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BOOK REVIEWS

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Handbook of Industry Studies and Economic Geography, edited by Frank Giarratani, Geoffrey J.D. Hewings, and Philip McCann. 2013. Cheltenham, U.K. and Northampton, Massachusetts: Edward Elgar. 502 + viii. ISBN: 978-1-84376-961-3, $256.50.

Not so long ago, handbooks were relatively rare and therefore somewhat special, but they are now found in great abundance. Many scholars have learned to rely on such handbooks for state-of-the-art reviews of research and perspectives on specific topics. Since the mid-1980s, the publisher Edward Elgar has specialized in the publication of handbooks on both broad and highly focused topics, many of them highly relevant to academics in economics, regional science, and related fields. The scope of this handbook is relatively broad, encompassing a range of empirical research on real firms and industries in real regions and places.

Following a brief introduction by the editors, the volume contains 20 chapters: three on heavy industries, four on creative and cultural industries, four on high-technology sectors, four on resource-based sectors, and five on knowledge- and network-based activities. This sectoral or industrial organization is filled in with much greater variety. Manufacturing sectors include steel, autos, food and beverages, and mobile handsets; nonmanufacturing sectors include video games, horticulture, and services.

Nearly all chapters are based on—or present—original empirical work. The two exceptions are conventional, and excellent, literature reviews by Raquel Ortega-Argilés on European and United States research on productivity and Chris Forman on the impact of information technology (IT) on the geography of economic activity. The other contributions blend data and literature review and, indeed, a heavy empirical focus, typical within industry studies. Some of these are focused on individual countries or regions, such as Thomas Klier and James Rubenstein on the auto industry, Ann Markusen and Anne Gadwa Nicodemus on artistic occupations, and Kristy Buzard and Gerald Carlino on the geography of research and development (R&D), all in the United States; Gill Bentley,

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David Bailey, and Stewart MacNeill on the European auto industry; and Hong Shangqin, Philip McCann, and Les Oxley on innovation by small firms in New Zealand. Global overviews include the global air transport sector (Aisling Reynolds-Feighan) and the global food and beverage industry (Ruth Rama and Catalina Martinez). As the editors note in their introduction, all the chapters exhibit "the specific mechanics and technological, organizational and strategic features of each industry, including the historical and technological evolution of the sectors" (p. 3).

Particularly insightful chapters address unusual perspectives on economic activity. In the only chapter to look to the future rather than the past, Frank Bruinsma and Mark Bokhorst assess the impact of climate change on Dutch land use. Yuko Aoyama and Hiro Izushi probe the varied skills needed by video game producers to thrive—and the different availability of those skills in the United States, the United Kingdom, and Japan, for different reasons.

Three chapters focus exclusively on regions within the United States (Peter Doeringer, Pacey Foster, Stephan Manning, and David Terkla on the New York City garment district and Boston; Michael Carroll and Neil Reid on northwest Ohio; and Heike Mayer on Portland and Boise). Only one chapter is neither a review nor an empirical exposition: Joyce Cooper, Randall Jackson, and Nancey Green Leigh use hypothetical data to illustrate a proposed framework for including the environment in input–output research. The chapters by Mayer and by Carroll and Reid stand out in another respect: they are the only ones that address directly issues of theory.

A few chapters are very focused on a narrow sector or topic, such as Carroll and Reid's examination of social capital in the northwest Ohio horticulture cluster. Two of the chapters are somewhat abstract as well as focused: Stephen Sheppard on real estate values in the neighborhood of museums, and Cooper, Jackson, and Green Leigh on an input–output analysis of recycling and remanufacturing. Other chapters are comparisons across economies, such as video games in the United States, the United Kingdom, and Japan (Aoyama and Izushi), and productivity in Europe and the United States (Ortega-Argilés).

Much of the world's economic geography is missing. Asia appears only through India's role in Latin American services (Elsie Echeverri-Carroll) and Japan's video game industry, and as a context for competition in the auto industry. China is generally absent except indirectly in its impact on other places, such as Italy's industrial districts. Africa is absent entirely. The selection of sectors must leave out many, such as petrochemicals, biotechnology, pharmaceuticals, and nanotechnology. Obviously not all industries and regions could be represented in this handbook, but the editors generally have made very good choices of experts on the industries and regional contexts that are included.

Only Bruinsma and Bokhorst look at the future in a serious way, through the emerging and likely future impacts of climate change on the low-lying areas of the Netherlands and its economic activities. State-of-the-art reviews are the norm, usually illustrated with recent data. Most chapters look at the past, but largely the recent past, through 2010. An exception is Buzard and Carlino, whose data are for 1998. Some authors, such as Ram Mudambi, provide new twists or updates on material previously published elsewhere.

I learned a great deal from two chapters in particular. The first is that by Doeringer et al. on the production model of craft-based industries, of which they profile two: women's clothing in the New York garment district and the emergence of a video cluster in Boston. Although this is the longest and most detailed chapter in the volume, it is also the most rewarding. The second is the update by Fiorenza Belussi and Lisa DePropris of the situation of Italian industrial districts. The title of their chapter hints at their conclusion: "They are industrial districts, but not as we know them!" These two chapters paint full pictures of the dynamic change within New York's garment district and Italian regions through the evolution of firms and their strategies.

Despite their diversity, the high quality of all the chapters makes me recommend the volume to regional scientists who are empirically inclined and who will appreciate the rich variety of empirical reality found in its chapters. The chapters on "heavy industries" (steel and autos) and on the airline industry are packed with data and trends in those sectors that will be useful material for teaching.

Many others will find it profitable to dip into the volume for at least one or two chapters and their original, up-to-date research. The editors have done a fine job of compiling a collection of state-of-the-art research in industry studies and economic geography.

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Clusters and Economic Growth in Asia, edited by Sören Eriksson. 2013. Cheltenham, U.K. and Northampton, Massachusetts: Edward Elgar. 189 + x. ISBN: 978-0-85793-008-8, $99.

This book is a compilation of various chapters on economic growth in Asia, including China, South Korea, Vietnam, and Indonesia. It covers issues from different perspectives, for example, foreign direct investment (FDI) at the national scale in Vietnam, the regional scale in China and Korea, and the sectoral scale in Indonesia. It also offers fresh data on economic growth in different institutional settings. I will offer a summary on each of the eight chapters before providing some critical comments at the end.

In the first chapter, Alexander Ebner provides conceptual perspectives on cluster policies and entrepreneurial states. He notes that Asian countries have tried to upgrade their economies by encouraging more technologically advanced industries through the cluster approach. Ebner argues that what differentiates current "entrepreneurial states" from the earlier "development states" is a "shift from the developmental assimilation of technological novelties towards their entrepreneurial creation" (p. 9). The focus of entrepreneurial states is on fostering innovation at the economy-scale. In this process, cluster development has become a policy tool for building a more innovation-oriented economy. The cluster approach differs from earlier industry-based policies, which emphasized the comparative advantages and performance and innovation capability of industries.

Yanfei Li and Wai-Mun Chia examine information and communication technology (ICT) and economic growth of four Asian industrialized economies: Japan, South Korea, Hong Kong, and Singapore (Chapter 2). They adopt a growth accounting approach and decompose the growth of gross domestic product (GDP) and average labor productivity (ALP) in various periods from 1986 to 2006. Their chapter reveals that ICT has made an increasing contribution to economic growth in three of the four economies, with the exception of Singapore. The four economies also experienced differentiated performance in the process, with some countries moving faster than others.

Felix Haifeng Liao, Karen Zhihu Xu, and Bin Liang analyze the industrial agglomeration of Taiwanese electronics firms in Dongguan, China in Chapter 3. They find that Taiwanese investment in Dongguan's electronics industry is geographically uneven, with concentration in a few selected towns. Their research also reveals that the geographical distribution of the electronics industry is different from that of labor-intensive industries in Dongguan. The authors argue that the concentration of Taiwanese investment in Dongguan is highly affected by the colocation behaviors of businesses from Taiwan, or the so-called "home-effect." The network among the businesses in Taiwan has been recreated in Dongguan.

In Chapter 4, Jun Koo and Jongmin Choi examine the birth and growth of the biomedical cluster in Wonju, South Korea. The traditional South Korean economic model is represented by the dominance of Chaebol. The development of the biomedical cluster in Wonju offers an alternative path for economic development in the Korean context. As revealed, the cluster's creation was due to local initiative, though support from the central government came later. The development of the biomedical cluster highlights the importance of coordination among universities, local government, intermediary organizations, and star ventures in this process. Despite the measured success of the cluster, its long-term future remains to be seen.

In the following chapter, Daniel Schiller and Henning Kroll analyze the recovery performance of different regions and sectors in China after the 2008 financial crisis. They reveal the various forces that have underpinned China's economic recovery because of different market orientations and degrees of technological sophistication. In general, domestic-oriented industries were

less affected and recovered sooner than export-oriented industries. Regarding regional differences among the three major economic regions in China—the Bohai region around Beijing, the Yangtze River Delta around Shanghai, and Guangdong—it is interesting to note that Guangdong province, the most export-oriented region in China, experienced the crisis last and felt the lightest effects therefrom. Schiller and Kroll's chapter also shows that all industries across the three major regions in China showed substantial growth of patent applications, indicating technological upgrading despite the crisis. However, the Yangtze River Delta showed the strongest tendency toward technological upgrading among the three regions. Such analyses have shown the resilience of different regions in responding to crisis.

Curt Nestor (Chapter 6) examines FDI and economic growth in Vietnam from its general history, industrial zone development, technological sophistication in manufacturing, and technological content in Vietnam's international trade. Clearly, FDI has made a great contribution to Vietnam's economic growth, and productivity in Vietnam has been increasing. Vietnam is transforming from an agrarian-based economy to one that is increasingly reliant on low-cost manufactured goods. The Vietnamese experience very much resembles that of China during the earlier period of reforms and opening.

In Chapters 7 and 8, Sören Erickson examines the development of the aircraft industry in Indonesia and Chengdu, China. The case of the Indonesian aircraft industry shows how one influential person, B. J. Habibie, utilized his personal relationship with the current President to create and grow the industry through different approaches such as reverse engineering, licensing, joint venture, and the development of new technologies. The case also shows that no matter how capable one person can be, developing a sector as complex as the aircraft industry is no easy task. Erickson's second chapter details the history of Chengdu's aircraft industry. In this chapter, Erickson demonstrates the importance of both access to global technologies and national and regional strategic intent in developing Chengdu's aircraft industry. Despite China's spectacular economic growth during the last few decades, its aircraft industry is still underperforming. Both cases highlight the challenges for emerging economies in developing an industry as advanced as the aircraft industry.

Taken together, the eight chapters offer fresh new information on the development of various industries in select Asian countries. The detailed historical background on such industries as Taiwanese investment in Dongguan, China, the biomedical cluster in Wonju, South Korea, and the aircraft industries in Indonesia and Chengdu, China, are particularly welcome. All chapters demonstrate the challenges that are faced by emerging economies in developing high-tech industries. National and regional governments have to work with different global and local stakeholders in this process.

However, as a whole, the book lacks a coherent theoretical framework and the eight chapters differ significantly in their methodologies. The diversity of the industries discussed adds further complexity to the analyses. The inclusion of the word "cluster" in the title is also to some degree misleading: only two chapters (Taiwanese investment in Dongguan, China, and the biomedical industry in Wonju, South Korea) specifically deal with industrial clusters. As a result, the book's readability suffers and it can be hard to follow.

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The International Handbook on Gender, Migration and Transnationalism: Global and Development Perspectives, edited by Laura Oso and Natalia Ribas-Mateos. 2013. Series: International Handbooks on Gender. Cheltenham, U.K. and Northampton, Massachusetts: Edward Elgar. 483 + xix. ISBN: 978-1-78195-146-0, $216.

Laura Oso and Natalia Ribas-Mateo's handbook is a welcome contribution to the study of gender, migration, and transnationalism. The editors' scope is ambitious, aiming to investigate the

nexus of gender, migration, transnationalism, and development through global chains of production, reproduction, and care. Overall, the editors have succeeded in meeting their goals with a selection of research that is diverse—in research contexts, topics, disciplines, and scholars—and provocative. In six parts, the handbook covers (1) the framework of changes in gender and migration; (2) theoretical and methodological issues; (3) case studies of gender, migration, and development; (4) migration and transnationalism; (5) global production; and (6) global care chains.

In their comprehensive introduction, Oso and Ribas-Mateo succinctly trace the chronology of two axes of debate: gender and migration and gender and development. This chronology is a useful summary for undergraduates, those new to the topics, and for teachers as an educational tool. These timelines outline not only the so-called feminization of migration but also the gendering of migration and development discourses since the 1970s. Oso and Ribas-Mateo show how feminist research has pushed development, migration, and transnationalism research in a more nuanced—and comprehensive—direction.

The editors' central goal is to create and incorporate a "gender perspective on mobilities" into a "cartography of global chains and circuits" (p. 1). They have assembled a volume that considers the different ways gender and mobility manifest in and shape the globalization process. They are appreciative of feminist migration research's rich focus on reproduction and care work while advocating for an increased focus on production. To that end, much of the handbook contributes to parsing out the links between global productive and reproductive chains in contemporary migration. The handbook achieves this by focusing theoretically and empirically on methodological issues in gender and migration research, the relationship between migration and transnationalism, and global production as well as global care chains.

Migration scholarship's focus on social reproduction and care work has generated a rich body of work. There is, though, a common slippage between the two concepts. Migration, Christine Verschuur explains in Chapter 6, is well positioned to help parse out the differences between care and social reproduction, and to consider how the productive and reproductive spheres are intimately intertwined. Because women are the primary social reproductive and care workers, whether paid or unpaid, feminist migration research can shed light on this difference and the limits of each concept. Instead of focusing on the nature of the work, Verschuur argues that considering the different social relations that dominate the "domestic" and "capitalist" spheres is a more useful way to understand the "production-reproduction debate" (p. 146). While this is an important point, understanding the nature of the work is useful, especially for understanding power dynamics, the spaces in which work happens, and the blurry boundary between the public and the private. Furthermore, Verschuur's argument would be stronger with more attention paid to the commodification process. Theories on the commodification of care and social reproduction would further clarify the social relations within which both productive and reproductive work happens while not losing the nuance of the nature of the work.

James Bachmeier, Laurence Lessard-Phillips, and Tineke Fokkema's chapter (12) on transnational ties of second-generation adults is a provocative complement to Caroline Bledsoe and Papa Sow's study in Chapter 8 of the return migration of children of African migrants. Bachmeier, Lessard-Phillips, and Fokkema explore how the transnational ties between home and host country change for second-generation adults with a study of integration and transnationalism in Europe. They measure transnational ties through remittances to family, visits, and intention to return to the parents' home country. Bledsoe and Sow's contribution shows another side to transnationalism: the ways parents manage a complicated balance of value systems. Investigating why many migrant parents send their children back to Africa for education as they reach adolescence, Bledsoe and Sow disrupt the normative western family structure and show how many African parents navigate their families' transnational ties. Both chapters explore how family members of migrants, who may or may not be migrants themselves, manage the impacts of migration. Through the second generation or the children of migrant parents, both chapters show how experiences of transnationalism and migration are felt through time and generations. Transnational bonds change over time and generation, and gender and class are essential to that process.

Similarly, two chapters on work compensation make for another interesting and productive conversation: Diana Mata-Codesal in Chapter 16 on how migrants negotiate remittances and Anna Safuta and Florence Degavre in Chapter 19 on the "commodification" of migrants and reciprocity as

work compensation. These two chapters consider the gendered ways migrants must navigate wages and compensation from start to finish. Not only is negotiating compensation gendered, but the remittance process also shapes and reshapes gendered social relations. Mata-Codesal argues that remittances can trigger complicated family dynamics, while Safuta and Degavre show the gendered ways undocumented domestic workers make ends meet. Both chapters challenge the binary of men as productive migrants and women as reproductive migrants by exposing the blurry line between production and reproduction and the ways in which wages and compensation reinforce and challenge gender roles.

Verena Stolcke's investigation of European Union member states' "new construction of exclusion" (p. 70) in Chapter 3 is one of the few analyses of receiving countries. She shows how conservative movements rework old patterns of discrimination and exclusion under a new rhetoric of culture. What has developed now is an "ideological sleight of hand for reconciling the irreconcilable" (p. 81), or using the rhetoric of culture to turn racist claims on the state into logical assertions of the preservation of the nation-state. She shows that, even in the age of globalization, nation-states powerfully shape migration and cultural belonging. This new logic shows how complicated negotiating migration, settlement in receiving countries, and transnational attachments can be for migrants. In a mutually constituted rhetorical turn, cultural fundamentalism casts immigrants as political and cultural others, enabling conservative movements to both blame immigrants for socioeconomic ills and cry for the protection of a national culture. Exclusion from the body politic allows for socioeconomic exclusion as well, and all in the name of protecting cultural integrity.

The handbook is ambitious and covers considerable ground. The collection shows that migration is not a simple one-way process, but is a complicated and contradictory set of flows, relationships, and porous boundaries. The handbook could strike more of a balance between home and receiving countries by focusing more attention on the role of receiving countries. Understanding the political economic role of receiving countries would enhance analyses of migration and transnationalism. This limitation, however, suggests an overall gap in migration theory rather than a fault of the handbook. Additionally, as one of the main goals of the handbook is to work out the relationship between production and reproduction, a greater focus on skilled women workers would enhance its interrogation of women migrants in productive work, skilled social reproductive work such as in health care, and the gendering of migration. Overall, the handbook is a welcome addition to the study of migration, gender, and transnationalism and a useful tool for both undergraduate teaching and for understanding the foundational feminist contributions to debates on migration and transnationalism.

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The Transportation Experience, **2nd ed.**, by William L. Garrison and David M. Levinson. 2014. New York: Oxford University Press. 605 + xxiv. ISBN: 978-0-19986-271-9, $59.95.

This book is not a classic transportation textbook. It is rather a long and well-documented essay on the logic of transportation systems, touching on engineering, planning, economics, networks, and politics. An underlying idea running throughout this opus—but revealing itself progressively, due to the lack of a real introductory chapter—is that airlines and railroads, as well as transit and private cars, even if different modes, can be apprehended as similar systems. Furthermore, as proposed on page 485, "transportation provides a mother logic for society."

The authors take the reader along a journey across time in 35 chapters grouped in eleven sections, or parts. The odd-numbered parts (titled: "Wave 1, 1790–1851"; "Wave 2, 1844–1896"; "Wave 3, 1890–1950"; "Wave 4, 1939–1991"; and "Wave 5, modern times") illustrate the chronological bent of the authors. These sections of the book are complemented by the three phases of the life cycle of transport systems, presented in parts 2, 4, and 6, and continue in parts 8 ("Life-cycle

dynamics") and 10 ("Beyond the life-cycle"). Chapters in these 10 first sections of the book examine more in depth various developments in transportation technologies/networks/systems. Garrison and Levinson commence with a discussion of steamboats, railways, and turnpikes in Chapters 1–3 that leads to a comparison and partial synthesis regarding the dynamics of invention and innovation in Chapter 4 (part 2). The same structure follows in part 3 (Chapters 5–9), which deals with large ocean liners, railroad deployment at a national/continental scale, good roads and bicycles, the birth of city transit, and the telegraph. The authors ponder in Chapter 10 (part 4) "the magic bullet" that may lead to a widespread development of transport networks despite the opposition of some players feeling threatened by novelty. They continue in part 5 with seven chapters about American shipping, aviation—especially Juan Trippe and Pan Am, the regulation of railroads, "bustitution" (replacement of trams by buses), public roads and their financing, urban planning in the age of growing motorization, and the telephone. In part 6 (Chapter 18), they tie more strings together, focusing on the strategies of control and regulation in maturing transport industries. Strategies suggested for the maturity stage are: abandonment, cash cow, maintenance and rehabilitation, replacement (p. 510).

We get closer to our times with Chapters 19–24, which deal in turn with: logistics and containers; the jet age, Federal Express, airline alliances; rationalization of railroads; Interstate highways; "recapitalization"—dealing with the politics of financing projects such as San Francisco's BART, Washington's Metro and London's Docklands Railway, that is, should subsidies go to the traveler or the system; and "Lord Kelvin's curse," which examines the grand plans developed by urban transportation planning systems (UTPS) and their shortcomings, including the difficulty of predicting the future behavior of travelers. In Chapters 25 and 26, which together form part 8 of the volume, Garrison and Levinson examine the life cycle of transport systems and place them within meta-systems extending beyond transportation—such as Kondratieff's economic cycles. In part 9 (Chapters 27–30), the authors touch on contemporary "hot" topics: energy and environment, high-speed rail's hubs and spokes, the Internet, and hard and soft technologies.

The last four chapters of the book (parts 10 and 11) are more reflective, as expected in the final wrap-up of this opus. Chapter 31 questions policy models and advocates for better consideration of experiences past, since the same logic may have been at work for decades, even as progress has changed the face of transport. In Chapter 32 ("speculations"), Garrison and Levinson look to what trends may emerge in the future. They then offer more personal reflections on transportation experiences in Chapter 33, first with the collapse of an Interstate Highway bridge in Minnesota, then with a life (Garrison's) devoted to transportation analysis. They ask: Who is (who could or should be) in control of transportation? Engineers? Politicians? Users? Planners? Operators? Experts? Finally, in the short Chapter 35, they close the book with "introduction, quest, structure, performance, conduct and imagination."

As this outline of the book's content shows, there is here a powerful thesis developed by the authors. If early on in the reading one may feel a little bit surprised by the organization of the book, it reveals itself in quite an exciting way, as the waves gain in depth during the demonstration. The scholarship is excellent, with a mix of detailed analysis and reflections. Twenty-four pages of notes and 28 pages of bibliography give weight to the work of the authors. The volume also contains several interesting conceptual graphics, such as figure 35.2 (p. 521) on the adaptation to transport gaps in Japan.

We have the impression, however, that the whole demonstration is based mostly on the history of transportation in the United States and the United Kingdom, with a few elements from Japan and France. Large parts of the world appear to be missing. The authors say basically nothing about Africa and very little about South America and Southeast Asia. Does the developing world exist? The Soviet Union's experience is also forgotten. The authors could have enriched their thinking with a comparison between transcontinental railroads in North America and the development of the Trans-Siberian railway in the Russian empire, and then the spread of heavily subsidized Aeroflot in the Soviet Union as opposed to the dynamics of free airline enterprise in the United States.

Moreover, since the authors place transportation cycles within larger meta-cycles, perhaps it would have been interesting to examine the Soviet transport system within the meta-system of communist centralized planning. The same applies in the case of China. The exceptionally rapid growth of Chinese high-speed rail (HSR) could have been usefully balanced against the stagnation

of HSR plans in the U.S. 19th century canals in the United States are young things in comparison to the elaborate network of canals developed by imperial dynasties in the northern plain of China. A presentation of transportation experiences in the high-density countries of Asia could have been an added bonus to the book. This is unfortunately an all-too-common Anglo-Saxon bias of many authors. The world should not be limited to the United States and the United Kingdom!

A few elements of the book also appear to fall flat, such as table 3.3. (p. 53) which serves no purpose in the general exposition. Despite the quality of scholarship, a few items are incomplete or erroneous: the authors do not mention, for instance, the Spanish Company of the East Indies which had a monopoly on trade with the Philippines (p. 73), and they failed to update their information regarding the world record for rail speed by the French TGV, which stands at 574.8 km/h since April, 2007 (p. 426). France's TGV does not operate as a full hub-and-spoke, as there are several train stations in Paris receiving high-speed trains, without the waves of arrivals and departures usually associated with the idea of hubbing (p. 429). The authors also missed the French academic literature about the impact of TGV in cities served by HSR, and their strategies to redevelop train station surroundings (pp. 432–433). The authors are not entirely persuasive when they criticize Newman and Kenworthy (pp. 190 and 416) or the usefulness of San Francisco' BART (pp. 326–327). And certainly they have not been on board TGVs recently when they assert that many HSR lines in Europe run empty trains (p. 435). This is simply not true. It seems also that the authors, in their effort to provide parallel analysis of transport modes, have somewhat neglected intermodality and the interaction between scales of transportation (world airports served by national rails and local buses and taxis).

Despite these criticisms, this is overall a very interesting and thought-provoking book—ambitious in its objectives, broad-based both in history and transport modes, and pleasant to read. It might have been a little shorter without taking any of its usefulness, but it should be required reading for students of transportation.

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Railtown: The Fight for the Los Angeles Metro Rail and the Future of the City, by Ethan N. Elkind. 2014. Berkeley and Los Angeles, California: University of California Press. 292 + xxi. ISBN: 978-0-52027-827-1, $29.95.

Subway construction and rail implementation in Los Angeles (LA) has long been up against a local culture of automobility, geological obstacles, and, as argued successfully in court, "transit racism" both in terms of its proposed routes and intended ridership. Making things even more complicated for transit planners, impediments to the implementation of rail-based public transit infrastructure in LA are as much the result of hard facts as they are thwarted by local lore.

LA is a city rife with cautionary transit folktales. In addition to conspiracies about decommissioned street cars and derelict tracks whose traces still peek from beneath the asphalt are urban legends about sink holes on Sunset, methane gas explosions off Melrose, and mudslides on Mulholland. LA is also, in spirit and measure, a decidedly auto-oriented metropolis. Few places exhibit such a profound love affair with the car, while simultaneously being in such desperate need of transit alternatives.

Helping to fuel LA's auto-oriented cultural identity are the fictitious and often-dystopian depictions of transit in films such as *Blade Runner*, *Who Framed Roger Rabbit,* and *Speed*. Likewise, in a string of comedies produced throughout the 1920s and staring Harold Lloyd, the popular "Red Car" public street-car system was portrayed on film as comical, if not unsafe. Such a parody came precisely, and perhaps not coincidently, at a time when the number of privately owned cars in LA increased from under 200,000 to almost one million, and as the number of gas stations increased from under 200 to almost 2,000. As local freeways and surface streets became crowded with cars in

the subsequent decades, they too suffered the wrath of Hollywood satire. Perhaps the most prolific LA transit stereotypes aimed at automobility are perpetuated in Steve Martin's 1991 *LA Story*, in which Harris K. Telemacher, played by Martin, uses his car to careen along sidewalks and down public staircases to avoid bumper-to-bumper traffic after getting his morning exercise at a packed "stationary bike riding park." In another telling scene he participates in an apparently routine window-to-window gun battle with other drivers on a local freeway, and later walks from the front door of his stucco apartment to his car, gets in, and drives a full forty feet before parking and getting out to visit his next-door neighbor.

Rarely is transit of any form depicted sympathetically in the city where, as the truism goes, nobody walks. This is despite the fact that Los Angeles once supported the most extensive rail-based public transit system in the country, which included the nation's second and since-decommissioned subway line. The real and imagined contradiction of private car desires and public transit dependence has informed how Angelenos understand and fight over the morphology and function of the built urban environment. Furthermore, the growing diversity of transit options in LA—evidenced by extensive bike infrastructure development and continuous rail expansion—has done little to curb the contentious politics associated with how to traverse this sprawling metropolis.

In his *Railtown: The Fight for the Los Angeles Metro Rail and the Future of the City*, Ethan N. Elkind both explicitly and implicitly addresses such contradictions, conspiracies, and cultural credence that have come to bear on the city's transit future. He provides an exceptionally well-researched and often-captivating account of one aspect of LA's dramatic transit planning history. His depiction of engineering feats, political tumult, convoluted technocratic bickering, and manifestations of sociospatial injustice help tell the story of the more than three-decade development of the city's light and heavy rail systems. He impressively approaches the literally and metaphorically ensnared Metropolitan Transit Authority's (MTA or "Metro") system as both an urban ethnographer and legal scholar. The methodological combination provides a rich and diverse account of a system that has hitherto been, as he points out, obfuscated by myopia and entrenchment.

Elkind accomplishes his scholarly exposé of Metro rail's long, winding, and often stunted advance in 10 paronomastically titled chapters that include "Henry Waxman's Hot Air," "Tunnel Stiffs, Fires, and Sinkholes," and "Switching Tracks." The most revealing of Elkind's proficiency as an LA-based transit historian are evident in his discussion of city-wide NIMBYism, in particular his account in Chapter 4 of the well-funded and powerful lobbies that stood in the way of the system's westward expansion along Wilshire Boulevard from Downtown to the sea and north through the San Fernando Valley. But it is in his detailed and authoritative discussion of the successful legal challenge to the MTA's funding of rail expansion in Chapter 8 where he shows his chops as a legal scholar.

Elkind narrates scenes of riveting courtroom drama in his recounting of the Bus Riders' Union (BRU) suit brought by the Legal Defense Fund (LDF) against the MTA in 1994. The Court initially froze an impending fare increase when it found that rail expansion, which had a disproportionately white ridership, was being funded at the cost of bus riders, who as a group were disproportionately black and Latino. This, the BRU and LDF argued, was a violation of the 14th Amendment to the U.S. Constitution and provisions of Title VI of the 1964 Civil Rights Act. In the final settlement the Court ordered the MTA to halt rail funding until more clean-fuel burning buses were added to its fleet to reduce crowding and increase service into districts with large transit-dependent and minority populations. In effect, as Elkind points out in quoting the vice chairman of the MTA Citizens Advisory Council, as a result of the 1999 ruling, rail lost its liberal base because of the perception that "it was now racist to build subways" (p. 171).

The limitations of this book present themselves when Elkind delves into local politics and urban theory. On the political front the opaqueness of his narrative accurately though frustratingly reflects the dense political drama that has surrounded rail development. But we question if the jumble of names, places, dates, strange bedfellows, and infighting could possibly speak to, let alone inform, scholars outside of Los Angeles. While the political players associated with transit development are part of the cognitive and rhetorical landscape for Angelenos, Elkind does little to make his research accessible for readers outside of *La La Land*'s cultural context. The lack of wider applicability and generalizability in both his introduction and conclusion likewise render this work incompatible with potential student readerships outside of the Southern California region.

Aside from his exemplary research and cogent retelling of a complex planning drama, this book may also not sit well with students and scholars of cultural geography, urban studies, and other critical social scientific disciplines, given Elkind's at times naïve use of terms and concepts. He employs loaded terms like "gentrification"—at one point applying it to the anticipated neighborhood change that will accompany transit hub restructuring in the affluent communities of Beverly Hills and West Los Angeles (p. 83). In another instance he ignores the complexity of racial politics, citing as irony the fact that Tom Bradley, a black mayor, had advocated for a rail system that would later be deemed racist by bus advocates and the NAACP defense fund.

Notwithstanding such pitfalls, Elkind's work should be mandatory reading for all students of transportation planning, policy, and history, and it provides an apt case study for legal scholars and advocates regarding the complexity of planning for sustainable urban futures in the City of Los Angeles. Given that Los Angeles is a major academic center for students of planning, policy, and law, with two of its preeminent academic institutions—the University of Southern California and the University of California, Los Angeles—soon to be included as stops on Metro rail, this book should rightfully attract a large regional readership.

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Urban Planning as a Trading Zone, edited by Alessandro Balducci and Raine Mäntysalo. 2013. Series: Urban and Landscape Perspectives. Dordrecht, Netherlands and Heidelberg, Germany: Springer. 216 + x. ISBN: 978-94-007-5853-7, $129 (cloth); ISBN: 978-94-007-5854-4, $99 (ebook).

Across Europe, as in many other parts of the world, established institutional arrangements and practices for urban planning, and for urban governance generally, are in flux. One aspect of this has been the creation of all kinds of institutional sites where people from established agencies and interest groups get to meet in new combinations—in partnerships, platforms, roundtables, collaboratives, interagency task groups, etc. Such encounters may be within the public sector, but often involve business and civil society actors. In some countries, planning legislation has encouraged this development, through requirements for public participation or consultation with stakeholders. How are researchers planning to understand the nature and potential of such phenomena?

This is the issue which Alessandro Balducci and Raine Mäntysalo address in *Urban Planning as a Trading Zone*, a collection of reflective essays and empirical examples mainly from Finland and Italy. Their purpose is to explore the value of the *trading zone* concept, imported from the Science and Technology Studies literature, and especially the work of Peter Galison, whose research has focused on how physicists infused with different conceptual traditions manage to collaborate on specific scientific challenges. In a perceptive concluding comment, Galison himself notes the richness of examples of the kind of phenomenon he came to call a *trading zone*, situations where people meet across established boundaries to exchange ideas about an object of interest which they all share but understand differently. Balducci et al. were attracted to this idea as they searched for a way to develop their work in communicative planning theory so as to give greater recognition to the inherent conflicts among the various groups and interests who are involved in planning activity. Rather than searching for some kind of "Habermasian universal reason" (p. 190), they prefer to think of the context within which planning work happens as a form of Mouffean agonistic democracy. This implies that, in these new institutional sites, those involved are searching for some way of working together and pragmatically reaching agreement on what to do about a particular issue, rather than creating a broader agreement on fundamental values. The *trading zone* concept focuses on these

exchanges, and in particular on the *languages* which develop within them to allow mutual exchange and on the *boundary objects* which are the center of mutual attention.

Most of the chapters focus on particular cases, interpreted using the above concepts. Balducci looks at his experience in developing a strategic frame for the province of Milan, and the tensions between politicians, officials, and the academic team he led, each looking for a different outcome from the exercise. It seems as if the *boundary object* here was too unstable to hold the exchanges together over time and through political changes. Fedeli looks more broadly at the public realm of discussion about sprawling metropolitan regions and the role of exhibitions in focusing attention on how to describe such complexes and intervene in their management. Kahila-Tani addresses a more specific topic, investigating how particular planning tools (PSS/SoftGIS) are used in specific practices. She wonders if such tools should be thought of as *trading zones* or *boundary objects*. Other authors look at how a "neighbourhood laboratory" acted as a physical and social *boundary object* where different groups could meet (Calvaresi and Cossa); how a spatial framing concept acted to bring together urban designers and transport planners (Mäntysalo and Kanninen); how a residents' group defended the special character of their area (Leino); how planners in Sicily sought to create a different culture of practice to challenge and replace those based on Mafia-shaped informality (de Leo); and how residents claimed pieces of the urban realm to park their cars in densely developed inner city Naples, using chairs and dryers to demarcate their claims (Lieto). Kanninen, Bäcklund, and Mäntysalo then conclude the collection of cases with two situations where conflicts between the parties were so great that no shared *trading zone* emerged. Instead, conflict resolution was thrown back into the traditional arenas of formal politics and the legal system. They conclude, in a way which parallels Innes and Booher's (2010) work on collaboratives in the United States, that *trading zones* are only likely to emerge where the parties feel the need for a shared platform.

In many of these cases, the authors struggle to identify what exactly is the *trading zone* in question and what specifically is the *boundary object*. Kangasoja picks up this issue in a short commentary. She asks for more attention to the assumptions underpinning the *trading zone* concept and much greater precision in the way the concept of *boundary object* is used. Mäntysalo and Balducci end their reflections by asking whether the *trading zone* concept "capacitates us" (p. 193) in doing planning research. One might also ask whether it is helpful for planning practice.

The kinds of cases reported here will be very familiar to those who have been working on contemporary urban and environmental governance, especially where new institutional sites have been created to undertake particular tasks, to find ways to work through conflict situations, and to shape new framing ideas and strategies. Each is an insightful addition to our planning "case library." So what, from the discussion in this collection, does the *trading zone* concept seem to add to our analytical vocabulary? How does it "capacitate us?" The editors suggest it is a way of moving on from the polarization between searching for broad consensus and accepting fundamental conflict as the basis of social organization. They advocate more attention to the work of Charles Lindblom and his ideas of *partisan mutual adjustment* (Lindblom, 1965). Yet most analysts of planning conflicts have already moved on, emphasizing instead the importance of situating any particular planning issue in its local context and recognizing the pragmatic ways people seek out solutions to shared problems, without necessarily changing their ways of thinking and acting. Others also notice how, in these new kinds of encounters, what is at stake, who is involved, and what is valued may actually change during the evolution of a planning initiative.

This suggests that any analysis of the evolution and impact of such institutional sites needs to be set within the dynamics of the wider configuration of governance institutions and practices. When does momentum build up to design new sites, and when are existing ones seen as adequate, or able to evolve to address new transboundary issues? What different forms can new sites take and how do they evolve? What impact do they have and through what channels does this impact flow? One way to enrich the setting of the context for such new institutional sites is through the literature on network governance (Sørensen and Torfing, 2007), which focuses on how new connections are built stretching between agencies, displacing older established hierarchical arrangements. More generally the interpretive strand of policy analysis is rich in discussion of how meanings are made and mobilized across a governance landscape (Wagenaar, 2011). More specifically, Bryson and Crosby's (1992) work on forums, arenas, and courts and Innes and Booher's (2010) on the practices of collaborative rationality provide alternative ways of exploring the phenomenon Mäntysalo and Balducci

are interested in. Work in the sociotechnical systems tradition is full of useful ideas about how to analyze the social interactions between disparate groups, but it is important to remember that the institutional settings in which urban governance and urban planning activity take place is much more complex than in the scientific community, with more complex ways in which knowledge claims and legitimacy are established, and a much greater diversity of groups involved in interactions.

My own conclusion from reading this stimulating book is that the *trading zone* idea is useful in focusing analytical attention on firstly what actually are the issues and objects at stake in any new interaction arena—the *boundary objects*. Second, who is involved in these arenas and why, and what boundaries are they trying to cross? Third, what languages—vocabularies, metaphors, or imageries—are created in the course of doing this? Addressing such questions should also help in the practical task of designing such arenas, an activity which is increasingly important in a network governance world. But, despite the title of the book, urban planning as a broad activity is not itself a *trading zone*. As Galison warns in his final chapter, we should beware of overgeneralizing and universalizing a useful analytical tool. Instead, as Kangasoja argues, it is one among several "sensitizing concepts" which help us understand, analyze, and design the governance arenas which are mushrooming around our established institutions.

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Spatial Planning and Sustainable Development: Approaches for Achieving Sustainable Urban Form in Asian Cities, edited by Mitsuhiko Kawakami, Zhen-jiang Shen, Jen-te Pai, Xiao-lu Gao, and Ming Zhang. 2013. Series: Strategies for Sustainability. Dordrecht, Netherlands and Heidelberg, Germany: Springer. 459 + xxiv. ISBN: 978-94-007-5921-3, $189.00 (cloth); ISBN: 978-94-007-5922-0, $149 (ebook).

This book brings together scholars from across the international planning community in a single volume dedicated to spatial planning and sustainable development. It explores spatial planning approaches for achieving sustainable urban form and examines the impacts of policy on sustainable development through spatial planning strategies in Asian cities. The volume includes a broad review of the status of urbanization and sustainable development in both developed and developing countries in East Asia. It provides a timely introduction to students about spatial planning and sustainable development and also serves as a reference for researchers and practitioners interested in investigating or implementing sustainable strategies through spatial planning in this fast growing region.

The book opens with an overview of spatial planning for achieving sustainable urban forms. This first chapter introduces readers to the concepts of sustainable urban form and spatial planning.

It also explains the organization of the book and presents a short summary for each part, each section, and each chapter. The remainder of the book comprises 24 chapters grouped into two sections. The first section addresses planning issues in urbanization and sustainable society, which are presented in two parts. The second section focuses on sustainable development in landscape and ecological systems, which are presented in three parts. Each part consists of multiple chapters and each chapter starts with an introduction, concludes with a concise summary, and ends with a list of references.

Part I, "Urbanization and Planning Approach," contains six chapters that cover a wide range of spatial planning approaches for urban and sustainable development. Chapter 2 explores the possibility of sharing spatial data and carrying out research cooperation to facilitate the movement of people, goods, and information in the East Asian countries, especially Japan, China, and South Korea. It suggests steps to facilitate cooperation and also discusses requirements for setting up an East Asian Spatial Data Infrastructure. Chapter 3 examines and classifies the decline of small-to-medium sized cities in South Korea according to their population and employment changes. It suggests urban and downtown revitalization policies for each type of decline. Based on a survey on the existing state and future outlook of the residents and agricultural land conservation in Monzen town of Wajima City, Chapter 4 examines the effectiveness and limitations of the support policy in the National Spatial Strategy Regional Plan (NSSRP) for marginal hamlets, which are less favored areas in Japan. It proposes a three-step coping strategy in spatial planning to complement the NSSRP. Chapter 5 conducts a case study to examine the continuity of relationships experienced by senior residents living in a group care facility located in a Japanese city, where most of the residents have moved in from surrounding communities. It observes some types of continuity of relationships with daily living environments for residents. Chapter 6 explores the use of indicators to evaluate the performance of urban regeneration projects for climate change mitigation and adaption through a case study on the Minato Mirai 21 (MM21) Project in Yokohama, Japan. Chapter 7 highlights the process of collaborative planning between two counties in the central region of Taiwan. This chapter first describes a long term, comprehensive urban development policy, which has served as an integral framework for local government to improve environmental quality for more than 10 years. Next, it explains the process of the most recent *Townscape Renaissance Project* at the local government level. Finally, it demonstrates the cooperation and collaboration of local governments through a joint project conducted by two counties to promote sustainable development in urban–rural planning at the regional level.

Part II, "Housing and Transportation," includes chapters that address housing and transportation issues. Chapter 8 develops guidelines for the sustainable conservation of the village culture landscape through a three-step approach: identifying the key elements of the village culture landscape, evaluating the resources of village ecotourism, and establishing the relationship between the elements and resources. Chapter 9 examines the location characteristics for optimal and sustainable development of townhouses in the Bangkok Metropolitan Region (BMR) during 1977–2006 through an analysis of the relationship between socioeconomics and the physical development process of townhouses according to the period of development, area classification, and the diffusion of townhouse projects. Chapter 10 employs data from a housing demand survey in Beijing in 2005 to classify households into eight groups according to their housing demand. Based on model results, estimates are provided for the total housing demand and the distribution of demand by housing size, which provides an objective base for housing policy analysis. Chapter 11 reviews the history of development and the geographic distribution of the bicycle manufacturing industry in Taiwan and uses the Dajia bicycle village as an example to demonstrate the transformation of a traditional industry cluster into a knowledge-based community. Chapter 12 explores the attitudes of the general public toward personal mobility vehicles (PMV) and the sociopsychological factors that impact the acceptance of PMV by the general public. Chapter 13 addresses the impacts of urban form on residential commuting energy consumption (RCEC) through an urban form-transportation energy consumption-environmental integrated multiagent model, called FEE-MAS. Chapter 14 takes the city of Xiamen in Southeast China as a case study area to evaluate the walking accessibility to urban facilities, to examine the availability of public transport, and to evaluate the potential car dependence.

Part III, "Green Design and Landscape," has three chapters covering topics about green technologies in urban design and landscape planning. Chapter 15 starts with an introduction to green curtains and their possible effects on energy consumption and thermal environments. The results confirm that green curtains help to improve indoor thermal environments, raise environmental awareness, and also improve internal and external appearances. Chapter 16 examines the effects of a green roof system on storm water runoff reduction for typical Japanese rainfall patterns through a case study on the most frequently flooded areas in Chiyoda Ward in Tokyo, Japan. The simulation of the storm water runoff confirms the beneficial effects of a green roof on urban storm water management through rainwater retention. Chapter 17 highlights the importance of planning evaluation and regulation of ecological security (PERES) in China's urban planning process. After a brief review of two popular approaches for urban ecological security assessment, that is, the pressure-state-response (PSR) model and the land use/cover change (LUCC) model, it points out that neither model has the capacity to provide a dynamic assessment of urban ecologic security. To fill the gap, this chapter proposes to use computer simulation and online monitoring technologies to simulate the space-time dynamic changes of urban ecological security.

Part IV, "Agriculture and Ecological System," includes four chapters covering issues regarding agriculture planning and land use/land cover analysis. Chapter 18 investigates the changes in agriculture production after the introduction of the agricultural structure adjustment concept in China in 1999. The authors conduct a field survey, which shows a decrease in medical crop production and processing business. They claim that government policy adjustment is the major factor while market forces, social status, and globalization also play important roles in the changes in medical crop production. Chapter 19 develops a spatial plan for agricultural production in the municipality of Beijing. Chapter 20 proposes a new method, called a Humantope Index, to simplify and shorten the ecological planning process for sustainable landscape management. The proposed Humantope Index and current land use patterns are employed as two index layers to analyze patterns of land use continuity, traditional land use, and land ownership in a case study of Shingu, Japan. Chapter 21 describes an indirect method for CO_2 emission estimation using land cover classification data and the CO_2 emission ratio for each land cover type, derived from previous surveys and research. The analysis highlights the importance of spatial resolution and the advantages of the method.

The final part of the book (part V), entitled "Vulnerability of Urban System," has four chapters focusing on issues of urban vulnerability. Chapter 22 establishes a typhoon hazard vulnerability indicator system through a Fuzzy Delphi expert panel survey and adjusts the system with network relationships using the Analytic Network Process (ANP) method. Chapter 23 investigates the post-disaster reconstruction and socioeconomic vulnerabilities of a historical site through a case study of the Chun-You Street fire in Nan-Gan Township in Taiwan. Chapter 24 investigates the planning issues related to winter life in hilly and mountainous areas with heavy snowfall in Japan. Chapter 25 conducts a preliminary study of the vulnerability of Chongqing City to flood damage, water pollution, and other water-related problems.

To sum up, this book provides both empirical investigation as well as more general insights into spatial planning for achieving sustainable development in Asia. A key strength of the book is that it covers topics on spatial planning and sustainable development with many case studies crossing East Asian countries or regions, including China, Japan, South Korea, and Taiwan. The breadth of the topics addressed in the book has both advantages and drawbacks. The wide range of the subjects provides a comprehensive understanding of various aspects of urban form and ecological systems. However, the interrelationships between sustainable urban development and spatial planning are ambiguous in some of the chapters and the connections across some chapters within the same part or the same section are weak.

The subtitle of the book is "*Approaches for Achieving Sustainable Urban Form in Asian Cities.*" It sets a clear geographic boundary for the book: urban areas in Asia. However, the case studies included are limited to the four East Asian countries or regions, that is, China, Japan, South Korea, and Taiwan. And some of the case studies, such as those in Chapter 7, are not bound to urban areas. These points could have been clarified in the introductory chapter. Another shortcoming regards the layout of the book: it has far more chapters in parts I and II than in parts III, IV, and V, leading to somewhat unbalanced coverage of the topics. Despite these shortcomings, this book is well suited

for the purpose of serving as a reference for practitioners and students who are interested in the topic and the area.

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Islands at Risk? Environments, Economies and Contemporary Change, by John Connell. 2013. Cheltenham, U.K. and Northampton, Massachusetts: Edward Elgar. 351 + x. ISBN: 978-1-78100-350-3, $130.50.

In the preface of his book, John Connell states that his goal is "to examine how the interactions between economics and environment play out within the changing geographies of small islands and small countries" (p. vii). Although a tall order, he achieves this objective with thoughtful insights and effective organization that balances the breadth of the subject with detailed accounts, creating a thought-provoking text. Especially helpful in navigating the breadth of the topic undertaken in this book are the tables (pp. 5–8) and figures (pp. 10–13) presented in the introduction. The tables depict basic population, economic, and development data for each of the small island states or territories covered in the text and the figures illustrate, geographically, where the islands lie. These serve as a quick reference guide to specific places and development indicators, as needed.

Connell specifically mentions Neil Adger as a proponent of this work and he draws heavily on resilience conceptual thought, of which Adger is a prominent contributor. Connell uses vulnerabilities and resilience as a frame of analysis in examining socioeconomic and environmental change in island states, defining resilience as "the ability to both withstand and cope with vulnerability" and vulnerability as "the extent of exposure to changes that affect livelihoods" (p. 1). He examines the social, economic, and political systems of "developing" island geographies with an emphasis on their relationship to environmental change—which is especially pertinent in light of global changes in climate and global economic conditions.

The book is organized to provide an overview of the general issues facing island economies and ecologies; a historical perspective of resource management; attempts at moving toward modern economies; islands and urbanization; migration; environmental changes affecting islands; and current and future challenges for island economies. In the introduction to the book, Connell illustrates some of the inherent challenges facing small islands and small island states (SISI), but he makes an important point of discussing that smallness is not necessarily a barrier to development. Further, Connell disputes the concept that small islands are more vulnerable by virtue of their size alone and especially that increasing connections with external partners can result in either positive or negative effects on a small island economy. He traces the roots of this misconception to indices and rankings where SISI are often at a disadvantage because of their size and he points to advantages of smallness at various points throughout the book to emphasize this point. For instance, Connell notes that in many SISI in the Pacific region, subsistence agriculture and fishing have served as a social safety net, providing food for families when cash crops received low prices and decreased their cash income.

Connell is especially adept at summarizing historical institutional influences affecting current conditions in trade, aid, and natural resource management. In my opinion, this is the most important aspect of the book, covered in parts of Chapters 2 and 3. Tracing the historical roots of current conditions is often overlooked when examining contemporary social, institutional, and economic conditions in SIS and SISI, however, this context was and remains a large influence on current conditions. For example, Connell explores circumstances in which SISI have experienced negative effects with increasing trade liberalization due to their historical reliance on preferential trade markets which have allowed production inefficiencies, smaller economies of scale, and expensive transportation costs to persist.

In Chapter 3, Connell discusses past and current economic and social systems involved in managing natural resources, with a focus on agriculture, forestry, and fisheries. The fisheries narrative is especially interesting and well described here. He explains that often, with small land areas compared to their large exclusive economic zones, SISI have an opportunity to support their food sources and economies with fishing in these regions. However, especially in Pacific waters where tuna is the most highly valued stock and management is especially complex, they do not have the capacity to compete with larger, more developed fishing fleets. Therefore, SISI often lease the fishing rights within their waters to distant water fleets. However, the balance of these agreements often benefits the distant fleets because the value of the fish caught in these waters far exceeds the payment for leasing the fishing rights—only 3.5 percent of the value of the catch (p. 74).

In Chapter 4, he describes some of the challenges SISI encounter in moving toward modern economies by connecting contemporary practices to their parallels in history, while also illustrating both the disadvantages and advantages of small islands. Connell explains how island states have leased lands to larger states for military use or as detention centers in "contemporary versions of placing political exiles and lepers on remote islands, or using them as quarantine stations," but he states that this source of income can be significant for the SISI and the fact that these relatively less influential states still hold ownership of these lands that are so desired by other states is significant (p. 115).

In Connell's final chapter, "Islands at risk?," he describes current conditions which face SISI and how they will influence future challenges, restating his aim to illustrate how "islands were and are both vulnerable and resilient to multiple human and natural influences" (p. 231). One important point in this book lies in his discussion of devolving management decisions from local to distant public sector entities. He points out that, because of these changes, development policies formulated by external or consulting parties are sometimes based on inadequate data or conceptual misunderstanding of local conditions and fail to consider local knowledge and experience. When these policies are called upon during abrupt changes in economic, political, and/or natural systems, Connell notes that their implementation may be weak or nonexistent due to this disconnect between local and distant perspectives.

Overall, Connell provides a robust overview of issues using specific examples to describe both major points and exceptions. He makes effective use of related sources to substantiate his claims and as a reference for readers interested in further investigation of the topic. Although the text aims to cover a broad range of island areas in different regions, Connell creates a cohesive narrative by connecting similarities and noting differences within and between the geographies.

This is an interesting and informative book appropriate for a wide range of audiences, including graduate students, policymakers, and researchers concerned with issues facing SISI. Graduate students of geography, natural resource management, and related fields would greatly benefit from reading this text either as a primary resource or as a secondary text to cover specific aspects of interest. This book would also be a good primer for anyone beginning work in any of the island regions covered in this book as a researcher, policymaker, or natural resource manager.

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