

Getting The Goods Ports Labor And The Logistics

In April 1956, a refitted oil tanker carried fifty-eight shipping containers from Newark to Houston. From that modest beginning, container shipping developed into a huge industry that made the boom in global trade possible. The Box tells the dramatic story of the container's creation, the decade of struggle before it was widely adopted, and the sweeping economic consequences of the sharp fall in transportation costs that containerization brought about. But the container didn't just happen. Its adoption required huge sums of money, both from private investors and from ports that aspired to be on the leading edge of a new technology. It required years of high-stakes bargaining with two of the titans of organized labor, Harry Bridges and Teddy Gleason, as well as delicate negotiations on standards that made it possible for almost any container to travel on any truck or train or ship. Ultimately, it took McLean's success in supplying U.S. forces in Vietnam to persuade the world of the container's potential. Drawing on previously neglected sources, economist Marc Levinson shows how the container transformed economic geography, devastating traditional ports such as New York and London and fueling the growth of previously obscure ones, such as Oakland. By making shipping so cheap that industry could locate factories far from its customers, the container paved the way for Asia to become the world's workshop and brought consumers a previously unimaginable variety of low-cost products from around the globe. Published in hardcover on the fiftieth anniversary of the first container voyage, this is the first comprehensive history of the shipping container. Now with a new chapter, The Box tells the dramatic story of how the drive and imagination of an iconoclastic entrepreneur turned containerization from an impractical idea into a phenomenon that transformed economic geography, slashed transportation costs, and made the boom in global trade possible.

Working on the Dock of the Bay explores the history of waterfront labor and laborers—black and white, enslaved and free, native and immigrant—in Charleston, South Carolina, between the American Revolution and Civil War. Michael D. Thompson explains how a predominantly enslaved workforce laid the groundwork for the creation of a robust and effectual association of dockworkers, most of whom were black, shortly after emancipation. In revealing these wharf laborers' experiences, Thompson's book contextualizes the struggles of contemporary southern working people. Like their postbellum and present-day counterparts, stevedores and draymen laboring on the wharves and levees of antebellum cities—whether in Charleston or New Orleans, New York or Boston, or elsewhere in the Atlantic World—were indispensable to the flow of commodities into and out of these ports. Despite their large numbers and the key role that waterfront workers played in these cities' premechanized, labor-intensive commercial economies, too little is known about who these laborers were and the work they performed. Though scholars have explored the history of dockworkers in ports throughout the world, they have given little attention to waterfront laborers and dock work in the pre-Civil War American South or in any slave society. Aiming to remedy that deficiency, Thompson examines the complicated dynamics of race, class, and labor relations through the street-level experiences and perspectives of workingmen and sometimes workingwomen. Using this workers'-eye view of crucial events and developments, Working on the Dock of the Bay relocates waterfront workers and their activities from the margins of the past to the center of a new narrative, reframing their role from observers to critical actors in nineteenth-century American history. Organized topically, this study is rooted in primary source evidence including census, tax, court, and death records; city directories and ordinances; state statutes; wills; account books; newspapers; diaries; letters; and medical journals.

Kris Manjapra weaves together the study of colonialism over the past 500 years, across the globe's continents and seas. This captivating work vividly evokes living human histories, introducing the reader to interlocking pasts and ongoing legacies of colonialism through the study of: war, conquest, militarization, extractive economies, migration and diaspora, racialization, biopolitical management, and unruly and creative responses and resistances. He describes some of the most salient political, social, and cultural constellations of our present across the Americas, Africa, Asia, and Europe. By exploring the dissimilar, yet entwined, histories of settler colonialism, racial slavery, and empire across Asia, Manjapra exposes the enduring role of colonial force and freedom struggle in the making of our modern world.

Neoliberal Order and Disorder

The Ports of San Francisco, Oakland, Berkeley, Richmond, Upper San Francisco Bay, Santa Cruz and Monterey, California

Proceedings and Debates of the ... Congress

Amazon in the Global Economy

Choke Points

Out of Stock

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 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.

In Out of Stock, Dara Orenstein delivers an ambitious and engrossing account of that most generic and underappreciated site in American commerce and industry: the warehouse. She traces the progression from the nineteenth century's bonded warehouses to today's foreign-trade zones, enclaves where goods can be simultaneously on US soil and off US customs territory. Orenstein contends that these zones—nearly 800 of which are scattered across the country—are emblematic of why warehouses have begun to supplant factories in the age of Amazon and Walmart. Circulation is so crucial to the logistics of how and where goods are made that it is increasingly inseparable from production, to the point that warehouses are now some of the most pivotal spaces of global capitalism. Drawing from cultural geography, cultural history, and political economy, Out of Stock nimbly demonstrates the centrality of warehouses for corporations, workers, cities, and empires. 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

The Ports of Seattle, Tacoma, Bellingham, Everett, and Grays Harbor, Washington: The port of Seattle,

Washington

Working on the Dock of the Bay

The Warehouse in the History of Capitalism

Urbanization Processes and Global Production Networks

Industrial and Labor Relations Review

Global Production Networks

Cargo Handling and the Modern Port covers various concerns in the handling of goods in a contemporary port. The book also details the functions of ports, along with the impact of the silent revolutions that took place in the major ports around the world. The text first covers the port itself, such as its functions, the types of port managements, and administration. Next, the book discusses the basics of operating a port, and then proceeds to tackling port labor. Chapter 4 details the various changes that took place in the major ports throughout the world after 1945. The next series of chapters deals with various concerns in cargo, such as unit load, containers, and bulk cargos. The last chapter of the text discusses the ports of the future. The book will be of great use to individuals involved in logistics, forwarding, and ship transportation industries.

Port Economics, Management and Policy provides a comprehensive analysis of the contemporary port industry, showing how ports are organized to serve the global economy and support regional and local development. Structured in eight sections plus an introduction and epilog, this textbook examines a wide range of seaport topics, covering maritime shipping and international trade, port terminals, port governance, port competition, port policy and much more. Key features of the book include: Multidisciplinary perspective, drawing on economics, geography, management science and engineering Multisector analysis including containers, bulk, break-bulk and the cruise industry Focus on the latest industry trends, such as supply chain management, automation, digitalization and sustainability Benefitting from the authors' extensive involvement in shaping the port sector across five continents, this text provides students and scholars with a valuable resource on ports and maritime transport systems. Practitioners and policymakers can also use this as an essential guide towards better port management and governance.

The Sociology of Work and Occupations, Second Edition connects work and occupations to the key subjects of sociological inquiry: social and technological change, race, ethnicity, gender, social class, education, social networks, and modes of organization. In 15 chapters, Rudi Volti succinctly but comprehensively covers the changes in the world of work, encompassing everything from gathering and hunting to working in today's Information Age. This book introduces students to a highly relevant analysis of society today. In this new and updated edition, globalization and technology are each given their own chapter and discussed in great depth.

Logistics Transportation Systems

Congressional Record

The Crisis in Organized Labor and a New Path toward Social Justice

Reforms and Infrastructure Efficiency in Spain's Container Ports

Miscellaneous Series: Port and terminal charges at United States ports

Labor Notes

Accelerating processes of economic globalization have fundamentally reshaped the organization of the global economy towards much greater integration and functional interdependence through cross-border economic activity. In this interconnected world system, a new form of economic organization has emerged: Global Production Networks (GPNs). This brings together a wide array of economic actors, most notably capitalist firms, state institutions, labour unions, consumers and non-government organizations, in the transnational production of economic value. National and sub-national economic development in this highly interdependent global economy can no longer be conceived of, and understood within, the distinct territorial boundaries of individual countries and regions. Instead, global production networks are organizational platforms through which actors in these different national or regional economies compete and cooperate for a larger share of the creation, transformation, and capture of value through transnational economic activity. They are also vehicles for transferring the value captured between different places. This book ultimately aims to develop a theory of global production networks that explains economic development in the interconnected global economy. While primarily theoretical in nature, it is well grounded in cutting-edge empirical work in the parallel and highly impactful strands of social science literature on the changing organization of the global economy relating to global commodity chains (GCC), global value chains (GVC), and global production networks (GPN).

Winner of the Russo & Linkon Award 2019Global 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 California logistics sector, to dock and logistical workers in Chile and unions in Turkey.

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.

Logistics Workers Disrupting the Global Supply Chain

Bulletin of the Merchants' Association of New York
Containing the Proceedings and Debates of the ... Congress
Global Commodity Chains and Labor Relations
UC Irvine Law Review

The Ports of San Francisco, Oakland, Alameda, Richmond, and Upper San Francisco Bay, California

The U.S. trade union movement finds itself today on a global battlefield filled with landmines and littered with the bodies of various social movements and struggles. Candid, incisive, and accessible, Solidarity Divided is a critical examination of labor's current crisis and a plan for a bold new way forward into the twenty-first century. Bill Fletcher and Fernando Gapasin, two longtime union insiders whose experiences as activists of color grant them a unique vantage on the problems now facing U.S. labor, offer a remarkable mix of vivid history and probing analysis. They chart changes in U.S. manufacturing, examine the onslaught of globalization, consider the influence of the environment on labor, and provide the first broad analysis of the fallout from the 2000 and 2004 elections on the U.S. labor movement. Ultimately calling for a wide-ranging reexamination of the ideological and structural underpinnings of today's labor movement, this is essential reading for understanding how the battle for social justice can be fought and won.

Logistics Transportation Systems compiles multiple topics on transportation logistics systems from both qualitative and quantitative perspectives, providing detailed examples of real-world logistics workflows. It explores the key concepts and problem-solving techniques required by researchers and logistics professionals to effectively manage the continued expansion of logistics transportation systems, which is expected to reach an estimated 25 billion tons in the United States alone by 2045. This book provides an ample understanding of logistics transportation systems, including basic concepts, in-depth modeling analysis, and network analysis for researchers and practitioners. In addition, it covers policy issues related to transportation logistics, such as security, rules and regulations, and emerging issues including reshoring. This book is an ideal guide for academic researchers and both undergraduate and graduate students in transportation modeling, supply chains, planning, and systems. It is also useful to transportation practitioners involved in planning, feasibility studies, consultation and policy for transportation systems, logistics, and infrastructure. Provides real-world examples of logistics systems solutions for multiple transportation modes, including seaports, rail, barge, road, pipelines, and airports Covers a wide range of business aspects, including customer service, cost, and decision analysis Features key-term definitions, concept

overviews, discussions, and analytical problem-solving

Revealing the workings and dangers of freight shipping, which is the key to our economy, environment and civilization, the author sails from Rotterdam to Suez to Singapore to present an eye-opening glimpse into an overlooked world filled with suspect practices, dubious operators and pirates.

Port and Terminal Charges at United States Ports

Demystifying Impacts of the Fourth Industrial Revolution

Inside Shipping, the Invisible Industry That Puts Clothes on Your Back, Gas in Your Car, and Food on Your Plate

Software, Infrastructure, Labor

The Ports of Philadelphia, Pa., Camden and Gloucester, N.J.

Getting the Goods

This study provides the opportunity to compare the hiring and employment practices, within the context of local conditions, as they exist in five major ports. It tells how efforts at regulation are influenced by the various institutions and by market constraints and describes the impact of the differences emanating from the industrial relations systems of each of the countries in which the port is located. In all these ports, the basic problem, to a large extent, is still that of casual employment and the author describes the repeated attempts to achieve a solution and analyzes in detail the efforts that failed and those that succeeded.

Getting the Goods Ports, Labor, and the Logistics Revolution Cornell University Press

Our most basic relationship with the world is one of technological mediation. Nowadays our available tools are digital, and increasingly what counts in economic, social, and cultural life is what can be digitally stored, distributed, replayed, augmented, and switched. Yet the digital remains very much materially configured, and though it now permeates nearly all human life it has not eclipsed all older technologies. This Handbook is grounded in an understanding that our technologically mediated condition is a condition of organization. It maps and theorizes the largely uncharted territory of media, technology, and organization studies. Written by scholars of organization and theorists of media and technology, the chapters focus on specific, and specifically mediating, objects that shape the practices, processes, and effects of organization. It is in this spirit that each chapter focuses on a specific technological object, such as the Battery, Clock, High Heels, Container, or Smartphone, asking the question, how does this object or process organize? In staying with the object the chapters remain committed to the everyday, empirical world, rather than being confined to established disciplinary concerns and theoretical developments. As the first sustained and systematic interrogation of the relation between technologies, media, and organization, this Handbook consolidates, deepens, and further develops the empirics and concepts required to make sense of the material forces of organization.

Global Port Cities in North America

Theorizing Economic Development in an Interconnected World

Relations of Global Power

The Digital Transformation of Logistics

***The Oxford Handbook of Media, Technology, and Organization Studies
Port Economics, Management and Policy***

How an alliance of the labor and environmental movements used law as a tool to clean up the trucking industry at the nation's largest port. In *Blue and Green*, Scott Cummings examines a campaign by the labor and environmental movements to transform trucking at America's largest port in Los Angeles. Tracing the history of struggle in an industry at the epicenter of the global supply chain, Cummings shows how an unprecedented "blue-green" alliance mobilized to improve working conditions for low-income drivers and air quality in nearby communities. The campaign for "clean trucks," Cummings argues, teaches much about how social movements can use law to challenge inequality in a global era. Cummings shows how federal deregulation created interrelated economic and environmental problems at the port and how the campaign fought back by mobilizing law at the local level. He documents three critical stages: initial success in passing landmark legislation requiring port trucking companies to convert trucks from dirty to clean and drivers from contractors to employees with full labor rights; campaign decline after industry litigation blocked employee conversion; and campaign resurgence through an innovative legal approach to driver misclassification that realized a central labor movement goal—unionizing port truckers. Appraising the campaign, Cummings analyzes the tradeoffs of using alternative legal frameworks to promote labor organizing, and explores lessons for building movements to regulate low-wage work in the "gig" economy. He shows how law can bind coalitions together and split them apart, and concludes that the fight for legal reform never ends, but rather takes different turns on the long road to justice.

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.

The digital transformation is in full swing and fundamentally changes how we live, work, and communicate with each other. From retail to finance, many industries see an inflow of new technologies, disruption through innovative platform business models, and employees struggling to cope with the significant shifts occurring. This Fourth Industrial Revolution is predicted to also transform Logistics and Supply Chain Management, with delivery systems becoming automated, smart networks created everywhere, and data being collected and analyzed universally. *The Digital Transformation of Logistics: Demystifying Impacts of the Fourth Industrial Revolution* provides a holistic overview of this vital subject clouded by buzz, hype, and misinformation. The book is divided into three themed-sections: Technologies such as self-driving cars or virtual reality are not only electrifying science fiction lovers anymore, but are also increasingly presented as cure-all remedies to supply chain challenges. In *The Digital Transformation of Logistics: Demystifying Impacts of the Fourth Industrial Revolution*, the authors peel back the layers of excitement that have grown around new technologies such as the Internet of Things (IoT), 3D printing, Robotic Process Automation (RPA), Blockchain or Cloud computing, and show use cases that give a glimpse about the fascinating future we can expect. Platforms that allow businesses to centrally acquire and manage their logistics services disrupt an industry that has been relationship-based for centuries. The authors discuss smart contracts, which are one of the most exciting applications of Blockchain, Software as a Service (SaaS) offerings for freight procurement, where numerous data sources can be integrated and decision-making processes automated, and marine terminal operating systems as an integral node for shipments. In *The Digital Transformation of Logistics: Demystifying Impacts of the Fourth*

Industrial Revolution, insights are shared into the cold chain industry where companies respond to increasing quality demands, and how European governments are innovatively responding to challenges of cross-border eCommerce. People are a vital element of the digital transformation and must be on board to drive change. The Digital Transformation of Logistics: Demystifying Impacts of the Fourth Industrial Revolution explains how executives can create sustainable impact and how competencies can be managed in the digital age - especially for sales executives who require urgent upskilling to remain relevant. Best practices are shared for organizational culture change, drawing on studies among senior leaders from the US, Singapore, Thailand, and Australia, and for managing strategic alliances with logistics service providers to offset risks and create cross-functional, cross-company transparency. The Digital Transformation of Logistics: Demystifying Impacts of the Fourth Industrial Revolution provides realistic insights, a ready-to-use knowledge base, and a working vocabulary about current activities and emerging trends of the Logistics industry. Intended readers are supply chain professionals working for manufacturing, trading, and freight forwarding companies as well as students and all interested parties.

Labor and Enterprise in an Antebellum Southern Port

Choice

Solidarity Divided

Df-Getting the Goods Z

Greater New York

Colonialism in Global Perspective

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.

This collection of original articles offers an up-to-date, critical review of the global political economy today, covering such topics as international finance, corporate governance,

military power, international labour standards, global health, human rights, and more. Assembling a group of top scholars, the editors are able to provide a wide-ranging yet coherent survey of contemporary international institutions and how they are governed. In the process, they offer a useful basis for understanding the financial crisis of 2008. Relations of Global Power is the only book available that examines the many different dimensions of the international regulatory structure across a range of issues, placing them all within the context of neoliberal globalization. It will be of interest to scholars of political science, sociology, policy studies, public administration, and global studies, and will also appeal to activists and members of alter-globalization movements.

Increasing capacity at ports and goods movement in the supply chain in general, while also satisfying environmental, economic, political, labor union, and other constraints is, arguably, the greatest challenge of modern transportation. With space at a premium and costs through the roof, it is increasingly obvious that the traditional solutions are

Intelligent Freight Transportation

The Commonwealth and International Library of Science Technology Engineering and Liberal Studies

The Drive for Justice at America's Port

How the Shipping Container Made the World Smaller and the World Economy Bigger - Second Edition with a new chapter by the author

A Media Theory of Logistical Nightmares