HABITUS IN THE CONTEXT OF TRANSFER OF STUDENTS FROM CENTRAL MEXICO TO TOURIST DESTINATIONS DURING THE COVID-19 ERA

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ABSTRACT

Habitus is a disposition towards a risk. In the case of the pandemic, the habitus of transfer and stay suggests contexts that the present work addresses to observe them in a sample of students. A cross-sectional, exploratory, and non-experimental study was carried out. The sample consisted of 100 students with an average age of 20 years old, a monthly income of 1,781.89 USD and an average 150 minutes commute time from residence to school. A structure of five factors that explained the effects of state communication on the use of public transport was found. It is hoped that the model can extend the dimensions of the habitus to other research settings.

KEYWORDS

habitus ➤ transportation ➤ suburban ➤ city ➤ security

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CONTEXTO DEL HÁBITUS DE TRASLADO A DESTINOS TURÍSTICOS EN ESTUDIANTES DEL CENTRO DE MÉXICO DURANTE LA ERA DEL COVID-19

RESUMEN

Un habitus es una disposición al riesgo. En el caso de la pandemia, el habitus de traslado y estancia sugiere contextos que el presente trabajo aborda para observarlos en una muestra de estudiantes. Se realizó un estudio transversal, exploratorio y no experimental. La muestra consistió en 100 estudiantes con una edad promedio de 20 años, un ingreso mensual de 1,781.89 USD y un tiempo promedio de viaje de 150 minutos desde la residencia a la escuela. Se encontró una estructura de cinco factores que explicaban los efectos de la comunicación estatal sobre el uso del transporte público. Se espera que el modelo pueda ampliar las dimensiones del habitus en otros entornos de investigación.

PALABRAS CLAVE

hábitus ➤ transporte ➤ suburbano ➤ ciudad ➤ seguridad

CONTEXTO DO HÁBITUS DE TRANSFERÊNCIA PARA DESTINOS TURÍSTICOS EM ESTUDANTES DO CENTRO DO MÉXICO DURANTE A ERA DA COVID-19

RESUMO

Um habitus é uma disposição ao risco. No caso da pandemia, o habitus de transferência e permanência sugere contextos que o presente trabalho aborda para/a fim de observá-los em uma amostra de alunos. Foi realizado um estudo transversal, exploratório e não experimental. A amostra foi composta por 100 alunos com idade média de 20 anos, renda mensal de US $ 1.781,89 e tempo médio de deslocamento de 150 minutos desde a residência até a escola. Foi encontrada uma estrutura de cinco fatores que explicam os efeitos da comunicação estatal sobre o uso do transporte público. Espera-se que o modelo possa expandir as dimensões do habitus em outros ambientes de pesquisa.

PALÁVRAS CHAVE

habitus ➤ transporte ➤ suburbano ➤ cidade ➤ segurança

Introduction

Until August 2021, the pandemic has claimed four million people lives in the world and one million in Mexico, although it is recognized that under-registrations could increase these figures (Bustos et al., 2021). In this risk context, the COVID-19 mitigation and containment policies have focused on distancing and confinement strategies, exclusively in the first months, since the only recommendation and crisis management has been to maintain healthy distance. This strategy is related to habitus if it is connected to negotiation, agreement and co-responsibility between the parties involved.

The pandemic communication that promotes distancing involves the mass transit system (Quiroz et al., 2020). On the one hand, it impacts on the users´ decisions to reduce their mobility. On the other hand, it schedules their decisions based on costs and benefits. Transport users can either take the risk of traveling on the public system or suppress their mobility plans, even when working or studying.

The decision is prospective in both scenarios. That is, the costs outweigh the benefits, but these risks are what generate greater profits in a context of risk aversion. In this way, prolonged negotiation, consensus and responsibility are associated with irregular risks communication (Salvatore, 2020). In the case of the government of Mexico, the communication can be considered irregular if the president and health official's statements are taken into account (Casilli, 2019). Until May 2020, the Mexican State presumed that they had controlled the pandemic, but COVID-19 cases increased in June.

However, the citizenry refrained from commuting and going on vacation. It was by the end of December when the pandemic reached its peak of contagion, but with no hope of vaccines promoted by the government (Chapain & Sagot, 2019). The citizens reacted with mobility just above the average of previous years. In this period, the *habitus* or negotiation between the parties was noticed in the agglomeration in foreign transport centers. Also, in the provision of food or solidarity such as courtesy trips in taxis. The use of the mobiles to be informed was another indicator, as well as the commitment to wear a face mask.

In this way, a provision in favor of mass transit system emerged. At the same time, there was an underlying agreement between users and authorities to respect the boarding and alighting from collective passenger transport (Aspilla et al., 2016). In the same vein, research on the impact of the pandemic on mass transit system suggests that overcrowding determines the probability of contagion. The cases of contagion among regular subway users can be explained by the quality of ventilation in transport.

In the case of tourist transport, the destination image, as it is the case of biosecurity, is the predictor of the transfer decision (Nava & Mercado, 2019). Personnel training is another factor that refers to biosecurity as an added value regarding accommodation. Both biosafety and training protocols affect the tourist's lodging, but transfer time and service quality define the destination.

Are there any significant differences between the dimensions of agglomeration, feeding, civic-mindedness, cyber use and commitment regarding tourist mobility with respect to the observations made in the present work?

The premises that guide the present work suggest that there are differences among the dimensions reported in the literature regarding the observations. The Mexican government's risk communication has fostered a tourist *habitus* based on negotiation, agreements and co-responsibilities. These are the cases of tourists who, before the recommendation of distan-

cing and confinement, congregate in the mass transit system (Sapiro, 2019). Or, the cases in which the State distributes the supply of resources, but users look for food outside their nearby shopping center. In the same way, in the case of distance recommendations, users give up their place or taxi drivers offer their services at no cost. All these indicators converge in a provision against or in favor of the pandemic management.   Such relationships between indicators and factors would explain the effect of pandemic communication on transfer decisions for recreational purposes.

Bourdieu *habitus* theory

Bourdieu (1979) defines *habitus* as: "a system of durable and transferable dispositions that integrate all past experiences and functions at all times as a structuring matrix of the perceptions, appraisals and actions of agents in the face of a situation or event. " (p. 50). The concept of *habitus* refers to a setting that interacts with a system of dispositions. The pandemic is a determining conjuncture of expectations, but it is also the product of the internalization of data regarding infections, diseases, and deaths. In relation to public transport system, the *habitus* of transport is the result of the association between confinement and mobility policies with respect to the personal concept of health.

 Cultivated *habitus* as traits of the influence of structures on personal criteria reveals possible practices. Cultivated *habitus*, symbolic capitals and fields of interaction anticipate a practical meaning (Bourdieu, 1979, p. 94). Mobility and personal transfer as a practical sense is the result of *habitus*, capitals and fields of interaction. The pandemic as a conjuncture anticipates a practical sense. The prevention of COVID-19 in transport suggests a translation of the surrounding information in the media coupled with symbolic capitals and fields of interaction. Transportation safety symbols together with interaction scenarios predict a practical sense of destination image.

Habitus generates an enclosure that can be appreciated in the practices (Bourdieu, 1979, p. 164). Practice ranking system based on the dispositions which objectify the pandemic information explains the preferences of transfer and the choices of a destination. The use of public transport to be defined by the cultivated *habitus* reflects the differences between users regarding budget, preservation and satisfaction. In this sense, the pandemic is a situation that allowed the emergence of *habitus*, the subsequent practicality, and the classification of the type of transfer.

The relationship between *habitus* and praxis allows us to appreciate the classifications of a social group (Bourdieu, 1990, p. 28). The pandemic unveiled the *habitus* and practice of confinement as well as the detachment characteristic of social groups that have avoided contact with other sectors. Public transport revealed a risk classification by users who considered their jobs as essential compared to jobs that are considered secondary. Praxis reflects the differences between social classes. The praxis of the transfer explains the differences between the groups *habitus* who   share public transport.

Class *habitus* takes on a computer programming meaning by explaining disposition inheritance (Bourdieu, 1990, p. 91). In this sense, the pandemic and the risk of contagion in public transport reveal the class *habitus* and the sense of preventive praxis. In addition, the classification of COVID-19 as a potential risk for vulnerable sectors explains the use of own vehicle or preferential transfer.

The practical sense allows us to appreciate *habitus* as a transition that starts from emerging subjectivity to structured objectivity (Bourdieu, 2007, p. 87). Class *habitus* reflects the differences among groups, sectors and strata, but its hereditary and transferable condition anticipates its reproduction. *Habitus* can be observed in principles and practices, even if it is only

a pragmatic and volatile convention. In effect, *habitus* is an unforeseen, indefinite, inexorable and intermittent practice. Precisely, the pandemic generated discontinuous policies with the *habitus* of academic communities. Public transport was the scene of *habitus* devoid of the epidemiological traffic light. The State social communication recommended confinement, but *habitus* of transfer among student communities oriented only a preventive use.

The pragmatic *habitus* as a willingness to negotiate mobility and spaces of transfer and lodging converges with the traditional definition. If the cultivated *habitus* is related to praxis as a reflection of a practical sense of class, the transfer *habitus* implies an internalization of risks. Students who travel by public transport negotiate their safety and health with their authorities. A disposition favorable to confinement limits mobility and movement, although it prevents contagion risks, illnesses, and death.

Theory of relocation *habitus*

The traditional *habitus* that derives from the objective class differences and the surrounding information about a situation is different from the *habitus* of transfer that supposes a concertation. The traditional *habitus* inhibits state communication and contagion expectations. *Habitus* of transfer refers to wearing a mask in accordance with public transport rules and internalization of specialized conferences. Traditional *habitus* inhibits the relocation *habitus*.

 Habitus is a negotiation between the parties interested in their relationships of symbolic equity (Sanchez et al., 2022). It is an exchange of imaginary representations of a social process. In the case of public transport, *habitus* is seen in the relationship between supply and demand for means of transport. Thus, those who choose a high-risk option such as bus crossings on secondary highways reflect a propensity for risk. In contrast, those who choose a transfer by plane tend to have an aversion to risks (Aldana et al., 2021). Consequently, the determinants of risk averse or propensity emerge from a balance between costs and benefits of relocation. That is, those who move to a tourist destination, choose their type of transfer according to a profit and loss calculation (Hernandez et al., 2021). This is how those who choose a high-risk transport expect high benefits. In contrast, those who select safer and less risky transportation anticipate a low profit scenario.

The habits of relocation, conditioned by this logic of costs and benefits, reach a decision process that seeks a balance between the environment demands and the available internal resources (Garcia et al., 2021). Tourism is a phenomenon of decisions that involves losses and gains. The transfer is a determining factor when choosing a tourist destination (Bustos et al., 2020). If travel habits are sustained from an aversion to risk, tourist destination choice will be repeated systematically (Sandoval et al., 2021). On the contrary, if travel habits correspond to a propensity to risk, then the selected tourist destination will vary according to the balance between costs and benefits.

Within the framework of the *habitus* of transfer risk aversion or propensity, the duration of transfer is a determining factor in the tourist destination choice and its unsystematic or systematic repetition (Garcia, 2021). If the transfer is risk-averse and it is long, the tourist destination choice will probably not be repeated (Garcia et al., 2020). The short travel time is related to the *habitus* of risk aversion in the probable tourist destination choice (Molina et al., 2021). Regarding the risk propensity, both travel times, short or long, affect the non-repetition of a destination.

Studies of relocation *habitus*

The traditional *habitus* by avoiding transport regulations and the destination image is diversified into transfer *habitus*. Transfer *habitus* can be appreciated from aesthetics (aesthesis), logic (eidos), ethics (ethos) and expressiveness (hexis).

Studies on this matter have established four dimensions: aesthesis, ethos, eidos and hexis (Garza et al., 2021). Aesthetic transfer *habitus* (aesthesis) corresponds to the choice of cultural tourist destinations (Carreon et al., 2020). When selecting a tourist destination, the logical transfer *habitus* (eidos) is associated with science and technology offer (Guillen et al., 2021). Ceremonial and religious centers are connected to the ethical transfer *habitus* (ethos). In this case, the preferences for moving to creative cities are determined by expressiveness *habitus* (hexis).

The development of instruments that measure travel habits based on the aesthetic, logical, ethical or expressive attractions of a destination made it possible to diversify explanatory models (Perez et al., 2021). These are the cases of variables of agglomeration, food, civic-mindedness, connectivity and commitment of tourist services as added values to the destination image. Agglomeration had already been proposed as a determining factor of the *habitus* of transport and the aversion to risks in collective passenger transport (Juarez et al., 2020). In cases in which the transfer is long, food service and Internet connection are determining factors when choosing the type of transport and destination. In cases of risk prevention due to COVID-19, civic-mindedness is a factor that determines the choice of a transport with proximity (Quintero et al., 2021). Finally, when users notice that the driver is not only an expert but also responsible, they approach risk aversion.

Modeling of relocation *habitus*

From traditional *habitus*, a model is a temporary explanation of the relationships among aesthetics (aesthesis), logical (eidos), ethics (ethos) and expressiveness (hexis). The model reveals the traditional *habitus* based on its transfer indicators in a confinement and social distancing situation.

A model is a strategic representation of the contrast between the findings reported in the literature about how to address a problem. In the case of the destinations image as a variable determined by the context, type and duration of transport and transfer, the model includes the possible relationships between the categories (Alvarado et al., 2021). In this way, the hypotheses that support the model contrast warn that the context of transfer: agglomeration, food, civic-mindedness, cyber use and commitment are different in samples that present *habitus* of aversion and risk propensity. Consequently, the relationship between the transfer context variables will determine the choice of the type of transport and tourist destination (Quiroz et al., 2020). The transfer context is a stay that deals with the type of destination. Even the context of transfer is an added value of the destination image (Rincon et al., 2021). These are expectations of the journey, lodging and return that the users of transport and tourism services add to the destination image.

Method

Design. It was carried out a non-experimental, exploratory and cross-sectional study. Studies that explain the effect of the media on decision-making and behavior have focused on the creation of an agenda. It is about establishing the axes and

themes related to the one disseminated by the media to influence public opinion (Bedolla et al., 2016). The contrast of this agenda with *habitus* would allow users to anticipate an impact scenario. In the case of public transport, risk communication by establishing social distance and confinement as axes, generated a transversal axis. As risks intensify, transport users gather in crowds. Thus, cross-sectional measurement is relevant.

Sample. A group of 100 students was selected (M = 20 years old, SD = 0.36). The inclusion criterion dealt with the journey in hours from home to school (M = 2.46 hrs and SD = 0.30 minutes). Return from the campus to the house (M = 2.00 hrs and SD = 0.70 minutes). The inclusion criteria were to have monitored the presidential conferences on coronavirus, as well as to have listened to the strategies of distancing and confining people. The use of public transport for vacation, even when they have access to their own vehicle. In the case of income, factor for the destination choice, the average was 1,781.89 USD per month.

Instrument. The peri-urban Mobility *Habitus* inventory which contains 30 indicators was used. It has five response options varying from "not similar my situation" to "is very similar to my situation". The first version suggests four dimensions referring to the break, the journey, the lodging and the return, but as they were general they did not explain decision-making sufficiently. More recently the option of aesthesis (aesthetics), ethos (ethics), hexis (logic) and eidos (experience) obtained greater consistency, but it could not anticipate the transfer choices due to its generality. Both versions reached higher consistencies than the essential minimums, only when they were associated with determining factors of the transfer decision (Olague et a., 2017). Therefore, the exploration of dimensions relative to *habitus* as negotiation will allow the phenomenon to be explained.

Procedure. The selected sample was contacted via institutional email. An interview was requested and the academic and institutional follow-up of the graduates was informed. Once the appointment was arranged, a questionnaire that included sociodemographic, economic and organizational psychological questions was provided. In the cases in which there was a tendency to choose the same answer option or the absence of answers, they were asked to write down overleaf the reasons why they had done so. The data were captured in the Statistical Package for Social Sciences (SPSS) and the analysis of structural equations was estimated with the help of the Analysis of Moments Structural (AMOS) program and the Linear Structural Relationships program (LISREL).

Analysis. The establishment of the structural model of reflective relationships was carried out considering the normality, reliability and validity of the scale that pondered the psychological construct. The kurtosis parameter was used to establish the normality of the responses distribution at the level of questioned compromise. The results show that the kurtosis parameter had a value lower than eight, which is the minimum suggested to assume the normality of the distribution. In the case of reliability, Cronbach's alpha value allowed to establish the relationship between each question and the scale. A value higher than 0.70 was considered as evidence of internal consistency. Finally, the exploratory factor analysis of main axes and pro max rotation in which factorial weights higher than 0.300 allowed the emergence of commitment to be deduced from eight indicators.

Results

Table 1 shows the normal distribution values that suggest a factor analysis. That is, the consistency of the instrument can be observed in other samples. In addition, it refers to five dimensions related to crowds, food, civic-mindedness, cyber use

and loyalty to transport. That is to say, the *habitus* as transfer dispositions before the pandemic news are configured by the five factors mentioned before. The instrument distinguishes among five types of travel *habitus*: agglomeration, food, civic-mindedness, cyber use and commitment. Each of these five factors suggests that traditional *habitus* determines relocation expectations. The relationship among the five factors allowed to unveil expectations that emerge in the face of anti-COVID policies.

Table 1 - Reliability and construct validity

R	Indicator	M	SD	K	α	F1	F2	F3	F4	F5
r1	I often get caught up in so many people on the subway	3.45	0.95	1.03	0.701	0.374				
r2	I try to get on the minibus, even if it reaches its maximum capacity	3.47	0.83	1.06	0.732	0.384				
r3	I use zero-emission transport, even if it circulates at maximum capacity	3.29	0.81	1.46	0.705	0.389				
r4	I share the taxi with the people who can fit	3.05	0.96	1.36	0.793	0.301				
r5	I often go eating on my way to my destination	3.85	0.74	1.67	0.739	0.304				
r6	I try to buy a product to eat on the minibus	307	0.95	1.38	0.705	0.394				
r7	I eat food while sitting on the bus	3.71	0.85	1.06	0.738		0.312			
r8	When transport allows sale, I usually buy something to eat	3.72	0.96	1.36	0.752		0.385			
r9	I usually respect spaces confined to people with different capacities	3.00	0.39	1.25	0.753		0.391			
r10	I avoid invading senior citizens' seats	3.08	0.84	1.22	0.729		0.384			
r11	I collaborate in the identification of missing people in the subway	3.04	0.59	1.25	0.715		0.336			
r12	I help people who ask me for help to reach their destination	3.01	0.51	1.63	0.703		0.316			
r13	When I observe that someone of the third age is standing, I usually offer them my seat	3.49	0.48	1.68	0.739			0.388		
r14	In the subway I usually make sure that the seats for the elderly are respected	3.36	0.36	1.47	0.734			0.345		
r15	I avoid boarding the transport confined to women	3.14	0.85	1.49	0.704			0.315		
r16	I usually pay for transportation to people who ask for help	3.26	0.94	1.07	0.772			0.367		
r17	I check my email while I arrive at my destination	3.15	0.25	1.77	0.712			0.376		
r18	I use the metro network to check my emails	3.04	0.36	1.68	0.735			0.366		
r19	I participate as an Internet user advisor in the metro	3.72	0.46	1.49	0.789				0.341	
r20	I make sure that the cyber users of the subway respect the allotted time	3.26	0.61	1.99	0.793				0.346	
r21	I've waited for the subway until I find a free seat	3.49	0.58	1.08	0.734				0.342	
r22	I've taken the bus from your base to your destination	3.05	0.84	1.32	0.715				0.326	
r23	I have ridden the minibus late into the night	3.84	0.91	1.64	0.725				0.346	
r24	I have waited for public transport before it starts to circulate	3.31	0.88	1.57	0.730				0.332	
r25	While I ride the subway, I review my class notes	3.20	0.95	1.42	0.748					0.326
r26	I prepare for exams on the way to school	3.22	0.89	1.55	0.778					0.384
r27	I do my homework while on the subway	3.04	0.97	1.23	0.792					0.331
r28	I do schoolwork during my ride on the minibus	3.64	0.95	1.25	0.736					0.368
r29	My sense of punctuality forces me to take different routes to be on time	3.46	0.89	1.36	0.715					0.346
r30	My schedule of activities allows me to travel on different routes	3.15	0.88	1.35	0.782					0.306

Source: Elaborated with data study; M = Mean, SD = Standard Deviation, A = Alpha value excluded value item, K = 1.294; Bootstrap = 0.000; F1 = Agglomeration (28% of the variance , alpha = 0.721), F2 = Fedding (25% of the variance , alpha = 0.739), F3 = Civility (23% of the variance , alpha = 0.758), F4 = Cyberuse (14% of the variance , alpha = 0.794), F5 = Commitments (10% of the variance , alpha = 0.745). KMO = 0.682; [X 2 = 14.25 (12gl) p = 0.000]

The results can be interpreted from the traditional habitus theory. Each of the five factors reflects a relocation habitus that differs from the traditional habitus. The traditional habitus suggests that each factor is defined by health emergency as a disposition, but not as a practice. The transfer habitus states that each factor is the product of negotiation between the authorities and the users of public transport.

The agglomeration factor in transport is distant from the transport habitus and close to the traditional habitus. The feeding factor in transport suggests closeness to the transport habitus and a distance from the traditional habitus. The civic-mindedness factor is close to the habitus of transfer and far from the traditional habitus. The cyber-use factor is distant from the traditional habitus and close to the transfer habitus. The commitment factor in risk prevention is close to the transfer habitus and distant from the traditional habitus.

Once the structure of factors and indicators that explained habitus as a negotiation between political and civil actors had been established, we proceeded to estimate the relationships between these factors in order to observe a common agenda (see Table 2). This is so because the convergence of the five factors would allow us to appreciate the theme´s structure. This is the case of the pandemic communication and its influence on transfer decisions in the surveyed sample.

Table 2 - Covariance relationships between factors

	M	SD	F1	F2	F3	F4	F5	F1	F2	F3
F1	24,32	13,24	1.000					0,916		
F2	22,45	15,46	,432*	1.000				0,555	0,906	
F3	21,26	18,43	,325**	,431***	1.000			0	0,676	0,991
F4	20,43	14,35	,542*	,326*	,438*	1.000		0,098	0,104	0,17
F5	25,47	16,20	,439***	,437*	,541*	,631*	1.000	0,125	0,252	0,328

Source: Elaborated with data study; F1 = Agglomeration, F2 = Fedding, F3 = Civility, F4 = Cyberuse, F5 = Commitments; * p < ,01; ** p < ,001; *** p < ,0001

The five factors are close to the policies, strategies, and programs of the State. Each of the five factors adapts to the distancing and confinement promoted by the government in the media and social networks. The structure of the five factors and their indicators suggests that the State determines a transfer *habitus*, influencing the traditional *habitus*.

The factor structure suggests a more complex structure with these five factors and thirty indicators. Both of them make up a tourist *habitus* as a provision in the face of the pandemic. Consequently, the surveyed sample tends to decide to agglomerate in the face of tourism promotion policies with a distancing recommendation. This means that risk communication creates counterproductive provisions. A model was contrasted in order to corroborate the assumption of differences between the theoretical factors with respect to the exposed findings. (see Figure 1). This exercise made it possible to establish the agenda as a risk and *habitus* scenario. It means that transport is a space of disobedience because the exposure to risk means more agglomeration than necessity for food, civic-mindedness, cyber use or commitment.

Figure 1 - Exploratory factor structure
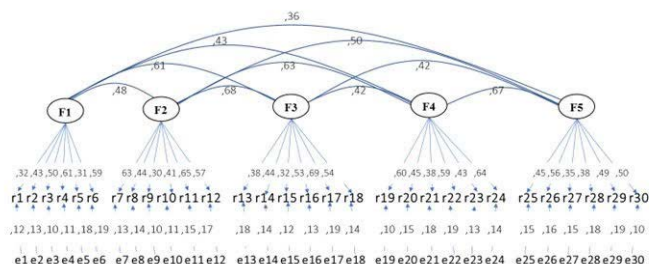
Source: elaborated with data study; F1 = Agglomeration, F2 = Feeding, F3 = Civility, F4 = Cyber-use, F5 = Commitments; R = Indicator, e = Error measurement indicator, ←relation between error and indicator, ➜ relation between factor and indicator, ↔ relation between factor.

The adjustment and residual parameters ⌈$\chi2$ = 12,23 (13 df) p > ,05; GFI = ,990; CFI = ,997; RMSEA = ,007⌋ suggest the non-rejection of the null hypothesis. Hypothesis testing suggests that the study has reported a *habitus* structure similar to the established model. The non-rejection of the null hypothesis shows that government communication about public transport risks has minimized the traditional *habitus* and increased the transport *habitus*. In other words, the differences between the dimensions reported in the research and the study findings seem to coincide in a common agenda. This is so because risk communication has such coverage that it fosters hopelessness. In other words, if the State only recommends distancing, confinement or the wearing of masks without having sufficient detection tests, treatments or vaccines, then the surveyed sample reacts with agglomeration and risk behavior.

Discussion

The contribution of this research to the state of the matter lies in the measurement of the *habitus* before the pandemic communication. It is a model of five factors and thirty indicators. It is a structure that suggests a probable agglomeration in the face of distancing and confinement. In this sense, it is advisable to consider *habitus* as dispositions to agglomeration. This social disobedience in the context of pandemic communication is the beginning of a State-society relationship (Gauna, 2017). Literature has reported the formation of these habitus as responses to the distancing and confinement promoted.

This is the case of the stigma before carriers of COVID-19. The State suggests distancing but given the doctors´ social stigma as carriers of coronavirus, it is not sufficient. This means that the pandemic generates an inconsistent strategy. The effect of this policy on tourism is ambivalent (Khasimah, 2016). On the one hand, it generates hopelessness, but at the same time, it encourages exposure to risks. Given that the government follows the confinement and distancing protocol, this research will contribute to modify that strategy.

Before the pandemic, the prediction of the tourist destination was established from its image. If a tourist selected a place, they had to document it. The arrival of coronavirus changed that pattern. Now, biosecurity is a determining factor in the destination image. The tourist chooses from the publicity regarding sanitation. Such biosecurity would not be possible without the *habitus* of the tourist (Martinez, 2017). Provisions in favor of sanitation would explain the choice of accommodation.

In relation to the traditional *habitus* theory, which warns that class differences reflect the diversification of the transfer, the present work demonstrated five practical dimensions: agglomeration, food, civic-mindedness, cyber use and commitment. Agglomeration is a disposition of the transfer *habitus* that defies the policy of confinement, but its association with civic-mindedness reveals an aversion to contagion risks. The consumption of food in public transportation reflects the class *habitus*.

The use of Facebook, Twitter, YouTube, Instagram, or WhatsApp on public transport corresponds to the Internet user class *habitus*. The commitment to responsible transfer by wearing a mask and distancing contravenes the traditional *habitus*. The surveyed people show a *habitus* of movement that is related to the traditional *habitus* in terms of biosecurity. The prevention of risks of contagion, disease and death contravenes the class *habitus* that renders vulnerable those who do not have resources. The pandemic unveiled the class *habitus* and the transfer *habitus*. Public transport in a pandemic context revealed a travel *habitus* that explains why the surveyed sample agglomerate.

Conclusion

The objective of this research was to compare the dimensions of the *habitus* in the context of the pandemic. The five factors found, explain the social disobedience before the pandemic communication. The surveyed sample presented a *habitus* that consists of the disposition before the coronavirus and their vacations. These are provisions for agglomeration, nutrition, civic-mindedness, cyber use, and commitment. Each factor explains the *habitus* that emerges from the spread of confinement and distancing, as well as preventive measures. The surveyed sample systematically disobeys the promotion of tourism based on contagion risks.

In relation to the traditional *habitus* theory, which states that the dispositions towards a conjuncture oscillate between the information disseminated by the State and the individual expectations, this research warns about a diversification of factors: agglomeration, food, civic-mindedness, cyber use and commitment. Each factor explained a variance percentage of the *habitus* observed in the surveyed sample. The agglomeration factor as a response to the confinement and social distancing policies explained the greatest variance of the transfer *habitus*. The traditional *habitus* differed from the transfer *habitus* in relation to mobility policies and public transportation. The traditional *habitus* distances itself from the epidemiological traffic light and risk prevention. The transport *habitus* is close to the biosecurity protocol for public transport users.

In relation to the theory of the *habitus* of transfer, which highlights the relationship between aversion and propensity to risk with respect to the choice of destination, the present work warns that the context of transfer is made up of five preponderant factors. In this sense, the differences between the structure of conclusions reported in the literature with respect to the established model, explain the importance of the context of transfer. Research lines related to the context of the lodging and return will allow us to anticipate scenarios of aversion and propensity to risk about the choice of a transport and destination preference.

Regarding the studies of the *habitus* of transfer where four dimensions concerning expressiveness, logic, aesthetics and ethics stand out, the present work warns that a structure of the context of transfer can explain the differences between these dimensions. It is a context in which the dimensions become relevant considering the effects of COVID-19 on the decisions of transfer, lodging and tourists return. Therefore, the investigations oriented towards the empirical demonstration of the transfer dimensions will complement the results of the present research in which the structure of the transfer context was established. Issues, context and dimensions of transfer will allow us to explain and anticipate scenarios of risk aversion or risk propensity before lodging and return decisions.

Regarding the empirical test of the modeling of the transport context, in which the relationships among the factors of agglomeration, food, civic-mindedness, cyber use and commitment are highlighted as determinants of the type of destination,

the present work suggests that the context indicators can anticipate the type of destination. of transfer. This is so because the relationship between the type of transfer and the destination image is in process. Therefore, the context of transfer can contribute to predicting future destination choices, considering the reason for the lodging. Studies related to the relationship between the determinants of the transfer and the lodging will make it possible to generate biosafety policies that prevent risk scenarios.

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