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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 re-

searchers 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.

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. 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.

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.

This volume ultimately aims to develop a theory of global production networks that explains economic development in the interconnected global economy. It provides robust answers to a fundamental question: how is development in different economies driven by their participation in value activities organised through global production networks? These answers can also offer new theoretical insights into why the organisation and coordination of global production networks varies significantly between different industries, sectors, and economies, and why those variations matter for economic development.

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.

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 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 Digi-

tal 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.

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, contain-

ers, 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.

As we enter the third decade of the twenty-first century, the world faces extraordinary system-level challenges—from deep inequality and xenophobic nationalism to militarism and neofascism, from the refugee crisis and environmental degradation to upsurges of social unrest and escalating rivalries among powerful states. This book begins from the premise that world-systems analysis can be a powerful tool for the study of these problems, with the potential to overcome the methodological and theoretical limitations of other social science perspectives. The editors argue, moreover, that world-systems analysis can be strengthened by drawing on its holistic methodologies, returning to its Third World roots, and learning from other critical approaches. The authors in this volume not only make important contributions to comparative and historical social science, they also bring a new vigor to the world-sys-

tems perspective. Facing critical junctures in both the "state of knowledge" and the "state of the world," this book demonstrates the continued utility of, and future possibilities for, world-systems analysis.

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.

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 computation-

al 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 volume explains China's economic rise and liberalization and assesses how this growth is reshaping the structure and dynamics of global capitalism in the twenty-first century. China has historically been the center of Asian trade, economic, and financial networks, and its global influence continues to expand in the twenty-first century. In exploring the causes for and effects of China's resurging power, this volume takes a broad, long-term view that reaches well beyond economics for answers. Contributors explore the vast web of complex issues raised by China's ascendancy. The first

three chapters discuss the global and historical origins of China's shift to a market economy and that transformation's impact on the international market system. Subsequent essays explore the ability of large Chinese manufacturers to counter the might of transnational retailers, the effect of China's rise on world income distribution and labor, and the consequences of a stronger China for its two most powerful neighbors, Russia and Japan. The concluding chapter questions whether China's growth is sustainable and if it will ultimately shift the center of global capitalism from the West to the East.

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.

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.

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 di-

verse 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.

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 ob-

ject, 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.

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.