



Mobility in Applied Economics

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The term mobility has different meanings in various scientific disciplines. In economics, mobility is the ability of an individual or a group to improve their economic status in relation to income and wealth within their lifetime or between generations. However, a definition restricted to socio-economic mobility or labour mobility is rather too short-sighted to describe all aspects of mobility in economics, because mobility can of course also be used in relation to capital mobility or factor mobility. For example, the free movement of goods, services, capital and persons within the European Union (the so-called “four freedoms”) is another important issue of mobility in economics. Capital mobility and tax competition are pressing matters for tax authorities as well as politicians in modern economies, especially under conditions where there are a huge number of supporters⁵⁵ and adversaries⁵⁶ of tax competition in economic literature.⁵⁷

Topics in applied economics include labour economics, development microeconomics, health, education, demography, empirical corporate finance, empirical studies of trade, and empirical behavioural economics.

The huge economic potential of artificial intelligence is presented in the first contribution, by Michael Vogelsang entitled “*AI regulation by the EU – An assessment of the regulatory proposals of the EU Commission from April 2021 from an economic perspective*” As a cross-sectional technology, artificial intelligence affects all operational functions in different industries. The relationships between companies, citizens and the public sector are influenced or controlled by applications of artificial intelligence. The introduction of AI applications is accompanied by advantages, but also possible risks. Therefore, in April 2021, the European Commission presented a proposal for the regulation of artificial intelligence. The author analyses the proposed regulation against the background of economic theories.

⁵⁵ See Tiebout, 1956.

⁵⁶ See Oates, 1972.

⁵⁷ See Wilson, 1996.

The diversity of mobility aspects in the field of applied economics is highlighted by the second contribution, entitled “*About the needs of innovative consumers regards to e-mobility in Germany*” by Christian Lucas. This article investigates how the sales figures for disruptive technologies typically develop and analyzes its penetration using the example of electro mobility in Germany. The author divides the target customers into three different requirement groups (1) those with an affinity for innovation, (2) the masses, and (3) the latecomers. The results of a German-wide survey with 4,056 students show that the perception of electro mobility technology varies between those three groups and the exact results are presented in detail in the article.

The third contribution by Franziska Schmidt and Achim Teichert entitled “*Mobility preferences and price flexibility of specific groups*” uses a sample of 1,000 end consumers to discuss their values for a mobility landscape of the future, in which autonomous offers have already prevailed and the change from pilot to passenger has been fully completed.

The fourth contribution, by Helena Schulz, entitled “*Approaches to deal with a Dutch Disease – A Systematic Review*” highlights the question of how countries and governments can successfully deal with resource deposits and the so-called Dutch Disease, because Werner (2012) shows that national resource funds are an opportunity to overcome the possible strongly negative economic development. The author conducts a short literature review with some empirical studies that deal with countries facing occurring or possible occurring Dutch disease because of resource deposits like minerals or oil. It shows that, industrial diversification, a favourable business environment, and attracted domestic and foreign investment in the industrial and agricultural sectors as well as good institutional quality are recommended to prevent a Dutch Disease.

These four contributions discuss important and very different aspects of mobility within applied economics.

References

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