

Mobile urbanism III: Managing Mobile Disease

Keil, R. & Ali, S. H. (2011): The Urban Political Pathology of Emerging Infectious Disease in the Age of the Global City. In: McCann, E. & Ward, K. (eds.): Mobile Urbanism: Cities & Policy-Making in the Global Age. Minneapolis (Minnesota).

Concepts in Globalization Seminar: Global Cities

Dr. Eugene McCann

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Outline

1. Keil & Ali: *The Urban Political Pathology of Emerging Infectious Disease in the Age of the Global City*
2. Local example: Frankfurt Airport
3. Interview with Dr. Gaber
4. Institutionalization of Bio-/ Security-Politics: *Organization of the Influenza Pandemic Reaction in Germany*
5. List of References
6. Discussion

SARS-Outbreak in 2002

- wild animal markets of Southern China
- Hotels and hospitals of hyperconnected global cities: Hong Kong, Singapur, and Toronto

How does the plague make the city?

1. Squalor

2. Mobilities

Consequences of Globalization...

- Loss of boundaries
- Internationalization
- Acceleration of social and ecological relationships
„[...] SARS was a product of the sharply increased connectivity between places and the accelerated and condensed modes of human interaction found in today's globalized world.” (Keil & Ali 2011: 126)

...for cities

- Destabilizing
- Vulnerability of urban networks

Urban Political Pathology

- socionatural set of relationships

„It is at once local and global, social and natural, hierarchical and networked, scaled and topological.“ (Keil & Ali 2011: 130)

Doreen Massey

- *„a more-than-human and more-than-urban domain“* (Keil & Ali 2011: 126)

The global disease and the local difficulty/ success about the public health response

- Coordination
 - Information
 - Communication
 - Governance
 - Effect of WHO as one of the most powerful network actors
- Relationality and territoriality

Local example: Frankfurt Airport

- Largest German airport
- Third-largest airport in Europe after London-Heathrow and Paris-Charles de Gaulle
- One of the most important transportation hubs in the world
- More than 2 million tons of air freight (No. 1 in Europe)
- More than 56 million passengers
- 75,000 employees
- Fraport (operator) with more than €2 billion in revenues



Flugverkehr

Weniger Passagiere am Frankfurter Flughafen

11.04.2003 · Eine einfache Gleichung: Irak-Krieg plus SARS gleich sinkende Passagierzahlen. Der Frankfurter Flughafenbetreiber Fraport versucht, Kurzarbeit zu vermeiden.

Local example

Umgang mit SARS Verdachtspatienten auf dem Anflug und am Frankfurter Flughafen

ARCHIV

Freitag, 11. April 2003

SARS und Irak-Krieg Weniger Fluggäste in Frankfurt

26.04.03

Leitlinien

SARS: Frankfurter Flughafen in Alarmbereitschaft

SARS

The First Global Epidemic of the 21st Century and Effects on Frankfurt Airport

(Situation Report of Medical Services Fraport AG)

Wegen SARS steht der Frankfurter Flughafen in Alarmbereitschaft

Boston Sunday Glob

MAY 18, 2003

China Flight 112: Tracking the genesis of a plague

By A. R. Lakshmanan
GLOBE STAFF

Nothing seemed like about Air China Flight 112, a 72-year-old passenger, a victim of a mysterious illness. And travelers and crew members were carrying a new virus from parts of China and to other countries, where it was claimed. The flight continued its journey

around the world, a Globe investigation has found. The infected passengers flew to Hong Kong, Taiwan, Singapore, Mongolia, Thailand, and the Chinese provinces of Inner Mongolia, Jiangsu, Jilin, and Henan. In some cases seeding outbreaks before seeking treatment. The story of CA 112 is perhaps the most dramatic illustration of how air travel has globalized disease, spreading SARS faster than health systems could stop it. As of yesterday, severe acute respiratory syndrome had sickened 7,800 people and had killed 625 in 30 countries, according to figures from the World Health Organization.



Staff for Cathay Pacific, cleaning a plane last week, wore masks to protect against SARS. China flight in March has offered a variety of tantalizing clues about the illness's trans-

29.04.2003

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Flughafen Frankfurt

SARS-Kontrolle? Fehlanzeige

Von Holger Kulick

Flugreisende aus Asien sind überrascht, wenn sie in Frankfurt am Main eintreffen. Von einer SARS-Kontrolle keine Spur. Haben die Behörden wirklich alles im Griff?

Local example



Interview with Dr. Gaber



Dr. med. Walter Gaber
Medical Director Fraport AG

Traffic & Terminal Management
Corporate Safety and Security
Vice President
Representative for Medical Affairs

Decision making

Gaber: "This is a governmental task as well as a sovereign function. We are consulting and representing the public health agency. We are also able to make the decisions, but this only applies until the office holder of the local public health agency is on-site."

- Working instructions for emergencies (constantly developed)
- Instructions of the WHO are to be followed at all times. WHO is involved in the information chain → but they have no on-site presence
- The public health agency of the City of Frankfurt has the overall responsibility → they are commanding the other institutions that are involved

Fundamental rights

Gaber: „[...] and the police would prevent the exit of potentially contaminated passengers. The fundamental rights are temporarily limited. We are authorized to execute those decisions. Under ordinary circumstances no one is allowed to deny those rights, but in this special case we do have the authority to do so. This is totally legitimate, for the protection of the population...”

Marketization?

Gaber: “One plane per minute. This means 4000 people in one hour. So I am facing an enormous logistical problem. I have to decide what is reasonable and what is not!

The infected person will be immediately brought to the hospital. Potentially infected people will be put under quarantine. The overall aim is to free up the landing strip for upcoming airplanes.”

We: “Is this based on health security concerns or economical reasoning?”

Gaber: “Logistical. This is a purely logistical issue. We only have one single medical center at the airport. We could constrain the passengers into staying in the airplane and figure out the situation. But this option costs us two full days. During this time, 2400 airplanes are landing. If there is only one plane with another infected person, I have no capacity left for dealing with the problem. So it is a purely logistical problem. The major part of this medical service is a logistical service.”

Marketization?

Information Exchange

We: "Is there an exchange of experience and information between medical directors of major airports? Are you visiting other airports?"

Gaber: "What would you assume they answer if an external expert comes inspecting their medical services?"

We: "Everything is fine!"

Gaber: "What could you learn from this information?"

We: "Nothing!"

Gaber: "Period."

-Exchange of experience and information is taking place → it is non-satisfying → everybody want to save their face, their reputation

-There are other existing platforms to exchange information, such as expert meetings organized by the WHO

Cooperation

Gaber: "The most important element is an international network, regardless on which level. Inter-coordinated international procedures which are transparently communicated to all participants."



Role of Dr. Gaber

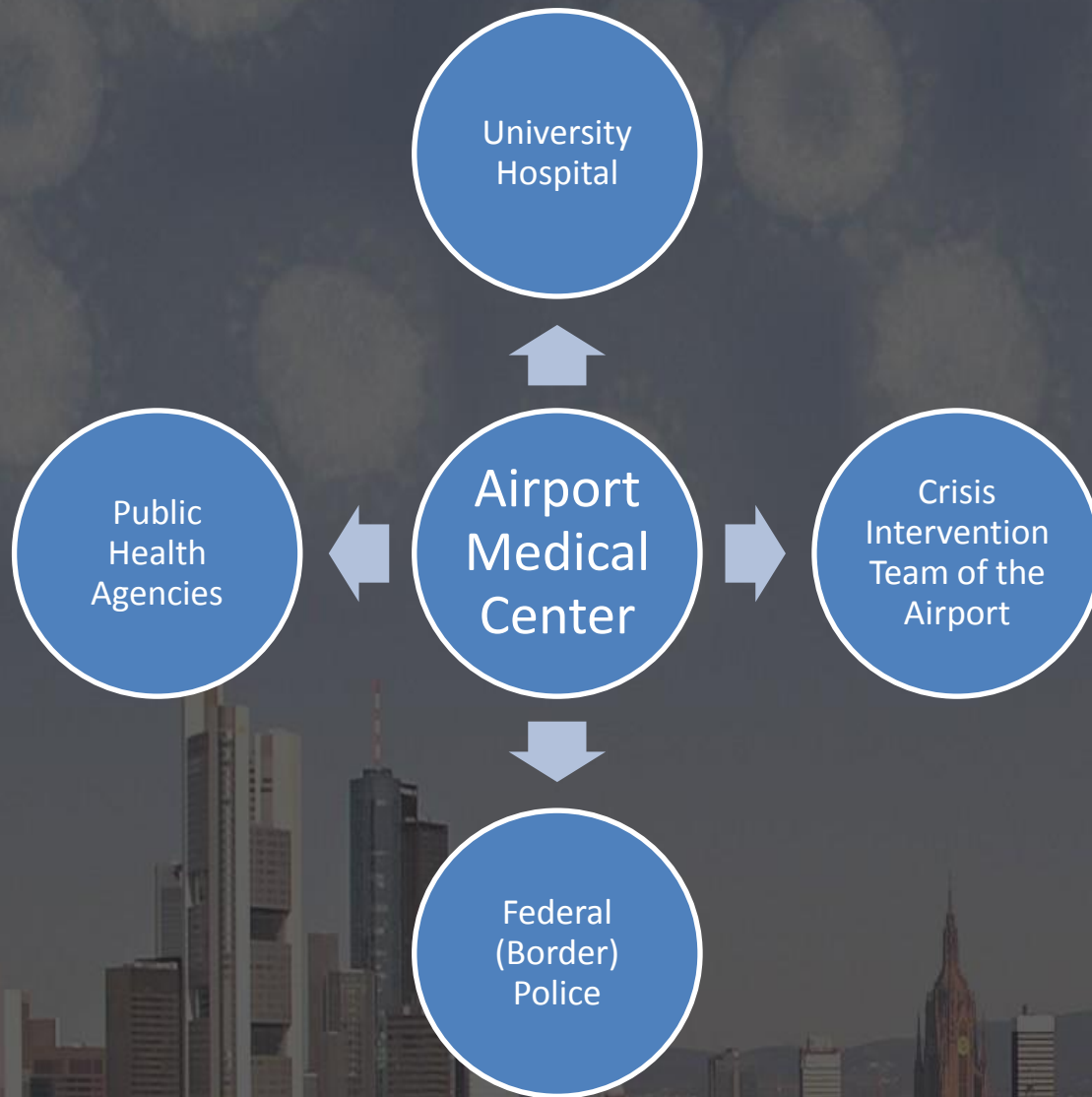
We: “How would you define your role?”

Gaber: “I get paid by the airport, therefore I am loyal to the airport. I am also a member of the public health agency, therefore I am loyal to them, too. I am also a Lufthansa-licensed doctor, therefore I am loyal to them as well. I am a consultant of the WHO, therefore I am loyal to them.

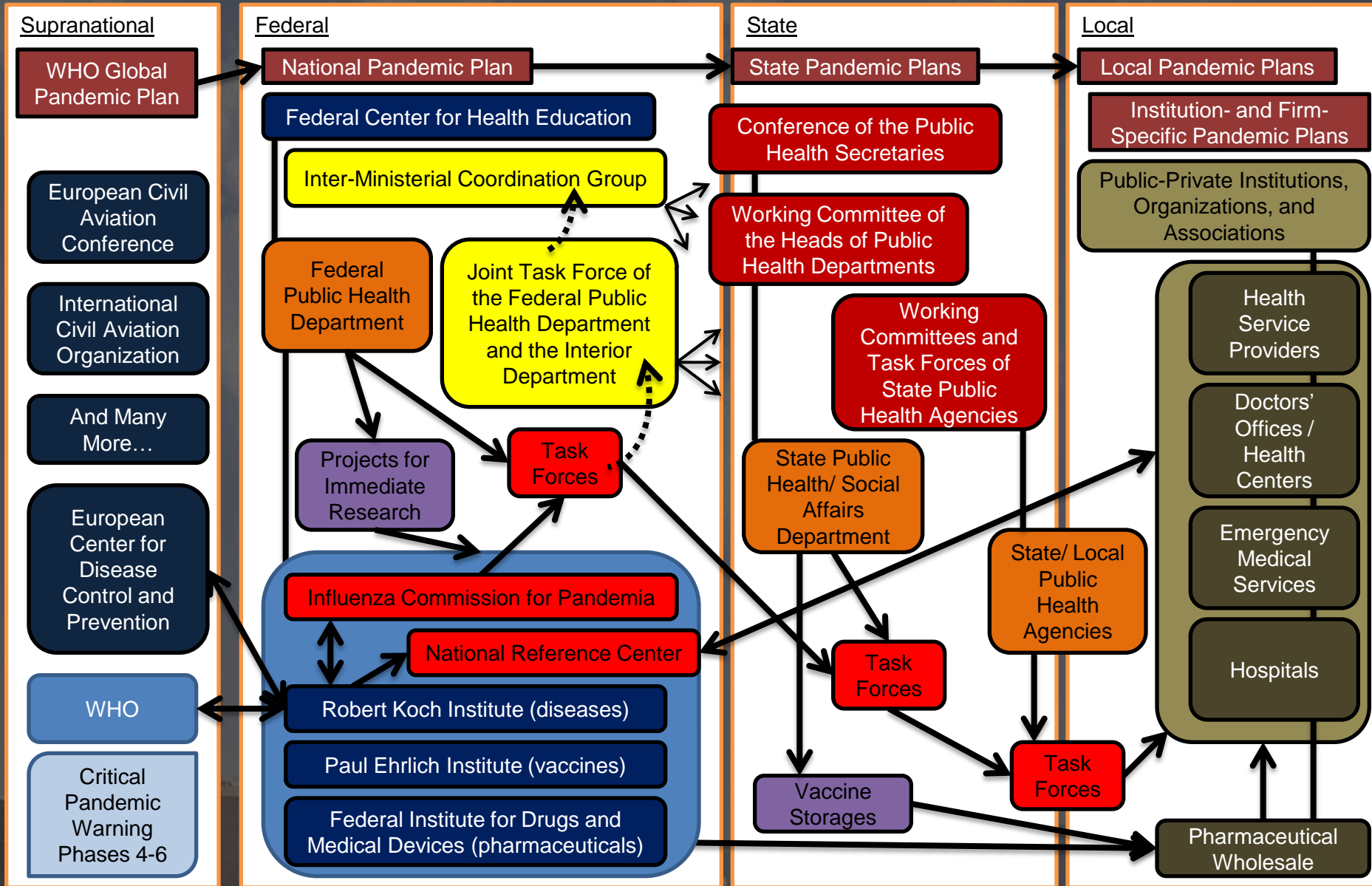
Think global, act local. We are forced to observe what is happening around the world . We are trying to adapt these information pieces to our local situation and everyday work.”

He is locally anchored, but his point of view is necessarily a global one.

Local example



Organization of the Influenza Pandemic Reaction in Germany



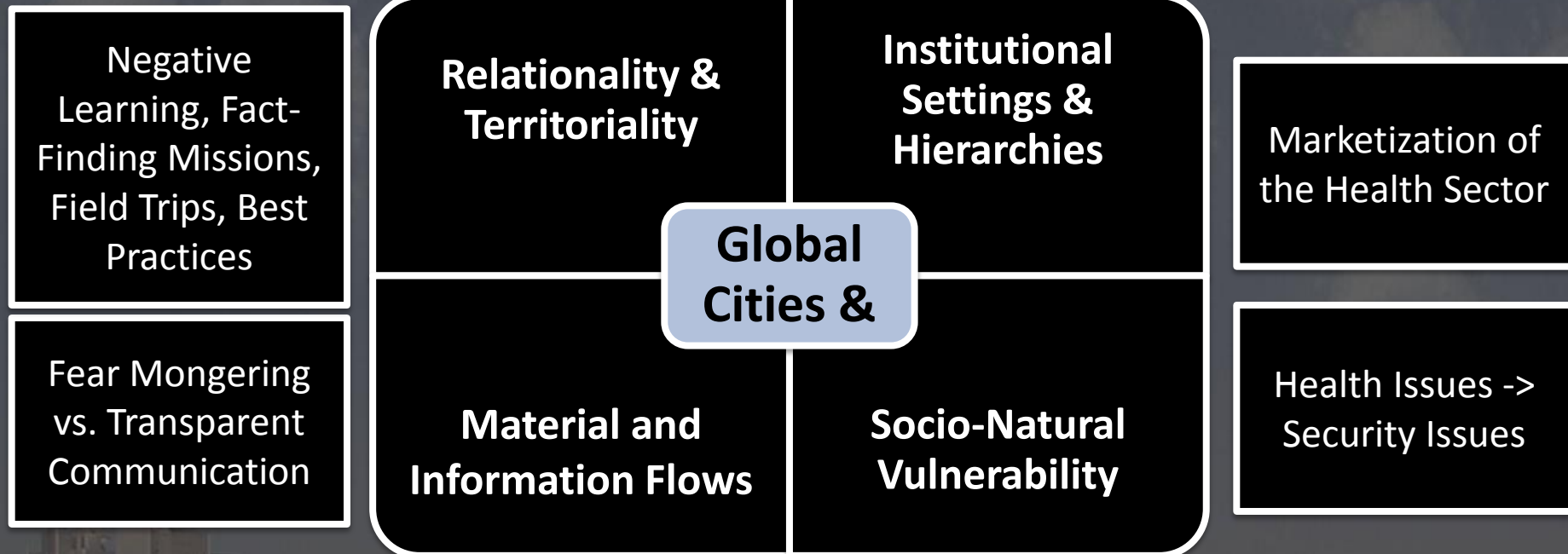
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Discussion:

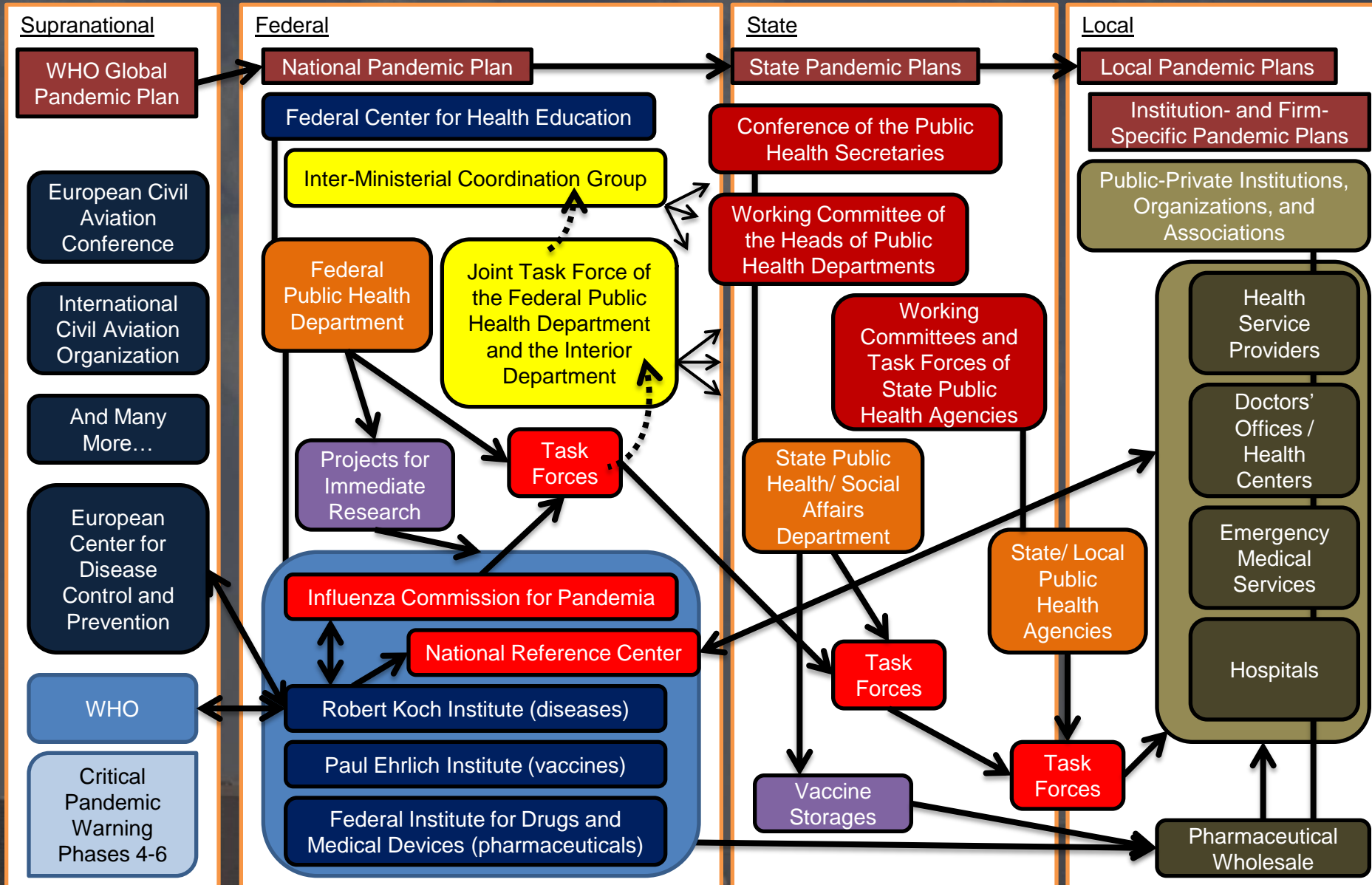
Are Global Cities Fit for Dealing with Global Mobility?

Technocratization vs. Democratic Legitimacy and Control



Diseases, Terrorism, Techno-Environmental Risks

Organization of the Influenza Pandemic Reaction in Germany



So much Politics and Policies in “Preparation”:

“[...] in today’s largely urban and interconnected world, infectious disease outbreaks and other public health emergencies pose a real threat to large cities but that with a good understanding of the specific issues posed by urban settings, and **appropriate preparation** from municipal and national stakeholders, that threat can be mitigated.” (WHO 2009: 5)

“In many of the world’s largest cities, autonomy from the national government is unlikely and an emergency response will depend on human, financial and other resources from the central or provincial authorities.” (WHO 2008: 13)