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Getting the Goods: Ports, Labor, and the Logistics ...

In Getting the Goods, Edna Bonacich and Jake B. Wilson focus on the Southern California ports of Los Angeles and Long Beach-which together receive 40 percent of the nearly \$2 trillion worth of goods imported annually to the United States-to examine the impact of the logistics revolution on workers in transportation and distribution. Built around the invention of shipping containers and communications technology, the logistics revolution has enabled giant retailers like Walmart and Target to ...

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Getting the Goods: Ports, Labor, and the Logistics ...

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Getting the Goods: Ports, Labor, and the Logistics ...

It is this latter phenomenon which *Getting the Goods: Ports, Labor, and the Logistics Revolution* addresses. Logistics, of course, has always been central to how capitalism has operated, as commercial enterprises have long had to manage their products and raw materials successfully if they are to stay in business.

Getting the Goods: Ports, Labor, and the Logistics ...

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Getting the Goods: Ports, Labor, and the Logistics Revolution by Edna Bonacich. Paperback / softback. New. Bonacich and Wilson follow the flow of imports from Asian factories, exploring the roles of importers, container shipping companies, the ports, railroad and trucking companies, and warehouses and their impact on U.S. workers....

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In *Getting the Goods*, Edna Bonacich and Jake B. Wilson focus on the Southern California ports of Los Angeles and Long Beach—which together receive 40 percent of the nearly \$2 trillion worth of goods imported annually to the United States—to examine the impact of the logistics revolution on workers in transportation and distribution. Built around the invention of shipping containers and communications technology, the logistics revolution has enabled giant retailers like Wal-Mart and Target to sell cheap consumer products made using low-wage labor in developing countries. The goods are shipped through an efficient, low-cost, intermodal freight system, in which containers are moved from factories in Asia to distribution centers across the United States without ever being opened. Bonacich and Wilson follow the flow of imports from Asian factories, exploring the roles of importers, container shipping companies, the ports, railroad and trucking companies, and warehouses. At each stage, *Getting the Goods* raises important questions about how the logistics revolution affects logistics workers. Drawing extensively on interviews with workers and managers at all levels of the supply chain, on industry reports, and on economic data, Bonacich and Wilson find that, in general, conditions have deteriorated for workers. But they also discover that changes in the system of production and

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distribution provide new strategic opportunities for labor to gain power. A much-needed corrective to both uncritical celebrations of containerization and the global economy and pessimistic predictions about the future of the U.S. labor movement, *Getting the Goods* will become required reading for scholars and students in sociology, political economy, and labor studies.

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Winner of the Russo & Linkon Award 2019 Global capitalism is a precarious system. Relying on the steady flow of goods across the world, trans-national companies such as Wal-Mart and Amazon depend on the work of millions in docks, warehouses and logistics centres to keep their goods moving. This is the global supply chain, and, if the chain is broken, capitalism grinds to a halt. This book looks at case studies across the world to uncover a network of resistance by these workers who, despite their importance, often face vast exploitation and economic violence. Experiencing first hand wildcat strikes, organised blockades and boycotts, the authors explore a diverse range of case studies, from South China dockworkers to the transformation of the port of Piraeus in Greece, and from the Southern

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California logistics sector, to dock and logistical workers in Chile and unions in Turkey.

Amazon's ubiquity is finally covered within one book - and in it lies the answers on how to take on this new, terrifying form of capitalism

Urban regions have come under increasing pressure to adapt to the imperatives of mobility, including greater freedom of travel, rising trade volumes and global economic networks. Whereas urbanization was once characterized by the concentration of services and facilities, urban areas now have to ensure the exchange of goods, services and information in a much more complex, interrelated, highly competitive, and spatially dispersed environment. As a consequence, cities are challenged to ensure the functionality of infrastructure while mitigating negative environmental and social impacts. *Cities, Regions and Flows* brings together debates in a single volume to present a theoretical framework for understanding the changing relationship between places and movement. It analyses the significance of flows of goods for urban and regional development and emphasises the twin processes of integration and disintegration that result from goods movement within urban space. It discusses urban regions as nodes for organizing the exchange of goods, services and information against a background of socio-economic and technological change, as well as new patterns of urbanization. The new logistics concepts and practices that have been developed in response to these changes exert both integrative and

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disintegrative effects on cities and regions. It also considers how urban policies are dealing with related challenges concerning infrastructure provision, land use, local labour markets and environmental sustainability. *Cities, Regions and Flows* contains thoughtfully prepared case studies from five different continents on how cities manage to become part of value chains and how they strive for accessibility in an increasingly competitive environment. This book will be of interest to policy-makers and advanced classes in planning, geography, urban studies and transportation.

This edited volume provides a collection of historical and contemporary commodity chain studies placing labor at the centre of their analysis. It represents an important contribution to commodity chain research, but also to the fields of social-economic and global labour history.

As the material anchors of globalization, North America's global port cities channel flows of commodities, capital, and tourists. This book explores how economic globalization processes have shaped these cities' political institutions, social structures, and urban identities since the mid-1970s. Although the impacts of financialization on global cities have been widely discussed, it is curious that how the global integration of commodity chains actually happens spatially — creating a quantitatively new, global organization of production, distribution, and consumption processes — remains understudied. The book uses New York City, Los Angeles, Vancouver, and Montreal as case studies of how once-redundant spaces have been

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reorganized, and crucially, reinterpreted, so as to accommodate new flows of goods and people — and how, in these processes, social, environmental, and security costs of global production networks have been shifted to the public.

Infrastructure makes worlds. Software coordinates labor. Logistics governs movement. These pillars of contemporary capitalism correspond with the materiality of digital communication systems on a planetary scale. Ned Rossiter theorizes the force of logistical media to discern how subjectivity and labor, economy and society are tied to the logistical imaginary of seamless interoperability. Contingency haunts logistical power. Technologies of capture are prone to infrastructural breakdown, sabotage, and failure. Strategies of evasion, anonymity, and disruption unsettle regimes of calculation and containment. We live in a computational age where media, again, disappear into the background as infrastructure. Software, Infrastructure, Labor intercuts transdisciplinary theoretical reflection with empirical encounters ranging from the Cold War legacy of cybernetics, shipping ports in China and Greece, the territoriality of data centers, video game design, and scrap metal economies in the e-waste industry. Rossiter argues that infrastructural ruins serve as resources for the collective design of blueprints and prototypes demanded of radical politics today.