Hinterlands And Commodities

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Water Transportation
Covering topics as diverse as economic modeling, craft specialization, settlement patterns, agricultural and subsistence systems, and the development of social ranking, Cahokia and the Hinterlands explores cultural interactions among Cahokians and the inhabitants of other population centers, including Orensdorf and the Dickson Mounds in Illinois and Aztalan in Wisconsin, as well as sites in Minnesota, Iowa, and at the confluence of the Mississippi and Ohio rivers. Proposing sophisticated and innovative models for the growth, development, and decline of Mississippian culture at Cahokia and elsewhere, this volume also provides insight into the rise of chiefdoms and stratified societies and the development of trade throughout the world.

Hinterlands and Commodities
This interdisciplinary book brings together eleven original contributions by scholars in the United Kingdom, continental Europe, America and Japan which represent innovative and important research on the relationship between cities and their hinterlands. They discuss the factors which determined the changing nature of port-hinterland relations in particular, and highlight the ways in which port-cities have interacted and intersected with their different hinterlands as a result of both in- and out-migration, cultural exchange and the wider flow of goods, services and information. Historically, maritime commerce was a powerful driving force behind urbanisation and by 1850 seaports accounted for a significant proportion of the world's great cities. Ports acted as nodal points for the flow of population and the dissemination of goods and services, but their role as growth poles also affected the economic transformation of both their hinterlands and forelands. In fact, most ports, irrespective of their size, had a series of overlapping hinterlands whose shifting importance reflected changes in trading relations (political frameworks), migration patterns, family networks and cultural exchange. Urban historians have been criticised for being concerned primarily with self-contained processes which operate within the boundaries of individual towns and cities and as a result, the key relationships between cities and their hinterlands have often been neglected. The chapters in this work focus primarily on the determinants of port-hinterland linkages and analyse these as distinct, but interrelated, fields of interaction. Marking a significant contribution to the literature in this field, Port-Cities and their Hinterlands provides essential reading for students and scholars of the history of economics.

Oceanography
With the advent of multinational corporations, the traditional urban service function has 'gone global'. In order to provide services to globalizing corporate clients, the offices of major financial and business service firms across the world have formed a network. It is the myriad of flows between office towers in different metropolitan centres that has produced a world city network. Through an analysis of the intra-company flows of 100 leading global service firms across 315 cities, this book assesses cities in terms of their overall network connectivity, their connectivity by service sector, and their connectivity by world region. Peter Taylor's unique and illuminating book provides the first comprehensive and systematic description and analysis of the world city network as the 'skeleton' upon which contemporary globalization has been built. His analyses challenge the traditional view of the world as a 'mosaic map' of political boundaries. Written by one of the foremost authorities on the subject, this book provides a much needed mapping of the connecting relationships between world cities, and will be an enlightening book for students of urban studies, geography, sociology and planning.

ITF Round Tables
Port Competition and Hinterland Connections
This expanded and revised fifth edition of The Geography of Transport Systems provides a comprehensive and accessible introduction to the field with a broad overview of its concepts, methods and areas of application. Aimed mainly at an undergraduate audience, it provides an overview of the spatial aspects of transportation and focuses on how the mobility of passengers and freight is linked with geography. The book is divided into ten chapters, each covering a specific conceptual dimension, including networks, modes, terminals, freight transportation, urban transportation and environmental impacts, and updated with the latest information available. The fifth edition offers new and updated material on information technologies and mobility, e-commerce, transport and the economy, mobility and society, supply chains, security, pandemics, energy and the environment and climate change. With
over 140 updated figures and maps, The Geography of Transport Systems presents transportation systems at different scales ranging from global to local. This volume is an essential resource for undergraduates studying transport geography, as well as those interested in economic and urban geography, transport planning and engineering. A companion web site, which contains additional material such as photographs, maps, figures and PowerPoint presentations, has been developed for the book and can be found here: https://transportgeography.org/

Resource Conservation and Food Security Despite the diversity in income levels, languages, culture, resource endowments, and political systems, the countries of East Asia are more integrated now than they have ever been. Goods, money, and ideas are being traded across the region. East Asia is redefining itself from a collection of disparate nations that looked mainly to markets in the west, to a more self-reliant, innovative, and networked region. Countries in this region are strengthening ties with each other and seeking more strategic partnerships with the rest of the world. "East Asian Visions" is a collection of essays that convey, firsthand, how some of the most influential thinkers in East Asia view these challenges. The writers are eminent policy makers, statesmen, and scholars. They write about how competition with the west has bred success; how crises in the region have provoked introspection; and how the rise of China is catalyzing change.

Commodities, Centers, Peripheries


North East England, 1850-1914 From its foundation, the city of Constantinople dominated the Byzantine world. It was the seat of the emperor, the centre of government and church, the focus of commerce and culture, by far the greatest urban centre; its needs in terms of supplies and defense imposed their own logic on the development of the empire. Byzantine Constantinople has traditionally been treated in terms of the walled city and its immediate suburbs. In this volume, containing 25 papers delivered at the 27th Spring Symposium of Byzantine Studies held at Oxford in 1993, the perspective has been enlarged to encompass a wider geographical setting, that of the city's European and Asiatice hinterland. Within this framework a variety of interconnected topics have been addressed, ranging from the bare necessities of life and defence to manufacture and export, communications between the capital and its hinterland, culture and artistic manifestations and the role of the sacred.

Impact of Pokhara Growth Centre and Its Hinterlands

Rail rate equalization to and from ports

Ports and Hinterlands of Rio Grande Do Sul State, Brazil

Seaports and Development A Finalist for the Pulitzer Prize and Winner of the Bancroft Prize. "No one has written a better book about a city...Nature's Metropolis is elegant testimony to the proposition that economic, urban, environmental, and business history can be as graceful, powerful, and fascinating as a novel." —Kenneth T. Jackson, Boston Globe

The Ports of Sub-Saharan Africa and Their Hinterlands Who defines the landscapes around us? What practices are employed as contemporary landscapes are produced? This issue argues that landscapes are made and remade through interrelations between people and the worlds around them – from geographers investigating the lives of urban wastelands to landscape architects projecting future cities, and from migrants navigating border systems to artists working with local residents. In contrast to tendencies to emphasise the physical forms of landscapes, with their potential to be redesigned and represented in drawings, this issue brings to the forefront the social constructedness of landscapes by focusing on a range of critical practices and daily actions. As conventional frames of landscape are challenged, other ways of measuring, mapping, imagining, designing, building and occupying them are revealed. For centuries, artists and designers have represented landscapes of power in paintings and have transformed them through their design proposals. But in recent years a number of researchers, designers, artists and activists have explored an expanded field of landscape, investigating populations fleeing conflict zones, reimagining cities facing ecological challenges, questioning territorial claims, and critiquing processes of urbanisation. This issue focuses on some of these individuals whose work and lives encompass a diverse range of practices, brought together through their critical redefinition of landscape relations. Contributors: Pierre Bé langer, Harry Bix, Neil Brenner and Nikos Katsikis, Luis Callejas and Charlotte Hansson, James Corner, Gareth Doherty and Pol Fité Matamoros, Matthew Gandy, Christina Leigh Geros, Rania Ghosn and El Hadj J azairy, Nina-Marie Lister, Richard Mosse, Kate Orff, Toya Peal, Neil Spiller, Tiago Torres Campos and Tim Waterman. Featured practices: Advanced Landscape and Urbanism, Design Earth, East Anglia Records, Estudio Teddy Cruz + Fonna Forman, Furtherfield, James Corner Field Operations, Larissa Fassler, LCLA office, OPSYS and SCAPE.

Research Paper

Zinc for Coin and Brass

Domestic and International Transportation of U.S. Foreign Trade: 1970

Port-Cities and their Hinterlands
The Landscapists

Cahokia and the Hinterlands Recent changes in the trade of the ports and the movements of commodities between the ports and the interior were surveyed in Rio Grande Do Sol State in Brazil. The purpose was to define the port hinterlands and to determine the relationship between their development and some observable trends in port trade. Those features of hinterland development that have been most directly related to changes in port trade were pointed out. Changes in the composition of trade were associated with locational shifts in export production as the area of port influence was expanded and the structures of the commodity hinterlands were modified. Particular manifestations of changes in trade were localized at the individual ports. In large part, they reflected port locations with respect to the open sea and/or the interior transport and the difp. (Research memo. no. 20) (Contract Nonr-185816) Unclassified report DESCRIPTORS: *Economics, Matrix algebra, Number theory. AD-2511.

East Asian Visions

Maritime System of Americas

Port Geography and Hinterland Development Dynamics

The Geography of Transport Systems

Analysis of the Port of Portland Facility Hinterlands In The Agency of Empire: Connections and Strategies in French Expansion (1666-1746) Elisabeth Heijmans places directors and their connections at the centre of the developments and operations of French overseas companies.

Port, Maritime and Hinterland Development in Southeast Asia (UUM Press) A study of trade, business and economy in the North East reveals it to be a more diverse and less unified region than popularly perceived.

Social Relations in Resource Hinterlands

Interstate Commerce Commission Reports This book, originally published in 1983, demonstrates the importance of seaports in the growth of less-developed countries. The author focuses on the character of port activity within the context of transport systems and regional economic planning. General principles of port development are illustrated by detailed reference to one Third World port group, that of the Indian Ocean coasts of Kenya and Tanzania. The objective is not merely to illustrate the character of one specific group of ports, but to demonstrate methods of analysis and to underline the crucial role of ports in the development process.

World City Network In Zinc for Coin and Brass Haiilian Chen offers the first comprehensive history of Chinese zinc over the long eighteenth century. This book covers a wide range of topics including Qing China's political economy, material culture, environment, technology, and society.

The Ports of Victoria This book addresses myriad of issues and challenges in the field of port, maritime and hinterland development in Southeast Asia from multidisciplinary perspectives. Instead of focusing on only certain aspects of the maritime discipline, the book presents a range of different viewpoint from business and management, historical development, geography, law, and others. Although the book is made in the form of an edited book, readers will benefit and gain knowledge on many important issues in the field of port, maritime and hinterland development in Southeast Asia. This book will also be beneficial to all parties in this area, including policy and decision makers, government officials, port authorities, port operators or terminal operators, maritime-related service providers such as freight forwarders in port, ship agents, navigation officers, customs brokers, stevedores and other port users, shippers, passengers, and carriers. This book is also catered for those involved in maritime research or students who take maritime subject, or to the public who are interested in maritime issues. The contributors of this book are experts from diverse backgrounds with extensive experience in the fields of port, maritime and hinterland development. This is because we believe that maritime studies are intertwined with many aspects of life from environmental management to disputes at the sea, which will affect the maritime trade industry. Hence, issues in this book are also various. However, the emphasis is on the development of port, maritime and hinterland sector in Southeast Asia.


The ports of Victoria: a freight study of commodity movements in the hinterlands of Melbourne, Geelong and Portland Preliminary Report This Round Table publication discusses the policy and regulatory challenges posed by the rapidly changing port environment.

Preliminary Report of the Commission on Industrial Ports of the International Geographical Union In Hinterlands and Commodities, well-known historians and an economist examine perennially important questions concerning temporal and spatial relationships among central places, hinterlands, commodities, and political economic developments in Asia and the Global economy over the long eighteenth century.
This book illustrates and discusses the main characteristics of port-city development dynamics with a focus on the fast-growing city-states of the Middle East, which are emerging as key players in logistics and the global supply chain. Maritime ports and the cities hosting them have long fascinated scholars – geographers, economists, architects, urban planners, sociologists etc. – as they become centres of exchange where different social and urban environments meet, at the intersection between land and sea. Given that the current body of literature on the topic is biased mainly concerning the Western world and East Asian region – with mono-disciplinary tendencies, this book outlines a theoretical basis from a wide range of literature, linking port-city studies, globalization theories and logistics, and adopts a multidisciplinary perspective. The main target audience of the book includes scholars and graduate students in urban studies, spatial planning, urban and regional economics, logistics, geography and transport geography with an interest in studying port geography and the port-city interface, port infrastructure development and port hinterland dynamics; it will also benefit policymakers and urban planners whose work involves these topics.

Ports and Their Hinterlands in India, 1700-1950

Hinterland Commodity and Shipping Data on Port Swettenham Commodities, Centers, Peripheries American Environmental History

Just because they offer so much information about the past, we should never suppose that cities were the only places that mattered. Often historians interested in culture, or politics, or social movements focus too much attention on the cities where art was displayed, where governments debated, and where workers demonstrated. This narrow focus can distort our understanding of the past by suggesting that everything that happened in the city originated in the city. In fact, cities have always been centers for the accumulation, processing, and consumption of resources that usually originate in the hinterlands that surround them. Chapter Outline: Porkopolis Beef on Ice The Jungle The Mill City The Open Courses Library introduces you to the best Open Source Courses.

Constantinople and its Hinterland

U.S. Great Lakes-Seaway port development and shipper conference


Nature’s Metropolis: Chicago and the Great West

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