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**Short summary of some of the findings from the NFR-project:**

**Mobile Lifestyles: Perspectives on Work Mobilities and Gender in the High North**

Mobile men and women comprise a considerable component of the work force. While an abundance of literature and debates exist on theories of migration, their relevance, merits and challenges, work mobilities of a more circular and temporal nature: long and short-distance commuting, seasonal migration, and work that is itself mobile (e.g. fishing, transport work etc.) have been subject to less investigation, comparison and theory construction. This comparative project consists of several sub-projects in municipalities of Finnmark, part of Norway's High North: Sør-Varanger, Alta, Hammerfest, Nordkapp, Kvalsund, Måsøy and Loppa. The project uses a multi-method approach with interviews, documents, newspapers and linked administrative data from existing registers. The quantitative work focuses on commuting and migration for men and women. The qualitative studies emphasize mobile work practices, one of the Hammerfest-studies also on representations. The qualitative and quantitative pieces inform one another.

The project focuses on the interface between work immobilities and mobilities, lifestyles, gender and places, enabling an analysis of their interconnections. One of the key findings so far is the strong relationship between mobility and place, including history, culture, location, labour market and politics.

The findings also indicate that various forms and processes of mobilities, implying national and international immigration, emigration and various forms of commuting, are crucial in understanding 'the sense of place'. Multiple and translocal relations concerning materialities, policies and persons, and relations that, in some cases, have been characterized as post-colonial, have a long history in these resource-dependent areas.

One study on female, Russian immigrants explores how women reorient themselves into their new home in Finnmark. Many of the practices, for example clothing practices, have different meanings compared to Russia, are valued differently and demonstrate that immigrants clothe and clothing practices both can restrict and enable physical and social mobility. Women’s emotional experiences can also be related to the use of nature and explain how emotions are important in understanding the immigrants feeling of belonging to a place. The feelings of belonging results from complex 'negotiations' where 'forgotten' experience from the home-country as well as practices related to the immigrant situation are brought forward, often as a feeling of discomfort.

Findings from the project's masculinity oriented case studies demonstrate how the intersection of geography, a changing labour market and the dual-earner family model in a welfare state context creates opportunities for fishers, in-migrants of the petroleum sector and various kinds of entrepreneurial activities and colour men's way of performing masculinities. Here the importance of fatherhood, being a supportive spouse, and committing to family leisure activities as well as to professional identities seem to be important. In this way, the studies from Finnmark represent a contrast to masculinity studies from other rural areas.
Our research also reveals gendered power relations and power dynamics. Women’s settlement wishes seem for example to have a strong effect on where a family settles, when to settle and/or where and how to commute. This can be observed in the fishing households and communities as well as in the mining- and petroleum related places.

Other findings from discourse analyses suggest that mobility and gender are represented in different ways at different times in job advertisements and recruitment videos, often by means of stereotype expressions.

The results from the register data show that children matter to both men and women in the commuting equation and is, not surprisingly, more relevant for women's commuting. Both men and women with children are less likely to commute longer distances. The same is not true in findings from studies based on data from other areas where children impact women's commuting distances consistently but the same is not true for men. Again, also the quantitative findings from Finnmark suggest that place does matter in a context where places for families are significant. Women and men who live in Finnmark communities, while they are mobile, are also not so likely to be mobile over longer distances, perhaps because of the presence of children in the households. It is reflective of the uniqueness of Norway as a place to promote gender balance. There are gendered differences among commuters and across the distances travelled, but the fact that the regression showed, in some cases, modest variation among men and women over time does indicate that these gendered differences are not as stark as they might otherwise be in less egalitarian-promoting societies. Thus, findings from the case studies and from the register-based research are mutually reinforcing.

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