologists and as board member of the Young Academy of Belgium. He is also the founder of the EASA Anthropology and Mobility Network.

PANEL 3: 'NEW' MIGRATION CIRCUITS – NATIONALIST REGIMES

Managing Mobility?: Policy Responses to the New Migrants in the PRC

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Since the advent of economic reform and opening up in 1978, the PRC government has engaged in the management of the mobility of the so-called new migrants through a new mobility regime in the form of diaspora engagement policies. In spite of efforts to preserve territorial sovereignty and to limit the political incorporation of the Chinese overseas, to some extent, the logic of transnationalism, flexibility, and mobility have in fact already infiltrated the domain of the nation-state. This paper looks into the contradictory nature of Chinese diaspora policies and the interplay between flexibility and control manifested in these policies. Whereas some policies are ruled by the logic of territoriality in the form of sending abroad and return migration programs, other policies can be said to be in support of a liberal governmentality that is still territorially-oriented, but that supports circulation. Still other policies manifest a concern with dispersion as part of a neoliberal governmentality.

Els van DONGEN received her PhD from the Department of Chinese Studies, Leiden University, the Netherlands. She obtained her MA and BA degrees from the Department of Chinese Studies, University of Leuven, Belgium, and a post-graduate degree in International Relations from the Department of Political Science, University of Leuven. Her research interests include the history, historiography, and intellectual history of modern China, with a special focus on intellectual debates of the 1980s and the 1990s. In her dissertation, entitled *Goodbye Radicalism!: Conceptions of Conservatism among Chinese Intellectuals during the Early 1990s*, she analyzed intellectual debates on “radicalism” (*jijin zhuyi*) and “conservatism” (*baoshou zhuyi*) within the framework of the relation between historiographical practices and national identity. Currently, she is working on issues of nationalism, transnationalism, and national identity during the Chinese reform era from the angle of Chinese policies towards the Chinese overseas, thereby using a comparative approach.

PANEL 3: 'NEW' MIGRATION CIRCUITS – NATIONALIST REGIMES

“The No-Where People” from Refugees to Transnational Migrants: Mobility, Place Making and Homeland Aspirations

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This paper examines the dislocation of partition as a determining moment in Indian migrant mobility and looks at the longer term implications for government policy. Despite the growing scholarship and attention to the largest population transfer in modern world history, with an estimated 10-14 million people crossing the border in 1947, little attention has been paid to the links between the dislocation and its connection to the so-called, Indian brain drain. In this paper, based on substantial regular ethnographic fieldwork over the last nineteen years in London and Delhi, I examine the links between memory, dislocation and mobility. Specifically, I am interested in how these two different forms of mobility (traditionally referred to as voluntary and involuntary in the migration literature) intersect. Further, I want to broaden the focus beyond the 'Asian migrant' story prevalent in Western scholarship in which the origin state provides a backdrop or is erased from migrant mobility. Instead, I want to look at the complications of these mobilities for the emergence of the new 'regulatory regime' of the Indian Government towards its emigrant diaspora population. The paper aims to contribute to wider discussions on the complications of Asian mobility, by advancing an argument to examine the intersections of territorialization, citizen, sovereignty, nation as seen through the lens of Indian migrant mobility.

Dhooleka Sarhadi RAJ's research and publications explore globalization, urban life and migration, focussing on South Asia. Dr. Raj is author of *Where are you from? Middle Class Migrants in the Modern World* (2003, University of California Press), and is currently writing a book on Transnational migrants and India's diaspora strategies. A key question of her work is to understand globalization as the movement of people, specifically, how ethno-religious minorities involved in transnationalism simultaneously transform families and nation-states. She has conducted fieldwork on migrants (London), partition refugees (Delhi), globalization and the American family (Washington DC) and state responses to bioterrorism (USA). Trained as an anthropologist, she has taught undergraduate and graduate courses at Yale, Harvard and Cambridge. Previously, she was the Associate Chair of South Asian Studies, Yale University. Dr Raj has held research fellowships at The Radcliffe Institute, Harvard University and the University of Cambridge. She has served on the American Anthropological Association Committee of Ethics and The Ethics Task Force. Dr Raj holds a doctorate in anthropology from the University of Cambridge.

PANEL 3: 'NEW' MIGRATION CIRCUITS – NATIONALIST REGIMES

Theorising Contemporary Chinese Mobilities

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The Chinese are on the move. After its adoption of the Open Door Policy, China has been characterised by a rise of internal and international mobility of capital, goods and people. Pal Nyíri goes so far to assert that 'Mobility has come to epitomise a new and modern China'. What then is distinctive about contemporary Chinese mobilities? How can we approach more nuance theorisation of this bundle of dynamic and impactful mobility trajectories? This paper attempts to address this challenge by operating two analytical perspectives. First, it proposes a decentered approach in understanding Chinese (or Asian, or anywhere else) mobilities. It argues for a stretching of the existing dominant analytical frame, which has primarily focused on the spatiality of the Chinese people who move and the Chinese political, social and economic contexts that stimulate or hinder these movements, to give a more central position to the reach of political, social and economic institutions operating outside of China. By illustrating, among other examples, how higher education institutions at 'destinations' reach out to Chinese youngster and their parents to produce the bubbling desire for overseas education, and how (Chinese migrant) businesses in the tourism sector worldwide nurture and manage the Chinese travel lust, the paper illustrates how Chinese mobilities should be understood as aspiration and experiences co-produced by Chinese as well as 'non-Chinese' factors, framings and processes. Second, the paper highlights some traits of 'Chineseness' as reflected in the current 'culture of mobility'. In particular, it reveals the differentiated experiences among individuals of diverse social backgrounds to display how mobility is gendered in ways often justified with 'the Chinese culture' as eternal traditional values on the one hand, and how 'the Chinese culture' is enacted, modified and (re-)created, on the other hand, (e.g., by Chinese tour guides working in Europe) in the quest for better (business) performance by underlining the differences between 'the Chinese' and 'the Others'.

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PANEL 4: 'NEW' MIGRATION CIRCUITS – MIGRANT AGENCIES

A Phenomenological *Life-world* Perspective in Theorizing Mobilities: The Case of Australia-educated Vietnamese Professional Migrants

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While politicians claim that Vietnam's development is compromised by brain drain, little research has been done to examine the mobilities of Vietnamese professional migrants. This paper seeks to address this gap by reporting on a qualitative study on the mobilities of Australia-educated and domiciled professional migrants from Vietnam. Australia is used as a site because of its two-step migration policy, which since 1999 has allowed international students to seek permanent residency. Using Heideggerian phenomenology as the theoretical framework, this study examines migrants' lived experiences through their interactions with the surrounding world – the *life-world*. This *life-world* refers to entwinement with the world through specific ways of living everyday lives as *being-in-the-world* – and is also expressed as the *social milieu*.

By analysing the social milieu of 15 participants, this study has found that migrants' mobilities are informed by both spiritual and materialistic concerns, variously framed by a desire to escape from their perceived lack of power as citizens and professionals, a remedy for personal upheavals and ideological conflicts, a desire for adventure and social status, pursuit of knowledge and income, or a search for intergenerational security. On the one hand, the meanings ascribed to their migration can be read as reflecting their emotionality and relationality, including a desire to contribute by philanthropy and knowledge transfer to Vietnam's development. On the other hand, the respondents' decisions to leave are influenced by the micro-politics of everyday life under the influence of Vietnam's communist regime. With the *being-in-the-world* conceptual term used to investigate and understand Vietnamese professional mobilities, this empirical study has the potential to shed light on theorizing mobilities from Vietnam, an Asian society experiencing social, economic and political transitions. It identifies differences in terms of the influences of traditions and power relations on mobilities. The findings hope to enrich the migration data sources and narratives on Asian migration research.

CHI Hong Nguyen is a PhD student at the School of Education, the University of Queensland (UQ), Australia. He is currently researching the mobilities of Australia-educated and domiciled professional migrants from Vietnam. He obtained his Bachelor of Education (Can Tho University, Vietnam) in 1998 and Master of Educational Leadership (UQ) in 2005. His main research areas include professional mobilities and educational leadership. He authored the book *"The Art of Leadership in the New Time"* (published in Vietnamese, 2008, Sai Gon Publishing House, Vietnam) and has published in several journals including *Asian Education and Development Studies*, *ERIC*, *Essays in Education Online*, *International Education Studies*, *Journal of Sociological Research*, and *Pan-Pacific Management Review*. He has also published newspaper articles, short stories, and poems in Vietnamese.

PANEL 4: 'NEW' MIGRATION CIRCUITS – MIGRANT AGENCIES

Near White but not White Enough: Japanese Expatriates in the 20th Century South Africa and Their Whiteness

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In recent years, studies on expatriates as privileged migrants have been thriving in the interdisciplinary fields of migration studies. For example, Fechter and Walsh (2010) examines on western expatriates involved in temporary migration to destinations outside 'the west' and their relationships with host-country nationals, underlining continuities between the early 20th century colonialism and early 21st century globalisation. However, far less attention has been paid to non-western / non-white expatriates who moved to western industrialised countries. To fill the knowledge gap, this study addresses Japanese expatriates under racial segregationist policies in South Africa since the beginning of the 20th century. They were privileged as business expatriates in terms of immigration control policies while unprivileged as non-whites in the white dominant society. In other words, they would be regarded as 'almost the same but not white' (Bhabha 1994) described in postcolonial studies. The author has conducted research both in South Africa and Japan by collecting archival documents as well as interviewing with Japanese expatriates who resided in South Africa in the 1970s and 1980s. The paper will begin by history of the status of the Japanese expatriates in South Africa throughout the 20th century, from the time of a 'Yellow Peril' panic over Asians to the end of Apartheid regime, indicating that 'the gaze' towards the Japanese had never been fixed. It will be followed by describing their experiences in the 1970s and 1980s to illustrate everyday lives of 'near-whites' in white residential areas. Finally, their various practices for the lines to be crystallised between Asians and other non-whites and between middle class and working class will be examined. As a conclusion, the author will present how 'honorary whiteness' of Asians were effective both in maintaining and subverting racial stratification of the country from the perspective of whiteness studies and migration studies.

Meyu YAMAMOTO completed Master's Degree in the school of Humanities at University of Cape Town in 2008 and continues her study in the department of Sociology at Kyoto University, Japan. Her research interests cover migration studies, ethnic and racial studies, area studies (South Africa), historical sociology. The PhD dissertation will focus on Asian residents in the 20th century South Africa underlining interactions between a racial concept that categorises people and those who are categorised. Recent publications include: "Honorary or Honorable?: The 'Honorary White' Status and Japanese Residents in South Africa under Apartheid", *Soshioroji*, 56(3), 103-119, 2012; "Model Minorities in the 20th century: Chinese Communities in the White Supremacist Society in South Africa", *Kyoto Journal of Sociology*, 17, 185-192, 2009.

PANEL 4: 'NEW' MIGRATION CIRCUITS – MIGRANT AGENCIES

Entrepreneurial Mobilities and Marriage Migration: *Chu* and *Zuan* as PRC Chinese Migrant Modalities in Malaysia

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In the context of the growing prominence of international marriages against an increasingly bureaucratized migration regime in Asia, we draw on an analysis of the marriage-migration pathways of women from the People's Republic of China (PRC) to Malaysia to gain insight into the nature of feminized mobility. Most PRC female migrants demonstrate strong entrepreneurial sensibility as they navigate through various visas, passes, and citizenship categories despite stringent migration regimes in these two countries. We propose two interlinked concepts in vernacular Chinese—"out" (*chu* 出) and "through" (*zuan* 钻)—as key analytical tools to examine marriage migrants' variable motivations, practices and rationalities; their non-linear paths to upward and outward mobility; the making and un-making of social networks; as well as their careful negotiations and maneuvering between and within state boundaries and gender politics in intimate relations.

Chu has a wide range of meanings in Chinese, which include to exit, to leave, to depart, to produce, to excel, to outclass, and so forth. We use *chu* to capture these nuanced meanings embedded in Chinese marriage migrants' motivations and actions. In contemporary China, many choose to go out of the country because they don't have other "way out" (*chulu*) in their pursuit of a good life. This has to be understood in the context of China's increasingly ossified social stratification and limit to social mobility since the mid 1990s. With *chu* as main motivation, the actual practices and pathways of migration are highly variable as would-be migrants seek out available channels within the context of a migration regime characterized by multiple barriers and considerable brokerage activity. International marriage provides just one possible *chu* pathway.

We use "*zuan*" to illustrate the ways in which Chinese migrants maneuver between and within migration regimes, state policies, work and family, business and intimacy. Another versatile Chinese term, *zuan* carries an array of meanings such as to dig into, to probe, to break through, to explore, to exploit, to penetrate and to be cunning. It showcases migrants' strong drive, entrepreneurial spirit, knowledge, as well as libidinal energy to strive and move through various layers of boundaries and constraints, and to explore pockets of opportunities presented to them. We argue that *zuan* mentalities and strategies are made apparent in the context of Malaysia where the labour migration regime is rigid, but where there are interstitial spaces (or

holes) that can be exploited to further migratory pathways. Through *zuan*, Chinese marriage migrants trespass state boundaries by obscuring notions of legality and illegality. *Zuan* is also the source of their sexualized image and stigma, as it implies a masculine display of aggressive drive, which challenges traditional gender roles.

Through a careful examination of *chu* and *zuan* in migrant pathways, we hope to find more nuanced ways of framing migrants' mobile subjectivities as produced by a contextualized understanding of human agency operating within the particular conditions of Asia's migration regime.

Melody LU Chia-Wen is currently Assistant Professor at the Department of Sociology, University of Macau. She holds a PhD in Anthropology and Development Sociology from Leiden University, the Netherlands. She has co-edited *Asian Cross-border Marriage Migration: Demographic Patterns and Social Issues* (Amsterdam University Press, 2010), guest-edited for the *Journal of Comparative Family Studies* (Special Issue on *Transnational Families in the South*, March 2010), and published several journal articles and book chapters on comparative migration regimes, international marriages, and ethnic return migration in East and Southeast Asia. Her current research projects include international marriages in Singapore and Malaysia, transnational mobility in the leisure industry and casino resorts in Asia, and contemporary Chinese migration to Lusophone Africa. She has worked as a research fellow at the Asia Research Institute (Asian Migration Cluster), National University of Singapore and at the International Institute for Asian Studies, the Netherlands, and taught at the University of Amsterdam and Leiden University, the Netherlands. She was an activist and worked in several Asian regional NGOs in Taiwan, Hong Kong and the Philippines on the issues of gender and development, migration and student activism.

ZHANG Juan is a Research Fellow with the Asia Research Institute, National University of Singapore. Her current research focuses on cross-border mobilities, post-socialist subjectivities in contemporary China as well as everyday politics in the borderland. She is also interested in Chinese cultural politics, borders and boundary making, sexuality, and mobility. She received her PhD in Anthropology from Macquarie University in Australia, her MA in NUS and BA in Wuhan University, China.

CHEE Heng Leng is Visiting Professor at the Women's Development Research Centre (KANITA), Universiti Sains Malaysia, Penang. She is undertaking research in marriage migration, and in medical travel. Her recently published articles include 'From client to matchmaker: social capital in the making of commercial matchmaking agents in Malaysia' (*Pacific Affairs* 2012, co-authored with Brenda SA Yeoh, Vu Thi Kieu Dung) and 'Circuitous pathways: marriage as a route toward (il)legality for Indonesian migrant workers in Malaysia' (*Asian and Pacific Migration Journal* 2012, co-authored with Brenda SA Yeoh, Rashidah Shuib).

Brenda S.A. YEOH is Professor (Provost's Chair), Department of Geography, and Dean of the Faculty of Arts and Social Sciences, National University of Singapore. She is also the Research Leader of the Asian Migration Cluster at the Asia Research Institute, NUS, and coordinates the Asian MetaCentre for Population and Sustainable Development Analysis. Her research interests include the politics of space in colonial and postcolonial cities, and she has considerable experience working on a wide range of migration research in Asia, including key themes such as cosmopolitanism and highly skilled talent migration; gender, social reproduction and care migration; migration, national identity and citizenship issues; globalising universities and international student mobilities; and cultural politics, family dynamics and international marriage migrants. She has published widely in these fields. Her latest book titles include *The Cultural Politics of Talent Migration in East Asia* (Routledge 2012, with Shirlena Huang); and *Migration and Diversity in Asian Contexts* (ISEAS press, 2012, with Lai Ah Eng and Francis Collins); *Return: Nationalizing Transnational Mobility in Asia* (Duke University Press, forthcoming in 2013, with Xiang Biao and Mika Toyota); as well as a paperback reprint of her book *Contesting Space in Colonial Singapore: Power Relations and the Urban Built Environment* (originally published in 1996 by Oxford University Press; reprinted by NUS Press in 2003 and 2013).

PANEL 4: 'NEW' MIGRATION CIRCUITS – MIGRANT AGENCIES

“Nomads” in Semiconductor Plants:
Young Engineers and Their Mobilities between Singapore and China

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It is often taken for granted in migration studies that highly skilled professionals are like free agents who have the capacities and resources to move transnationally in a global job market that is increasingly characterized by neoliberalism. Based on my 8-month ethnographic fieldwork with Chinese engineers in Singapore's semiconductor industry, I argue in this paper that the mobile trajectories of these engineers are far from a linear process determined by straightforward notions of individual freedom and structural constraint. I propose to understand professional mobilities as “nomadic”, in a sense that highly skilled workers move within certain territories and follow particular pathways linked by various “points” and “nodes” that condition the possible field of action. I explore individual factors such as personal career pursuits, family commitment, work insecurities and stress, as well as the larger political-economic processes at the level of global industry restructuring, technological innovation, skill and knowledge re-valuation, and the shifting immigration and citizenship policies that condition fluid identity formations and reshape individual everyday experiences. I pay particular attention to the ways in which young Chinese engineers negotiate their mobile ambitions as they encounter changing realities in Singapore. On the one hand, they hope that by mastering advanced technologies and earning a high salary in Singapore, they are able to not only resolve other pressure they face in life such as marriage and family, but also to advance their personal goals by climbing up the “transnational career ladder”. On the other hand, they are encumbered by the monotonous work pace, the glass ceiling that operates along citizenship lines, and the lack of any “real challenge” in the factories; they are also disheartened by the tightening of immigration policies in Singapore and the gloomy prospect of the global semiconductor industry; moreover, they are still deeply attached to their home in China, and contemplate constantly on the possibilities of return. As “nomads” these young engineers are neither free agents in the global labour market, nor contract workers whose movement is tightly regulated and controlled; they embody particular kinds of mobilities that are both empowering and limiting.

ZHANG Shaochun is a PhD student in the Department of Anthropology at Sun Yat-sen University (SYSU), China, and now a visiting student under the Sociology Department at National University of Singapore. Shaochun obtained his BA in Anthropology from SYSU, and started his Doctoral Program at 2009. He has conducted his fieldwork on Chinese semiconductor engineers for 8 months here at Singapore, which is funded by China Scholarship Council (CSC) and Institute of South China Sea Rim, SYSU. His research interests include mobilities, transnationalism and migration.

PANEL 5: MOBILITIES IN/AROUND THE CITY

Mobility, Geopolitics and 'Juicy Tales' in the Urban Margins of the Asia

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Karachi is one of Asia's fastest growing cities with a current estimated population of 21 million. Migration remains a key dynamic in the city's transformation. In this paper I consider what mobility means to a group of Pakhtun migrants displaced from Pakistan's northwestern regions that have fallen into the gravitational pull of geopolitics, and from Karachi's core where the encroachment of ethnic politics in municipal governance exacerbate the discomfort of everyday life. By building new homes and communities in Karachi's periphery or in Gadap Town, these migrants are also facilitating infrastructure developments that catalyze new forms of connectivity, gradually altering a once semi-pastoral landscape.

The peri-urban region I focus on in this paper represents a 'constellation of connections in diverse circuits'. Gadap Town borders Pakistan's largest province, Baluchistan. Road infrastructure and the transportation of licit/illicit goods between Iran, Afghanistan and Pakistan via Baluchistan overflow into Gadap Town, connecting with new roads, bringing new engagements, and generating visions about futures. One such entrepreneurial vision concerns the production, transportation and circulation of 'Omaid Bahar Juice', dry fruit goods and gasoline that are transported back and forth between Kabul and Karachi. Trucks carrying these commodities slice their way through newly built roads in Gadap Town. Adjoining a tentative settlement, a new road has become a detour for trucks that endeavor to evade tax collectors on highways. This road has become the focus of both developmentalist and entrepreneurial visions that intersect with migrants' aspirations to make home in Karachi's periphery.

By focusing on new settlements, infrastructures and migrations, I ask: how is mobility conceptualized at the urban margins of Asia? In doing so, I draw attention to mobilities expressed through transport, forms of dwelling and issues of displacement. I draw on my ongoing fieldwork in Karachi's urbanizing periphery.

Nausheen H. ANWAR is a Research Fellow in the Asian Urbanisms Cluster at the Asia Research Institute, National University Singapore. She received her PhD in Urban Studies/Urban Planning from the Graduate School of Architecture, Planning & Preservation, Columbia University in 2008. Nausheen's research and teaching interests lie at the crossroads of urban planning/urban studies, migration studies, political anthropology and gender studies with a focus on Pakistan and more broadly urban South Asia. She is currently working on a book length project. Based on historical and ethnographic research, it looks at how migration/mobility, planning and the politics of the poor intersect in the broader context of urban change in postcolonial, globalizing Karachi. Aspects of her work appear in *Antipode*, *Citizenship Studies* and ARI Working Paper Series.

PANEL 5: MOBILITIES IN/AROUND THE CITY

Thinking through Mobilities: Movements and Moments of Encounter along the Boon Lay MRT Pathway

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The transnational movement of migrants into a global city such as Singapore means diverse groups must work, live and play in a shared urban setting. Much has been written on the constraints and limitations faced by many of labour migrants into Singapore. In response to this work, this paper aims to further situate the experiences of low-waged male migrants as mobile actors in Singapore. Drawing from ethnographic data from interviews, participant observation, photography and video analyses, this paper shows that there are instances of spontaneity and informality that arise in urban spaces used by low-waged male migrants in Singapore during specific times of the week. I use the example of a public transport hub in the neighbourhood of Boon Lay that is popular amongst Bangladeshi low-waged male migrants as an important socio-economic space. At the same time, this MRT station continues to be part of the daily commuting journey for many other urban residents, both local and non-local, who work and live in the neighbourhood. In highlighting the rhythm and movements of users through this space, I show how certain informal landscapes are claimed by these workers and further, how such actions provoke two integrated ways of thinking about movement through this space. Firstly, I discuss how the informal claiming of this space challenges the stability of the MRT station as formally envisioned even as it continues to be used as such. Secondly, I argue that the sheer visibility of the migrants and their activities allows them to spontaneously negotiate the power inequalities that they otherwise face in Singapore, given their status. Finally, the forms of mobilities observed within this space are significant in illuminating broader understandings of how different peoples organize Others in situated ways and in conditions of change and restlessness.

YE Junjia is a Postdoctoral Research Fellow at the Max Planck Institute for the Study of Religious and Ethnic Diversity, Germany. She is currently with the GLOBALDIVERCITIES project that examines superdiversity in public spaces in a neighborhood in Singapore. She received her PhD in Geography at the University of British Columbia, with her dissertation entitled *Reproducing Class in a Global Labour Force: The Case of Singapore's Division of Labour*. Her research interests are located at the intersections of economic geography, migration theory, the social construction of gender and feminist analyses of the labour market.

PANEL 5: MOBILITIES IN/AROUND THE CITY

Where Are We Now? – The Making of Cognitive Map, the Emergence of High-speed Rail and the Time-space Compression Effect at Taiwan Youth

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Time-space compression, as David Harvey indicates, is a phenomenon that occurs as a result of technological innovations that condense or elide spatial and temporal distances. After the initiation of Taiwan High-Speed Rail (THSR), many Taiwanese have therefore experienced such a dramatic experience of time-space compression. Particularly, more and more economic activities have been centralized at northern Taiwan and therefore worsened the already deteriorated local economy of southern Taiwan. Nevertheless, we wonder how these experiences of time-space compression also affect the daily social and cultural lives of Taiwanese. As the frequent and rapid mass transits, particular THSR, become popular in Taiwanese's daily lives, more and more Taiwanese youth take or at least experience or hear about the THSR and the MRT at Taipei or Kaohsiung, we are interested in how such experiences affect the youth's view on Taiwan spatial placement. Employing the idea of cognitive map, we ask junior high school kids to draw their own cognitive map of Taiwan and assume that due to such experiences of time-space-compression of THSR or MRT, many Taiwanese youth would begin to produce their vision of Taiwan society and spatial arrange. And the result is stunning. There are many cognitive maps that not only totally different from what Taiwan's real spatial arrangement, but the kids have many interesting reasons that correspond to their experience of time-space compression with advance transportation system. We argue that varied kinds of cognitive maps that many Taiwan Youth making show us the progress of modern technology, its application to transportation, and the construction of infrastructure would alter their view toward Taiwan.

Andy TUNG Chien-hung is Assistant Professor at Landscape and Recreation Program of Nation Chung-Hsing University, Taiwan. Part of his dissertation focuses on the issue of BOT of Taiwan High-Speed Rail (THSR) and continue his research at NCHU on THSR. Also, he focuses on the commodification of farm land and daily practice of lives, such as religion, at Taiwan and the question of modern state governance.

TSAI Kangting is Associate Professor at Landscape and Recreation Program of Nation Chung-Hsing University, Taiwan. He is an architect and has done his research on the issue of urban and regional planning as well as rural planning. He particularly pays attention to the issue of green architecture and eco-city.

KUO Wei-Lun is Assistant Professor at Department of Landscape Architecture, Chinese Culture University, Taiwan. He has done his research with many Japanese scholars on the environmental psychology. He particularly focuses on the issues of human responds and interactions with environmental transition.

PANEL 6: PRODUCING MOBILE IDENTITIES THROUGH BORDERS

Exploring the Relationship between Borders, Work and Identity

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This paper concerns the multiple border crossings of Sambas Malay women, who cross national, linguistic, socio-cultural, temporal and marital borders as they move from Indonesia to East Malaysia and Brunei in pursuit of a work. These women travel inventive and diverse pathways to forge greater economic security, and in doing so, undergo significant personal transformation. This paper continues the discussion noted in earlier studies of transformed ways of seeing and being in the world that result from labour mobility, while paying attention to the specificities of Sambas' proximity to the West Kalimantan/East Malaysian border. Five vignettes provide the backdrop to the conceptual consideration of the relationship between the specific historical, geographical and economic context of the border zone and the subjective dimensions of cross-border work and mobility. While there is much that these women share with other migrant workers in Indonesia and elsewhere, here the question asked is whether a 'Malay borderland imaginary' inflects these women's economic and socio-political visions and infuses their experiences and sense-making of cross-border mobility.

Wendy MEE is a Senior Lecturer in the Department of Anthropology and Sociology, at La Trobe University, Australia. She is currently completing a manuscript on translocal Malay identity based on fieldwork conducted in Sambas (Indonesia) and funded by an Australian Government ARC Discovery grant.

PANEL 6: PRODUCING MOBILE IDENTITIES THROUGH BORDERS

Borders to be Crossed: Korean Chinese Return Migration to South Korea

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Since the early 1990s when the end of the Cold War brought the governments of China and South Korea together to formalize diplomatic relations, a growing number of ethnic Koreans have migrated from China to South Korea, the southern half of their ancestral homeland, to work as “unskilled temporary foreign workers.” The South Korean government has refused to grant its 2 million Korean Chinese diaspora the right to return to the homeland, citing their close ties to people and places in North Korea and a potential mass migration of North Koreans through the porous borders between China and North Korea. Alongside this legal framework for the return migration of ethnic Koreans, an acute shortage of low-skilled workers in South Korea has defined and controlled who should have mobility and access to economic opportunities in the homeland. South Korea, once considered by Korean Chinese as the remote and forgettable half of the Korean Peninsula, now offers this diaspora community dramatically increased opportunities and mobilities. This research examines the impact of the recent migration of Korean Chinese to South Korea on the diaspora community, with particular focus on their geographical and socioeconomic mobilities. Three research questions are addressed: 1) What does it mean for Korean Chinese to return to the ethnic homeland to work as temporary foreign workers?; 2) Who is mobile and who is immobile? What kinds of borders and limits must be crossed to become mobile?; and 3) How does the possibility of migration affect the status of Korean Chinese in their relations with other ethnic groups in Northeast China? The research draws on a series of personal interviews conducted with Korean Chinese migrant workers in Seoul, South Korea and those who are left behind in Yanbian, China.

KIM Yeong-Hyun is Associate Professor in Geography, Ohio University, USA. Her research interest includes globalization, world-city politics, diasporic communities, and international labor migration. She is currently working on a research project examining the return migration of ethnic Koreans from Northeast China to South Korea. She has been awarded two National Geographic research grants to examine how this return migration has reshaped ethnic Koreans’ diaspora identity and relations with both the homeland and the host country. Another ongoing research project is looking at spatial exclusion and access of Southeast Asian migrant workers to urban public places in Seoul.

PANEL 6: PRODUCING MOBILE IDENTITIES THROUGH BORDERS

Producing an Immobile North Korea: Enclosed National Space and Everyday Performances of Belonging in and out of Pyongyang

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In an era when transportation infrastructures increasingly promote cross-border mobility and integration, North Korea seems to resist global tendencies towards the renegotiation of nation-state boundaries. The northward railroad from Seoul remains dead-ended, and although one can officially enter or exit the DPRK by train through a tightly controlled breach at the Chinese border, the overwhelming majority of North Korean citizens necessarily remain seemingly “immobile”.

How does such a condition of segregation and seeming immobility affect ordinary life within the DPRK, or North Koreans’ performances of everyday nationhood? What are the conditions and consequences of exiting such a segregated space as a migrant, defector, or refugee? Ultimately, how is everyday spatial practice within and across the boundaries of what we know as “North Korea” reinforcing these boundaries, challenging them, or possibly renegotiating them?

My analysis draws from first-hand collection or research of available evidence from the DPRK, its built landscape, informal interviews in Pyongyang and secondary accounts by North Korean migrants abroad. An overreaching LeFebvrian framework of analysis allowed a more complete understanding of the inter-connections between elite-dominated conceptions of space, passively “immobile” lived experience and active, bottom-up perceptions and appropriations of national identity and belonging.

The resulting picture shows the resilience of North Korea’s isolation paralleled to the production and renegotiation of national boundaries within a divided Korea in everyday imaginaries and performances. Ordinary spatial practice substantiating “North Korean” nationhood, within and across such seemingly impenetrable boundaries, will ultimately depend on both imposed and appropriated conditions of access and mobility.

Alessandro TIBERIO is PhD student in the Geography Department at the University of California - Berkeley, USA. He is originally from the border-town of Trieste, on the Italian Balkan border. Alessandro’s research interests have been mainly devoted to the study of the relationship between mobility and identity in Eurasia. A graduate of Bocconi University in Milan (BA in Economics), the London School of Economics (MA in History) and UC Berkeley itself (MA in Asian Studies), he has spent good part of his life in Asia, working for Amnesty International (Delhi), studying at Sophia University (Tokyo), National Taiwan University (Taipei), Tsinghua University (Beijing), and traveling across South-East, Central, and Inner Asia. His passions and research interests meet in the study of alternative forms of travel, mobility/migration, the production of borderlands, railways and over-land infrastructure.

PANEL 7 - QUESTS FOR MOBILITY

Theorizing Asian Brokerage Systems across Continents: Knowledge Expertise, Translation and the Circulation of Ideas and People

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In this paper, I theorize how the brokerage and recruitment of migrant workers differ and diverge in and outside of Asia through the lens knowledge expertise, translation and circulation; indeed, the various ways academics and institutional actors see (theorization) migrants and migration processes. Paying attention to the scholarly turn towards studying meso-institutions governing global migration *up close* (Lindquist, Xiang, Yeoh 2012), I ask how *continental* variation affects the everyday practices of recruiters in the way they frame their work as well as evaluate and judge the migrant workers they put through the global work pipeline. My *trans-continental Asian-centered theory* is based on the results of my doctoral dissertation *Spaces of Expertise and Geographies of Global Justice: The International Recruitment and Migration of Health Workers*. This is a grounded global ethnographic comparative case study of brokerage systems in two countries – namely the Philippines and Canada – as well international organizations in Geneva, Switzerland. Specifically focusing on the recruitment of health workers (registered nurses from the Philippines to Canada), I worked as a recruiter and researcher within the government health worker recruitment bureaucracy of the province of British Columbia (for 4 years), conducted intensive participant observation amongst CEO's and staff of recruitment agencies and key state actors in Manila and interviewed high level bureaucrats responsible on health worker migration and recruitment portfolio at the WHO, IOM, ILO, and the (ICN) International Council of Nurses in Geneva. By comparing these two sites of migrant/system encounter and zooming out into the global context as well, we can decipher how locally embedded knowledge about Asia and Asian migrants are used in global terms through quotidian acts of bureaucratization, systemization and standardization. Because these cases are sharply contrasted, we can also understand how Asian recruitment and state actors live in distinct moral, political and economic universes (in relation to their counterparts elsewhere) as they confront their work of placing people.

Mark Lawrence SANTIAGO is a PhD Candidate (defense in Fall 2013) and *Trudeau Scholar* at the Department of Geography, University of British Columbia. He studied Philosophy at the National University of Singapore and at the Ateneo de Manila University, where he graduated as Class Valedictorian. He is the initiator, founder and creative mind Asia Pacific Worlds in Motion (<http://apwim.org/>) a series of global interdisciplinary graduate conference on Asian Migrations held at Green and St. John's College, UBC in 2008, at NUS in 2009, at UBC in 2010, at NUS in 2012 and most recently at UBC in 2013. He began this conference to encourage mentorship among graduate students and senior scholars in the field of Asia Pacific migration studies as well as promote Asia as a source of theorization in the field of global migration studies. Outside his academic work, he concurrently serves as research and policy advisor on health human resources for the government of British Columbia's *Health Match BC*, where he organized a province-wide forum called *Health Worker Migration in Canada: Histories, Geographies, Ethics* and presently responsible for the creation of province-wide guidelines on the application of the *WHO Global Code of Practice on the International Recruitment of Health Personnel*. More about him can be viewed at <http://www.fondationtrudeau.ca/en/community/mark-lawrence-santiago>

PANEL 7 - QUESTS FOR MOBILITY

Trapped in the Current of Mobilities: China-Hong Kong Cross-border Families

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Since the introduction of Individual Visit Scheme in 2003, giving birth in Hong Kong has opened up a means for mainland parents to secure a Hong Kong identity card (HKID) for their children. About 200,000 such babies have been born in Hong Kong. This decision is understood to be a family effort to enhance both physical and social mobilities of their Hong Kong-born children. For many of these parents who have a rural background, a HKID implies not only rural-urban mobilities but also potential international mobilities. A HKID also means eligibility and access to a better education to achieve social upward mobility. However, as their Hong Kong-born children reach school age, many parents find themselves trapped in a dilemma: Should their children study in mainland China or in Hong Kong? If the children study in mainland China, without a household registration, they are denied public schooling, meaning that parents would need to pay an extremely high international school fee which is often beyond their financial capacities. In the case of births that violate the Chinese state's one-child policy, the parents face further severe penalty. Should the children study in Hong Kong, at least one parent would have to take care of them. However, without the right of abode in Hong Kong, parents can only travel with short-term visas. And they are not allowed to work in Hong Kong. This suggests that the family is split and the family income sharply decreases. Thus, ironically the family strategies to enhance mobilities have turned into constraints. This ethnographic research explores the everyday lived experiences and decision making of a group of mainland parents (predominantly mothers) who stay in Hong Kong with their Hong Kong-born children, having left their spouses (and first children) behind in China, and returning only briefly for visa renewal.

CHEE Wai-chi has a PhD in Anthropology from the Chinese University of Hong Kong, and is currently teaching at the same department. Her research interests include migration, education, globalization, governance, grassroots activism, ethnicity, culture and identity, and youth. Geographical areas of her research include mainland China, Hong Kong, and South Asia. She has published in several international journals including *Asian Anthropology*, *Taiwan Journal of Anthropology*, *Ethnography and Education*, and *Multicultural Education Review*.

PANEL 7 - QUESTS FOR MOBILITY

Onward and Upward: Multistate Labor Migration among the Capital-constrained

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The predominant narrative about international migration continues to focus on “point-to-point” migration, where there is a single origin and a single destination country. The notion of “multistate migrants” who live and work in multiple countries over the course of their lives is largely assumed to apply only to highly-educated/highly-paid migrants and the like who have the resources and mobility to undertake multiple, lengthy sojourns in various overseas countries within a single lifetime, traveling wherever their job or their fancy takes them. Limited attention has been paid to the possibility that low-status, capital-constrained migrants may also be capable of engaging in such multistate migrations outside of the realm of undocumented transit migration.

Relying on interview data from 160 Filipino migrant domestic workers (MDWs) in Hong Kong, Singapore, the Philippines, Canada and the US, this paper highlights how capital-constrained migrants can also engage in a hierarchical and dynamic multistate labor migration. Within the study sample, 82% of Filipino MDWs in Canada had worked in at least one other overseas destination before their arrival in Canada. Likewise, 50% and 42% of MDW interviewees in Hong Kong and Singapore respectively were multistate migrants. Several case studies drawn from the sample and a conceptual model of multistate migration are presented, and various factors at the macro-, meso-, and micro-levels are identified as necessary conditions for the emergence of multistate labor migration amongst the capital-constrained.

Anju Mary PAUL is an international migration scholar with intersecting research interests in globalization, gender, labor, and race/ethnicity. A unifying theme of her work is its focus on emergent patterns of migration to, from, and within Asia. Her most recent project, "Multinational Maids: Multistate Migration among Aspiring Filipino Domestic Workers," explores emerging patterns of stepwise labor migration adopted by capital-constrained migrant domestic workers from the Philippines. She has published sole-authored articles in the *American Journal of Sociology*, *Ethnic and Racial Studies*, and the *Journal of Ethnic and Migration Studies*.

PANEL 7 - QUESTS FOR MOBILITY

Harnessing Exceptions: Mobility, Credibility, and the Casino

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This paper uses Singapore's newly opened Integrated Resorts (IR), in which casinos are a signature feature, to examine the particular ways in which exceptionalism is animated and regulated simultaneously through meticulous management of mobility and credibility by both state and non-state stakeholders. Mega casino resorts are often seen as a particular space of "neoliberal exception" where, as Aihwa Ong writes, political and ethical exceptions can be made to dominant biopolitical and/or spatial configurations in favor of market forces and global capital. We argue in the paper that Singapore's casino space, while being exceptional to an array of political and ethical rules, is also being exceptionally regulated with other forms of disciplinary apparatus that ties mobility to credibility.

The casino resorts, as an exceptional space of circulation, allow mobile "capital" (both human and financial) to flow in and through various networks, institutions, and systems of exchange. Certain norms and ethics can be temporarily suspended to facilitate capital flow; but regulatory anxieties are also heightened as stakeholders and technocrats attempt to ensure its "traceability" by incessant credit and credibility checking. Focusing on the growing tensions between the IR's need to facilitate mobility and the need to govern mobility more clearly, we examine the production of a peculiar brand of mobile subjectivity that combines the conspicuous and the controlled. The credit systems in the casinos are regularly inspected and audited; casino consumers' personal credit is checked before they could participate in high-stake games; casino employees' credibility (including personal credit history, credential, criminal record, family background) is thoroughly scrutinized and verified. With a carefully maintained system of producing exceptions and regulating them through novel ways of tracing credit and credibility, mobile subjects and mobile practices are made and governed to maximize value-production and capital accumulation across multiple scales.

ZHANG Juan is a Research Fellow with the Asia Research Institute, National University of Singapore. Her current research focuses on cross-border mobilities, post-socialist subjectivities in contemporary China as well as everyday politics in the borderland. She is also interested in Chinese cultural politics, borders and boundary making, sexuality, and mobility. She received her PhD in Anthropology from Macquarie University in Australia, her MA in NUS and BA in Wuhan University, China.

Brenda S.A. YEOH is Professor (Provost's Chair), Department of Geography, and Dean of the Faculty of Arts and Social Sciences, National University of Singapore. She is also the Research Leader of the Asian Migration Cluster at the Asia Research Institute, NUS, and coordinates the Asian MetaCentre for Population and Sustainable Development Analysis. Her research interests include the politics of space in colonial and postcolonial cities, and she has considerable experience working on a wide range of migration research in Asia, including key themes such as cosmopolitanism and highly skilled talent migration; gender, social reproduction and care migration; migration, national identity and citizenship issues; globalising universities and international student mobilities; and cultural politics, family dynamics and international marriage migrants. She has published widely in these fields. Her latest book titles include *The Cultural Politics of Talent Migration in East Asia* (Routledge 2012, with Shirlena Huang); and *Migration and Diversity in Asian Contexts* (ISEAS press, 2012, with Lai Ah Eng and Francis Collins); *Return: Nationalizing Transnational Mobility in Asia* (Duke University Press, forthcoming in 2013, with Xiang Biao and Mika Toyota); as well as a paperback reprint of her book *Contesting Space in Colonial Singapore: Power Relations and the Urban Built Environment* (originally published in 1996 by Oxford University Press; reprinted by NUS Press in 2003 and 2013).

PANEL 8 - 'LIFESTYLE' MOBILITIES

Mobility Affordances and Anticipations: Intersections of Finance, Migration, Transportation and Consumption in Vietnam & Asia

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This paper examines consumption patterns in the rapidly shifting transportation industry in Vietnam, exploring their linkages to broader migratory, financial, and technological flows in the region. Remittances from overseas migrants and newly expendable income resulting from Vietnam's rapid economic growth are often used to fund transportation commodity purchases such as motorcycles and increasingly automobiles. While such purchases are seen by some analysts as representative of excessive conspicuous consumption patterns, this paper interrogates the strategies and histories of Vietnamese buyers and sellers participating in the transportation commodity market. For many years, the particular economic and migratory conditions managed by the Vietnamese socialist state limited bodily and financial mobility, while also incentivizing new forms of value storage outside official state currency regimes. Capital controls on the Vietnamese Dong and restrictions on U.S. dollars contributed to a material remittance market in which foreign commodities were received and exchanged not only for consumptive purposes but also served as secure stores of economic and symbolic value. Relative to the inflationary Vietnamese Dong, the minimal devaluation of transportation commodities such as motorcycles has contributed to an informal economy of "material" currencies that have been stored, exchanged, and circulated in modes parallel to the monetary practices engaged with abstract state issued currencies. New requirements following Vietnam's 2007 accession to the World Trade Organization, in particular the phased imposition of reduced tariffs on imported transportation commodities including motorcycles and automobiles, is transforming this particular material economy, potentially delinking informal consumption and savings practices, while also reorienting material and temporal relations to the market. This paper contributes to a deeper understanding of how consumption practices are economically and affectively linked to broader migratory and financial flows - including their entanglement with new mobile technologies and infrastructures - and how the transportation industry in particular is anticipating and engaging these new consumer publics

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PANEL 8 - 'LIFESTYLE' MOBILITIES

The Production of Fixities in Japan: Accommodating Ambivalent Mobilities

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Mobilities scholarship has recently drawn attention to fixities, with scholars showing that mobility not only requires the fixity of concrete and steel, but also requires and produces the relative fixity of individuals. This paper takes its cue from this insight to propose what I call the “production of fixities,” an idea that I illustrate through an analysis of hotel labor, which is paid to produce fixity for tourists on a daily basis. Specifically, I focus on the production of a sense of cultural/national fixity in Japanese inns, or ryokan, in order to show how the daily grind of producing fixity for tourists engenders ambivalence toward both movement and stasis, mediated through gender, age, and other life circumstances. As I show, some individuals become stuck, not only in the service sector, but in particular establishments, while others move smoothly through tourist accommodations, accumulating experiences and contacts that lead to greater career mobility. At the same time, for some employees being ‘stuck’ means being safe, while for others moving too smoothly through hotels engenders a longing to settle in one place. Based on fieldwork conducted in a dozen inns in rural Japan, where I worked 10-hour shifts, 5–6 days a week for nearly a year, this paper highlights the complex ways that different scales and regimes of mobility interact on the bodies, personal lives, careers, and aspirations of employees in the service sector. I argue that while the hotel may symbolize mobility for scholars, travel writers, and tourists, focusing on the work of accommodation reveals new perspectives on the nuanced and complex relationship between mobility and fixity.

Chris MCMORRAN is Lecturer in the Department of Japanese Studies at the National University of Singapore. He earned his PhD in Geography at the University of Colorado Boulder in 2008. His research interests include labor mobility, heritage tourism, qualitative research methods, and the geographies of learning. His work has appeared in edited volumes and the journals *Area*, *Mobilities*, *Tourism Geographies*, and the *electronic journal of contemporary japanese studies*.

PANEL 8 - 'LIFESTYLE' MOBILITIES

Dividuality, Mobility and 'Western' Subjectivity: Later-life Migrants and Retirees in Southeast Asia

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Studies of Western expatriates and lifestyle migrants have proliferated in recent years, yet little research exists of the growing presence of later-life (over 50-year-old) migrants and retirees moving from 'the West' to various parts of Southeast Asia. Based on ethnographic fieldwork in Penang, Malaysia and Bali, Indonesia, I address this gap in literature by exploring connections between personhood, kinship, property and mobility. As I suggest in this presentation, studies of Western migrants tend to be underpinned by an Anglo-American logic of personhood which privileges the importance of individual or rather individuated agency and identity and the shaping of that identity in a particular time and displaced national space. A focus on individuated subjectivity denies the extent to which Western subjects may be theorised and construed as dividual agents and the role of dividual subjectivity in shaping real and imagined mobility practices. This paper analyses this relationship between dividuality and mobility on three, inter-related levels. Firstly, I consider how relationships with lovers, spouses and just as importantly ex-spouses influence and compel individual migrants to travel to and experience life in and across Southeast Asia. Secondly, I consider how and on what terms relationships with other kin, such as elderly parents and grandchildren, may facilitate a multi-sited sense of belonging that transgresses the location of an individual migrant in a particular national space. Finally, this paper attends to the existence of homes or apartments overseas and the extent to which such material entities are a reflection of and focal point of migrant dividuality in the context of a range of past, present and potential experiences of mobility.

Paul GREEN is Lecturer in Social Anthropology at The University of Melbourne, Australia. His research interests include kinship, personhood, migration, nationalism and urban field methodologies. His PhD, which focused on the lives of Brazilian migrants living in Japan, demonstrated a particular interest in merging theories of personhood, kinship and national ideology in a migration context. This research has appeared in a range of journals, including *Ethnography*, *Global Networks*, *Journal of Ethnic and Migration Studies* and *Ethnography and Education*. His more recent focus on international retirement migration in Southeast Asia builds on and extends his research interests into the arena of 'mobility regimes' such as the role of Southeast Asian governments in encouraging or otherwise the growth of retirement tourism in the region. The first article from this research will be published in *Contested Spatialities: Lifestyle Migration and Residential Tourism* (Routledge, 2013).

PANEL 8 - 'LIFESTYLE' MOBILITIES

From Kingdom of Bicycles to Land of the Car: Car Culture and Gender in the Urban China

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Cars have become a highly visible site of life and consumption in 21st century China; car ownership has come to be the material icon of belonging to the Chinese middle class and a vital part of the new class based value matrix (suzhi). At an overall level this paper addresses aspects of gender and car-culture in the West and in present day China in particular. The paper departs from theoretical and methodological considerations of gender and car culture as entangled in both global and local assemblages through which bold processes of current Chinese and global developments can be analyzed.

I shall focus on gendered practices and representations related to current Chinese car culture, I and on gendered dimensions that have been either ignored or stereotyped in current research and strategies of car-cultures and transport habits. What are the implications of China's specific historical trajectory of gender equality and of China as a newcomer to the global car culture. How has car culture been entangled with ideas of class and gender in China? What kind of conflicts have evolved and whose ideas and preferences have been met? To what extent can we talk about gendered effects and practices of the new mobility and car culture? And how can these effects best be recorded, analyzed and changed?

The new and hegemonic car discourse is promoted by commentators, car producers, planners, politicians, media and others who talk about the stunning car boom in China as a gain for economy, production and daily life. It turns out, however, that cars are not only subject to craze and fascination, but also to worries, frustration and contestations in today's China. The gendered implications of car culture make these ambiguities even more pronounced challenge dominant research paradigms as well as political ideas of equality and diversity. The paper forms part of a broader research project focused on *Remaking middle class families China- Denmark*, which has a specific focus on the politics of the home and car as lenses for new regimes of living in the East and the West. It is a qualitative study, based on a bricolage of interviews and observations, written and visual sources, strategic documents, collected among urban citizens, in mass media, car-show rooms, in institutions and among experts. My hope is that the paper can function as a stepping stone towards mind-changing analysis and practices in relation to modern car-cultures - in China and elsewhere.

Hilda Rømer Christensen holds a PhD in modern history and is Associate Professor and head of the Coordination for Gender Studies at University of Copenhagen, Denmark. She has written extensively on gender, culture, religion, welfare and citizenship in historical and current perspectives. She was a partner in the FP6 financed research project *Femcit. Gendered Citizenship in Multicultural Europe. The Impact of the contemporary Women's Movement*. Besides she has been the scientific coordinator for the FP 6 funded SSA TRANSGEN focused on gender mainstreaming, and the thematic area of transport. From 2010 she is a member of the Co-ordination committee for Welfare and Innovation at the Sino-Danish University Centre in Beijing and heads a research project focused on *World Dynamics in Micro Perspectives: (Re)making middle Class Families, China – Denmark. (2011 ff)*, that includes studies of gendered dynamics of home and of mobility and transport in connecting comparative perspectives. She has been advisor for the Danish Government in the field of equality and gender-mainstreaming of research, Rapporteur at the Gender and Research, Research Conference/Directorate-general Science in Bruxelles, has been a member of the EU Socrates Network Athena 2004 – 2009 and a member of the EU national programme groups in relation to Social Sciences and Transport. She is a current member the EU Marie Skłodowska-Curie Advisory group on research mobility and carriers for the Horizon 2020 program.

PANEL 9: MOBILE PRACTICES AND COSMOPOLITANISMS

Techie Mobilities in Cyberabad

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Hyderabad, India is a city on the move. This is especially true on its western periphery, which the state government has transformed into a major infotech hub: Cyberabad. Over the past fifteen years software parks, gated high-rise townships, flyovers, and malls have been built and continue to rise at remarkable speed. It is part of a strategy to make Hyderabad a major metropolitan player both nationally and internationally. Indeed, its development agency's slogan is "Growing Global". Key to these efforts are the "techies" — software engineers, biotech researchers, and corporate managers who are part of what Leela Fernandes (2006) refers to as a "new middle class" — who populate the new spaces of Cyberabad. These people have largely embraced India's new neoliberal order, pursuing personal career ambitions in a peripatetic lifestyle that drives them from job to job, company to company, city to city, and even out of the country and back in search of a higher salary, higher status, and personal fulfillment. They have also enthusiastically taken to personal vehicles to move around the city, their two-wheelers, cars, and SUV's competing with autorickshaws and buses for precious road space. This paper examines the multiple forms of mobility that techies embrace and the normative linkages they make between them, for instance in class discourses woven through discussions of driving etiquette. It explores the longings and anxieties embedded in efforts to upgrade jobs and vehicles, particularly those rooted in notions of family. And it considers how these mobilities have helped transform Cyberabad from a rural hinterland to a major new urban center.

Bascom GUFFIN is a PhD candidate in sociocultural anthropology at the University of California – Davis, USA. He holds an MFA in film from Columbia University and an MA in international affairs from New School University. He has conducted urban field research in New York City, Johannesburg, Mumbai, and most recently for his dissertation in Hyderabad, India. His work in Hyderabad examines the lives of affluent software professionals in the city's Cyberabad area and how they both adapt to and help shape the new urban forms arising there. It focuses in particular on their cultures of mobility as expressed through career ambitions, migration, urban transportation, bodies in motion, rhythms of life, and relations to authorities' efforts to regulate traffic. Bascom currently lives in Vancouver, where he is finishing his dissertation and plotting his next topic of research.

PANEL 9: MOBILE PRACTICES AND COSMOPOLITANISMS

Contesting Respectability: Mobility and Gendered Space in Global Delhi

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Incorporating work from urban studies and the mobilities paradigm, this paper will explore the intersection between shifting built environments and shifting bodies. The redevelopment of Delhi within a framework of achieving 'global city' status has led to the construction of new mobilities infrastructure: the Metro, new bus and taxi systems, and an explosion in the number of private cars on newly built roads. In conjunction with this infrastructure that has enabled greater access to public spaces in Delhi, is a cultural discourse that sees the representation and visibility of women used in legitimising Delhi's claims to 'cosmopolitan' and 'world class living'. To analyse this connection between mobility and gendered urban space, this paper will use the trope of respectability. Through an analysis of the mobility of young women through the city, on public and private transport, it will argue that while Delhi's redevelopment may represent new forms of 'freedom' for women it also reinforces a degree of immobility. This is enabled through the continuation of cultural frames of reference such as respectability's circumscription of appropriate behaviours and places to be seen. It will be argued that this cultural construct defines boundaries between the permissible and impermissible, public/private space and, viscerally, what it means to be Indian reflected in women's presence in, and use of, the built environment. The paper will argue that the intersection between gender and nation is made manifest through the deployment of respectability and its relationship to visibility in urban space that has been enhanced through new mobilities.

Melissa BUTCHER is Senior Lecturer in the Department of Geography at The Open University, UK. The focus of her research is transnational mobility, cultural change, intercultural competence and conflict in diverse urban spaces, emphasising questions of identity and belonging. Before joining the OU, Melissa lived and worked in India, taught in universities in Ireland and Australia, and has also worked as a journalist, and a development education and intercultural trainer in the private, government and community sectors. Her recent publications include: *'Managing Cultural Change: Reclaiming Synchronicity in a Mobile World'* (Ashgate 2011), and *'Dissent and Cultural Resistance in Asia's Cities'* (with S. Velayutham, Routledge 2009). Melissa presents and writes regularly on issues relating to globalisation, migration, urban diversity, youth culture and global human resources management.

PANEL 9: MOBILE PRACTICES AND COSMOPOLITANISMS

Young Singaporeans' Mobilities through the City and the Region: Asian Youth as 'Agentic Mobilees'

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This paper will engage with recent discourses of 'Emerging Asia' as a starting point in order to explore the parallels between a Euro-American geographical interpretation as Asia as 'not yet fully formed, becoming, emerging' and the adultist notion of young people as 'adults in waiting, becoming, emerging'. I explore the impact this has on young people in the context of their city and regional mobilities. The paper draws on a research project which focused on young people aged 16- 23 who were born and brought up in the Asian-Pacific cities of Singapore and Auckland; hence they were young people who are in place and have stayed put, nevertheless they practice mobilities. Drawing upon the Singaporean interviews with 56 young people I explore the complexities of their urban and regional mobilities. I consider the ways in which they experience their *city* (Singapore) through mobility and how they are affected by immobility. The paper will consider access to transport, their confidence and anxiety around city travel, and their commentaries on the ways in which im/mobilities impact on their lives. The paper will also examine young people's *regional* mobilities as many of them have experienced travel and mobility in other Asian nations. This also connects with some of their narratives of cosmopolitanism. I will demonstrate that young people have a great deal to offer in terms of deepening our understandings of mobilities in the city and the region; and show that they are agentic mobilees (Skelton 2013) and far from waiting, becoming or emerging.

Tracey SKELTON is an Associate Professor of Human Geography at the National University of Singapore. She is an international expert on geographies of children and young people and has published more than 30 journal articles and papers in this sub-discipline of geography. She is co-editor of *Cool Places: Geographies of Young People's Cultures* which was the first collection of work focusing on youth geographies. Most recently she was the lead editor of a special issue in *Urban Studies on Young People's Im/Mobile Urban Geographies* (2013, 50, 2) which included her own paper on young Aucklanders' im/mobilities. She is the Commissioning Editor for Asia and the Viewpoints editor for *Children's Geographies* (published by Taylor and Francis).

ABOUT THE CHAIRPERSONS

Elaine HO is an Assistant Professor at the Department of Geography, National University of Singapore (NUS). She is a geographer with interdisciplinary interests in the way that citizenship, as a concept and in practice, is undergoing change as a result of transnational migration. She completed her PhD at University College London, after which she was awarded postdoctoral fellowships at Royal Holloway, University of London and also the University of British Columbia. Prior to joining NUS, she worked at the University of Leeds. She has carried out studies on immigration and emigration trends in Singapore; Mainland Chinese immigration to Canada and subsequent return migration; and the historical intersection of ethnically privileged migration and forced migration in China. Her recent research focuses on the geopolitics of China's global relationships as manifested through migration trends. For this she is turning to the topics of African migrants in China and their urban aspirations, and the citizenship politics arising from historical and contemporary Chinese migrations to Myanmar. Prominent themes that have emerged from her research agenda include cosmopolitanism, diaspora policy engagement, ethnicity, emotions and familyhood.

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