

Globalisation Policy And Shipping Fordism Post Fordism And The European Union Maritime Sector Transport Economics Management And Policy Series

The maritime car carrier industry has been entirely neglected by social scientists. This book examines globalization changes in cost structure and dynamics; in ownership, freight, labour and other markets; in technological innovation and ship design; and in relation to car manufacturers, ship management companies and crewing agents.

A previous winner of the Comité Maritime International's Albert Lilar Prize for the best shipping law book worldwide, EU Shipping Law is the foremost reference work for professionals in this area. This third edition has been completely revised to include developments in the competition/antitrust regime, new safety and environmental rules, and rules governing security and ports. It includes detailed commentary and analysis of almost every aspect of EU law as it affects shipping.

Numerous countries have attempted to improve the performance of their railways by introducing more competition, but there is fierce debate and no consensus on how this is best achieved. This book reveals how railways were an obvious target for reform because they were often losing traffic and money, and because the government was typically deeply involved as either owner or regulator.

Understanding the New Global Economy: A European Perspective argues that globalisation is facing economic and political headwinds. A new global economic geography is emerging,

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cross-border relationships are changing, and global governance structures must come to terms with a new multipolar world. This book clarifies the fundamental questions and trade-offs in this new global economy, and gives readers the tools to understand contemporary debates. It presents a range of possible policy options, without being prescriptive. Following a modular structure, each chapter takes a similar approach but can also be read as a stand-alone piece. State-of-the-art academic research and historical experiences are weaved throughout the book, and readers are pointed towards relevant sources of information. This text is an accessible guide to the contemporary world economy, suited to students of international economics, political economy, globalisation, and European studies. It will also be valuable reading for researchers, professionals, and general readers interested in economics, politics, and civil society.

This book addresses the contemporary debate about the 'third way' in European social democracy, by analysing the exemplar case of social democracy - 'the Swedish model' - this book challenges the recent 'third way' perspective. The author argues strongly against the widely held belief that the nature of contemporary capitalist restructuring and globalisation has rendered traditional social democracy obsolete.

This book provides a series of case studies concerning ports and port communities from around the world, in attempt to determine the impact of globalisation on the port industry and the link between local and global port conditions. It also presents the case for the absolute necessity of ports and port systems to trade and industry on a global scale. The book is comprised of ten essays, the first six of which concern local issues in a rapid globalising industry. The second section contains the remaining four essays, which consider port systems

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from national perspectives.

The enormous technological, financial, and structural changes of recent decades have revolutionized the international shipping industry, bringing about lower freight rates, shorter time in port and fast turnarounds, reduction in crew size, employment of cheap labour from developing countries, avoidance of national regulations and taxes, and diminished living and working standards on board. Exploitation of seafarers has always existed, but now it has become more common and frequent. Shipowners can cut costs in various ways, but the most profitable and easiest to achieve are those at the expense of labour costs, in particular costs for maintaining proper living conditions on board the ship. This bulletin examines in detail the structure of the shipping industry, focusing on problems concerning the working and living conditions of seafarers on board merchant ships serving the global sea transport system. Exploring all levels of maritime policymaking on a global and European level, the author analyses seafarers' rights in the light of international enforcement mechanisms and particularly in the light of the recent ILO Maritime Labour Convention. He also considers relevant case law, as well as advisory opinions and policy statements from various pertinent agencies, especially in the EU context.. Among the issues raised and discussed in depth in relation to their effect on seafarers' labour standards are the following: * ship manning companies; * illicit crewing agencies; * flags of convenience; * hours of work and rest; * wages; * occupational health and safety; * accommodation, food, water, and catering; * recreational facilities; * filing of grievance; and * port controls. The author shows that, expansion and progress of the maritime industry notwithstanding, there is a great need for effective enforcement mechanisms in this area. This is the first detailed analysis to connect the working and living conditions of seafarers

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with international, supranational, and national maritime legislation. A giant step towards establishing a global monitoring system to enforce international maritime conventions regarding seafarers' labour standards, it is sure to make an important contribution to both international labour and employment law and the law of the sea.

Lives in Peril demonstrates how and why seafarers are a vulnerable group of workers. It argues they are made so by the organisation and structure of their employment; the prioritisation of profit over safety by the actors that engage and control their labour; the limits of enforcement of the regulatory framework that is in place to protect them; and by their weakness as collective actors in relation to capital. The consequences of this vulnerability are seen in data on their occupationally-related morbidity and mortality - evidence that probably only represents a partial picture of the actual extent of the physical, mental and emotional harm resulting from work at sea. This volume's central argument is that this situation is likely to remain broadly unchanged as long as global maritime governance and regulation remains in thrall to the neo-liberal economic and political arguments that drive globalisation, and fails to enforce regulatory standards more robustly.

This book looks at the economics of the evolving interface between the movement of people, goods and information (telecommunications). It illustrates the increasing importance of information flows in relation to how people move about, the ways that goods are transported and on land-use patterns. The authors show how the linkages

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involved are not static but vary as technology develops, as social priorities shift, and as policymakers adjust institutional structures. The situation is evolving but, nevertheless, from a public policy and a narrower commercial, business perspective, it is important to gain broad insights into what is occurring and the ways that telecommunications, transportation, and location interact. This is the focus of the book. Telecommunications, Transportation and Location contains both synthesis and interpretations of what others have found in regard to these interactions as well as new work that extends earlier findings. The material is presented in a rigorous yet accessible manner to open it to a wide audience of practitioners concerned with policymaking within various levels of government and within private business. Researchers and academics teaching courses including transportation planning, communications, regional science, urban and regional planning, urban and regional economics and transport economics will find much to engage them within this book. It will also be very useful to logistics professionals, and policymakers and practitioners involved in transportation planning. Every 3rd issue is a quarterly cumulation.

This book examines the key debates about globalization and provides a detailed and incisive analysis of the varied and often contradictory opposition to globalization within the United States. Subjects covered include: * the historical context of the development of globalization in the US in the post-war period * opposition to the North American Free Trade Agreement (NAFTA), the General Agreement on Trade & Tariffs (GATT) & the

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World Trade Organisation (WTO) * the nationalist response to globalization from 'militia' groups and others on the extreme right * the populist backlash against globalization * recent moves by advocates of the free market to present 'globalization with a human face'.

The Open Access version of this book, available at <http://www.tandfebooks.com>, has been made available under a Creative Commons Attribution-Non Commercial-No Derivatives 3.0 license. Globalization has adversely affected working-class organization and mobilization, increasing inequality by redistribution upwards from labour to capital. However, workers around the world are challenging their increased exploitation by globalizing corporations. In developed countries, many unions are transforming themselves to confront employer power in ways more appropriate to contemporary circumstances; in developing countries, militant new labour movements are emerging. Drawing upon insights in anti-determinist Marxian perspectives, Verity Burgmann shows how working-class resistance is not futile, as protagonists of globalization often claim. She identifies eight characteristics of globalization harmful to workers and describes and analyses how they have responded collectively to these problems since 1990 and especially this century. With case studies from around the world, including Greece since 2008, she pays particular attention to new types of labour movement organization and mobilization that are not simply defensive reactions but are offensive and innovative responses that compel corporations or political institutions to change.

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Aging and less agile manifestations of the labour movement decline while new expressions of working-class organization and mobilization arise to better battle with corporate globalization. This book will be of interest to students and scholars of labour studies, globalization, political economy, Marxism and sociology of work.

This book addresses the environmental, legal, social, and economic aspects of corporate social responsibility in the maritime industry. It discusses the voluntary aspects of the CSR concept and how the lines between informal and formal rules are merging and becoming fuzzy. Further, it shows how regulation is enhancing responsibility and sustainability in the maritime industry. The book gathers the experiences of the WMU, IMO, UN and public and private actors in developing and developed countries in the maritime industry.

Contemporary Economic Sociology closely examines critical and contemporary issues in the sociology of economic life. Bringing together a range of theoretical perspectives, Fran Tonkiss examines major shifts in the organization of economy and society - from the politics of globalization to the cultural economy, social exclusion and the 'end' of class. This new volume is organized around three core themes (globalization, production and inequality) and answers the questions: how are transnational processes re-making contemporary economies? can capitalist globalization be governed or resisted? do class relations still shape people's social identities? how can we think about inequality in national and international contexts? Key changes in each of these

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domains raise new challenges for analyzing social and economic relations, power, agency and identity. Setting these changes in a transnational context, this book examines how these issues are being re-shaped in contemporary societies, and explores competing frameworks for understanding such changes. Drawing on arguments from economic sociology, politics and policy studies, political economy and critical geography, the text focuses on both conceptual approaches to the social study of the economy, and trans-national processes of social and economic restructuring. The arguments provide a critical overview of current concerns for economic sociology, and extend the boundaries of the discipline to a new set of questions. The text is particularly relevant to undergraduate and graduate students and scholars in the fields of economic and political sociology, politics and government, geography, economics and international relations.

The process of globalization has had profound, often destabilizing, effects on space, at all levels (i.e. local, regional, national, international). This revealing book analyzes, both theoretically and empirically, the effects of globalization over space. It considers, through a dialogue among different paradigms, the ways in which space has become more important in the global economy. Globalization has been advocated as a way of shrinking time and space which will lead to a homogenized global market; a suggestion challenged in differing ways and with a variety of approaches by all the contributors to this volume. Leading authorities from a range of disciplines are represented amongst

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this impressive list of contributors, including Eric Sheppard, Bjørn Asheim, Richard Walker and Peter Swann. The chapters demonstrate persuasively the continuing, and even increasing, role of space in the global economy, and throughout, the book covers viewpoints from the fields of: international political economy economic geography regional and local economics. This impressive volume, which contains a selection of the best in contemporary scholarship, will be of interest to the international arena of academicians, policy makers and professionals in these or related fields.

The transformation of the world economy from a system of nations trading materials-intensive goods to a system of seamless global networks for information-intensive goods and services has created the need for a comprehensive restructuring of transportation and communications activities. The contributors transportation and communications analysts from Japan and the United States address this restructuring from a variety of perspectives ranging from theoretical treatments of the role of information in the economy to applications of communications technologies for the collection of travel data. The authors transcend traditional methods of transportation and communication analysis in order to address emerging issues that are not well represented by the prevailing cost benefit framework. Many draw from advances in social sciences, such as game theory, that recognize the interdependence of human decision making. New ways of assessing the economic benefit of infrastructure and the evolving role of institutions in the information economy are demonstrated, along with

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novel approaches to analyzing human mobility and interaction in a knowledge-rich environment. By moving beyond traditional forms of analysis that were better suited to an earlier time, the chapters in this book provide a wealth of insights for policy formulation in the globalized knowledge economy. This comprehensive volume will be of great value to regional scientists and economic geographers, as well as civil engineers, economists, and analysts interested in transportation and communications. Band III des Buches Europäische Verkehrspolitik (Band I und II sind ebenfalls bei Oldenbourg erschienen) konzentriert sich auf die gemeinsame See-, Luft- und Nachrichtenverkehrspolitik in Europa.

This book explores the many challenges faced by the development and implementation of automated freight transport systems. It offers a unique overview of current applications, developments and future perspectives. The subject of automation is not covered extensively in the existing literature on freight transport and this book aims to fill the gap.

This book is a wide-reaching study of Norwegian maritime history and developments within the discipline. It brings together the research efforts of a University of Oslo project aiming to further understand Norwegian shipping history between 1814 and 2014, and the work of a new generation of maritime historians. Structured into three sections - global integration, political issues, and success and failure - the volume covers a broad range of maritime topics that have influenced both Norwegian economic

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development and Norwegian cultural identity. Through analysis it discovers that in the last few decades Norwegian shipping has been plagued by multiple troubles, whilst simultaneously becoming less crucial to the Norwegian economy in favour of offshore petroleum production. However, it reiterates the historical importance of shipping to the economic development of Norway, and asserts that historians have begun to treat it as the centre from which other industries grew.

Das Buch stellt das Seehandelsrecht systematisch unter straffer Gliederung in verständlicher Form dar. Es führt in die Rechtsinstitute des privaten Seerechts und ihre Einbindung in internationales Recht ein; doch werden auch die wesentlichen Prinzipien angrenzender Gebiete des öffentlichen Seerechts, des Seeversicherungsrechts und des Seeprozessrechts erläutert. Die einzelnen Kapitel enthalten ausführliche Angaben weiterführenden Schrifttums zu Spezialfragen. Der Verfasser, der die vom Bundesjustizministerium eingesetzte Sachverständigengruppe zur Vorbereitung der Reform des Seehandelsrechts geleitet hat, führt in der Neuauflage seiner systematischen Darstellung in das neue deutsche Seehandelsrecht nach der Reform von 2013 ein, stellt die grundlegenden Neuerungen heraus und ordnet die Neufassung des 5. Buches des HGB in das Gesamtbild des deutschen und internationalen Seerechts ein.

Since the 1980s, globalization and neoliberalism have brought about a comprehensive restructuring of everyone's lives. People are being 'disciplined' by neoliberal

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economic agendas, 'transformed' by communication and information technology changes, global commodity chains and networks, and in the Global South in particular, destroyed livelihoods, debilitating impoverishment, disease pandemics, among other disastrous disruptions, are also globalization's legacy. This collection of geographical treatments of such a complex set of processes unearths the contradictions in the impacts of globalization on peoples' lives. Globalizations Contradictions firstly introduces globalization in all its intricacy and contrariness, followed on by substantive coverage of globalization's dimensions. Other areas that are covered in depth are: globalization's macro-economic faces globalization's unruly spaces globalization's geo-political faces ecological globalization globalization's cultural challenges globalization from below fair globalization. Globalizations Contradictions is a critical examination of the continuing role of international and supra-national institutions and their involvement in the political economic management and determination of global restructuring. Deliberately, this collection raises questions, even as it offers geographical insights and thoughtful assessments of globalization's multifaceted 'faces and spaces.'

A close analysis of the framework of existing governance and the existing jurisdictional arrangements for shipping and ports reveals that while policy-making is characterized by national considerations through flags, institutional representation at all jurisdictions and the inviolability of the state, the commercial, financial, legal and operational

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environment of the sector is almost wholly global. This governance mismatch means that in practice the maritime industry can avoid policies which it dislikes by trading nations off against one another, while enjoying the freedoms and benefits of a globalized economy. A Post-modern interpretation of this globalized society prompts suggestions for change in maritime policy-making so that the governance of the sector better matches more closely the environment in which shipping and ports operate. Maritime Governance and Policy-Making is a controversial commentary on the record of policy-making in the maritime sector and assesses whether the reason for continued policy failure rests with the inadequate governance of the sector. Maritime Governance and Policy-Making addresses fundamental questions of governance, jurisdiction and policy and applies them to the maritime sector. This makes it of much more interest to a much wider audience – including students, researchers, government officials, and those with industrial and commercial interests in the shipping and ports areas - and also of more value as it places the specific maritime issues into their wider context. Maritime Governance and Policy-Making addresses fundamental questions of governance, jurisdiction and policy and applies them to the maritime sector. This makes it of much more interest to a much wider audience – including students, researchers, government officials, and those with industrial and commercial interests in the shipping and ports areas - and also of more value as it places the specific maritime issues into their wider context.

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. . . the book will be a valuable resource for students, researchers, policy makers and practitioners. Competition and Regulation in Network Industries The book is well balanced. . . The authors depict the reality of this complex world and identify the right strengths, weaknesses, opportunities and threats. Bart Jourquin, European Journal of Transport and Infrastructure Research . . . the editors and the expert contributors provide a timely overview of the present role and challenges of intermodal freight transport. . . the book will not only be appealing to academics and researchers with an interest in the emerging field of intermodal transport research. As the book is largely kept at an executive and policy level, it is also appealing to practitioners and policy makers. . . the book is a valuable contribution to the study of intermodal freight transport as a new transportation research application field. It is an essential reading for all stakeholders in the field of intermodal freight transportation, providing them with insight and tools to address the mounting academic and practical challenges in this segment of the transport and logistics market. Theo Notteboom, Journal of Transport Geography This book explores the great challenge of increasing the scope of intermodal freight transport. In view of the current dominant role of road transport and the increasing difficulties in coping with a growing number of vehicles in an efficient and sustainable way, intermodal freight transport could be considered a viable alternative. However, the book makes recognition of the fact that there is still a need to improve the performance of the intermodal transport system. The expert contributors provide an

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overview of the present role of intermodal freight transport, address opportunities to significantly improve current performance, and demonstrate design and modelling tools used to analyse and support this performance. Requirements for the implementation of intermodal innovations are also prescribed, and policies needed to improve competitiveness are outlined. Many factors contributing to the performance and competitiveness of intermodal freight transport are explored, from technological and organisational innovations through to institutional settings and policy frameworks. This comprehensive range of topics will attract a broad audience including academics, researchers, policymakers and practitioners involved in the design and development of freight transport systems. It will also strongly appeal to those with an interest in the future of freight transport.

The adoption of the Sustainable Development Goals (SDGs) by the UN General Assembly in 2015 represents the latest attempt by the international community to live up to the challenges of a planet that is out of control. Sustainable Development Goal 11 envisages inclusive, safe, resilient and sustainable cities around the world by the year 2030. This globally agreed vision is part of a trend in international policy toward good urban governance, and now awaits implementation. Fourteen original contributions collectively examine how this global vision has been developed on a conceptual level, how it plays out in various areas of (global) urban governance and how it is implemented in varying local contexts. The overarching hypothesis presented herein is

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that SDG 11 proves that local governance is recognised as an autonomous yet interrelated part of the global pursuit of sustainable development. The volume analyses three core questions: How have the normative ideals set forth in SDG 11 been developed? What are the meanings of the four sub-goals of SDG 11 and how do these relate to each other? What does SDG 11 imply for urban law and governance in the domestic context and how are local processes of urban governance internationalised? The Globalisation of Urban Governance makes an important scholarly contribution by linking the narrative on globalisation of good urban governance in various social sciences with legal discourse. It considers global governance and connects the existing debate about cities and their place in global governance with some of the most pertinent questions that lawyers face today.

Uniformity of Transport Law through International Regimes addresses the problem of uniformity of transport law and the potential solutions at international and EU levels. It concerns transport conventions and other instruments dealing mainly with carriage of goods by sea and multimodal transport as well as examining the Rotterdam Rules as one of the solutions towards uniformity in carriage of goods law. The discussion on international uniformity in transport law is complemented by an examination of regional harmonization in the context of EU law-making and jurisprudence in the field of international transport. The comparison between international and regional regimes reveals the complexities in application and interpretation of the certain transport

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conventions which is detrimental to achieving uniformity.

In an increasingly global sector, where ship-owners, cargo-owners, ship registration and crew might all be based in different countries, the authors question the role and authority of national shipping policies and their relevance compared to the growing significance of supra-national bodies such as the European Union. They illustrate this with a detailed case study of EU shipping policy and an analysis of the role of different member states. Models of shipping development and activity are also introduced which provide a useful basis for understanding the industry at the turn of the millennium. In particular, models derived from the Neo and Post-Fordism debate are examined with respect to the structure which underlies trends towards a globalised economy.

Mobility is fundamental to economic and social activities such as commuting, manufacturing, or supplying energy. Each movement has an origin, a potential set of intermediate locations, a destination, and a nature which is linked with geographical attributes. Transport systems composed of infrastructures, modes and terminals are so embedded in the socio-economic life of individuals, institutions and corporations that they are often invisible to the consumer. This is paradoxical as the perceived invisibility of transportation is derived from its efficiency. Understanding how mobility is linked with geography is main the purpose of this book. The third edition of *The Geography of Transport Systems* has been revised and updated to provide an overview of the spatial aspects of transportation. This text provides greater discussion of security, energy,

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green logistics, as well as new and updated case studies, a revised content structure, and new figures. Each chapter covers a specific conceptual dimension including networks, modes, terminals, freight transportation, urban transportation and environmental impacts. A final chapter contains core methodologies linked with transport geography such as accessibility, spatial interactions, graph theory and Geographic Information Systems for transportation (GIS-T). This book provides a comprehensive and accessible introduction to the field, with a broad overview of its concepts, methods, and areas of application. The accompanying website for this text contains a useful additional material, including digital maps, PowerPoint slides, databases, and links to further reading and websites. The website can be accessed at: <http://people.hofstra.edu/geotrans> This text is an essential resource for undergraduates studying transport geography, as well as those interest in economic and urban geography, transport planning and engineering.

"Demonstrating the application of evolutionary computing techniques to an exceptionally complex problem in the real business world, Cost-Benefit Analysis and Evolutionary Computing will be of great value to academics and those practitioners and researchers interested in addressing the classic issue of evaluating road expansion and maintenance programs."--BOOK JACKET.

There is within the corporate world an evolving international restructuring race,between industrial complexes,that is set to intensify over the coming years.An industrial complex

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consists of suppliers, distributors, governments, financiers and trade unions. It is the reorganisation of the relationship between the core firm and the above components that is set to change before very long. In this book, Winfried Ruigrok and Rob van Tulder address many current debates on topics such as "Post-Fordism", "globalisation" and "lean production". They also identify a number of rival internationalisation strategies that have been adopted by different companies. Moreover, they present an abundance of new, as well as historical data, on the world's one hundred largest core companies. This data shows that none of the largest core firms is truly "global" or "borderless", and that virtually all of them in their history have benefited decisively from Governmental trade or industrial policies. The authors offer a highly interdisciplinary effort to link three previously isolated debates on industrial restructuring, globalisation and international trade policies. *The Logic of International Restructuring* is aimed at a wide academic, post-graduate and professional audience working in the areas of business, economics, organisational studies and international relations. When studying the social phenomena in and around football, five major aspects of globalisation processes become evident: international migration, the global flow of capital, the syncretistic nature of tradition and modernity in contemporary culture, new experiences of time and space and the revolution in information technologies. In an exploration of these themes the collection provides insight into academic studies of football in Portugal, Germany, England, Spain, Brazil, Angola, Mozambique, China, Japan, South Korea, Russia and the USA. At examining football-related phenomena under the headings of nations and migration, myths and business, the city and the dream, it shows how modernised football itself is object and subject in processes of both neo-liberal globalisation and counter hegemonic globalisation. While the

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contributions highlight characteristics of particular local and national contexts, the volume focuses on global centre-periphery-relations and migration trajectories of football professionals by analysing recent developments in post-colonial Portuguese speaking areas: The high ranking of "Portuguese football" not only serves in national(ist) discourses or in order to emancipate the country from a marginal position, it also turns Portugal into a football-talent exporter, confronting it partly with the same ambiguous consequences as Brazil and the African countries, who "lose" their football talents to the European centre. The receiving countries, again, include Portugal. This book was previously published as a special issue of Soccer in Society

The Nordic countries have played a key role in shipping for over a century, but have had to contend with declining employment and loss of markets over the last fifty years. Globalization has led to a series of new challenges and opportunities in the maritime industries - both the rules of the game and the playing field have changed. This book analyzes how shipping companies and authorities in Norway, Denmark, Sweden and Finland have adapted to these changes. It explains why important parts of Nordic shipping failed to respond effectively to the economic integration process, while other parts were able to exploit the global growth opportunities. By linking company strategies to changes in political and institutional frameworks, this book maps out the transformation of an entire industry.

Tourismus ist ohne Verkehr undenkbar. Dabei ist die Bandbreite touristischer Verkehrsunternehmen äußerst vielfältig. Das Handbuch stellt diese Vielfalt an Verkehrsunternehmen umfassend vor und skizziert jeweils Forschungsstand, Entwicklungen, gesetzliche Rahmenbedingungen, Verbände, Anbieter und Nachfrager sowie Strategien.

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