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Journal of Economic and Social Geography

- > Leading international journal on contemporary issues in human geography, **established in 1910**
- > 100% in English, but official title in Dutch *Tijdschrift voor Economische en Sociale Geografie*, because it is the official journal of the *Royal Netherlands Geographical Society (KNAG)*
- > **Impact Factor: 1.012 ISI Journal Citation Reports © Ranking: 2013: 40/76 (Geography); 133/333 (Economics)**
- > Published by Wiley
<http://onlinelibrary.wiley.com/journal/10.1111/%28ISSN%291467-9663>



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Journal of Economic and Social Geography

Channel for the dissemination of new perspectives, ideas and approaches to the study of human geography. The journal builds on a tradition of empirically and theoretically based research, providing a fruitful interdisciplinary platform for economic and social geography themes. The journal offers space to specialized discussions in human geographical disciplines (on economic, social, cultural and political geographical themes, and development studies), but explicitly also to interdisciplinary, overview and survey articles.



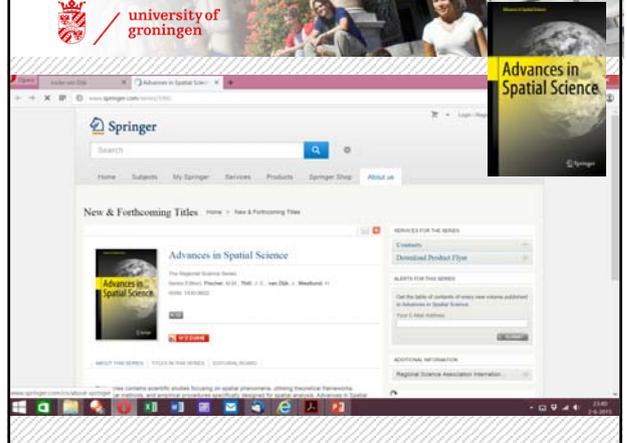
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Advances in Spatial Science - The Regional Science Series until now 86 books published by Springer

- > This series contains scientific studies focusing on spatial phenomena, utilising theoretical frameworks, analytical methods, and empirical procedures specifically designed for spatial analysis. Advances in Spatial Science brings together innovative spatial research utilising concepts, perspectives, and methods relevant to both basic science and policy making. The aim is to present advances in spatial science to an informed readership in universities, research organisations, and policy-making institutions throughout the world. The type of material considered for publication in the series includes:
 - Monographs of theoretical and applied research in spatial science: state-of-the-art volumes in areas of basic research;
 - reports of innovative theories and methods in spatial science;
 - tightly edited reports from specially organised research seminars



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Thank you for your attention

Comments on What Determines the Settlement
Intention of Rural Migrants in China?
Economic Incentives Versus Sociocultural Conditions
Shaowei Chen and Zholin Liu

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Overview

- › Large-scale rural-urban migration in China → interest in the settlement patterns of migrants from both scholars and policy makers.
- › **Important question: what drives migration**
- › 1. neoclassical economics: **economic** incentives in host and origin countries and depicts the settlement decision as a process to maximize the value of migrants' human capital.
- › 2. theory rooted in sociology stresses the **sociocultural** conditions and asserts that social attachment and integration are of crucial importance to migrants' settlement decisions. For China the "**settlement vs. return**" decision as part of a family strategy of migrants to maximize economic opportunities while mitigating the **hukou**-based constraints.
- › Do the determinants differ between different age cohorts, i.e. between the so-called **1st and 2nd generation migrants**?

Overview

- › Data for this analysis were derived from a large-scale migrant survey conducted in twelve cities in 2009.
- › Binary logistic regression is applied to estimates the effects of determinants on **migrants' settlement intention**, i.e. if a **rural migrant "intends to permanently settle in cities or return to home villages in the long run"**. The answer "move back to village" was coded 0 (i.e., without settlement intention), while the answers "will settle in city if there is an opportunity" and "both choices are fine" were coded as 1 (i.e., with settlement intention).
- › Exogenous variables – human capital and labor market status, social, cultural and psychological factors and socio-demographic control variables
- › Model for all cases and separate models for each 1st and 2nd generation

Comments (1):

- › Very nice paper: interesting subject, nice data, intriguing results
- › Descriptives: only 5% skilled, 95% low skilled and for job satisfaction 85% is dissatisfied. **Surprising?**
- › Binary regression results: Gender, Marital Status, Education, Local Language Proficiency (*Skill?*), Interaction with Local People, Go back for Spring festival, Family Settlement Intentions are all significant and have the expected sign, but surprisingly (?) NOT significant are labor market status, experience of discrimination, attached to host city, social network with city and neighbor's, years in destination, remittance, age, age2. **Labor market status variables NOT significant. Surprising!** Correlated variables?

Comment (2):

- › You include the settlement intention of family members (i.e., parents and spouse) **to control** for other unobserved influences of a rural migrant's attachment to their home village → but it turns out to be the dominant explanatory variable! Is this really only a control variable? Theoretical arguments? High correlation with dependent variable?
- › **NO** significant difference between 1st and 2nd generation
- › Separate models 1st and 2nd generation:
- › Model 2nd generation is largely the same is for full sample, but now Labor Market Status is also significant! And income also for 1st generation, but with opposite sign! Why? Theoretical expectation? Policy implications?
- › Several references are missing in the reference list



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Thank you for your attention



Comments on The Effect of Daily Air Pollution on Traffic Congestion: Evidence from Beijing by Quanyun Song and Shihe Fu

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Overview

- › Air pollution can affect traffic congestion in a few ways: decreases visibility; increases driving in a car to avoid exposure to outdoor air pollution, increases drivers' anxiety; and increases road accidents. This paper tests the effect of air pollution on traffic congestion in Beijing (data from October 2009 to April 2011)
- › Daily air pollution index API ranging between 0 and 500; congestion measured as daily average traffic performance index (TPI).
- › Deal with endogeneity problem: air pollution Tianjin.
- › Results: air pollution has a positive effect on traffic congestion and this provides empirical evidence for local traffic management strategies and air pollution emission control policies



Comments (1)

- › Very nice paper, interesting results, but some are surprising:
- › Why has the exclusion to drive for some license plate numbers a significant different effect than for other numbers?
- › API is used as continuous variable in Table 4 and 5 and in 6 levels in Table 7. What is the distribution of API over the 6 categories? API > 100 is very bad with severe harmful effects on health. But API 150-200 does not differ from API <50. API 101-150 and 201-300 are significant at the 10% level and only above API 300 significant at 1% level. So, the health damage starts at much lower levels than the effect on traffic congestion?



Comments (2)

- › Model with PM10 as pollution indicator, results are more or less the same. What is the value added of this traffic model?
- › Model for peak periods, shows that air pollution also has a positive effect on traffic congestion in peak periods. Is this an unexpected or surprising results? What is the interpretation or policy implication?
- › Relation with temperature: very low and very high temperatures are bad, 21 degrees is optimal?
- › Welfare analysis: method to quantify the cost, interesting approach! But what is the (policy) implication of the findings? Also relation with Health policy.



Thank you for your attention