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A compelling exploration of one of the most ill-advised and calamitous interventions in colonial development history.

Ground training is the key to a safe and pleasurable riding experience. Designed for easy reference while working with your horse, this guide can be hung on a post. Riders of all disciplines and skill levels will benefit from these exercises that reinforce good habits and help develop a strong bond between horse and rider.

Originally published: United Kingdom: Atlantic Books, 2016.

Drive the streets of Nairobi and you are sure to see many matatus colorful minibuses that transport huge numbers of people around the city. Once ramshackle affairs held together with duct tape and wire, matatus today are name-brand vehicles maxed out with aftermarket detailing. They can be stately black or come in extravagant colors, sporting names, slogans, or entire tableaux, with airbrushed portraits of everyone from Kanye West to Barack Obama, of athletes, movie stars, or the most famous face of all: Jesus Christ. In this richly interdisciplinary book, Kenda Mutongi explores the history of the matatu from the 1960s to the present. As Mutongi shows, matatus offer a window onto many socioeconomic and political facets of late-

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twentieth-century Africa. In their diversity of idiosyncratic designs they express multiple and divergent aspects of Kenyan life including rapid urbanization, organized crime, entrepreneurship, social insecurity, the transition to democracy, chaos and congestion, popular culture, and many others at once embodying both Kenya's staggering social problems and the bright promises of its future. Offering a shining model of interdisciplinary analysis, Mutongi mixes historical, ethnographic, literary, linguistic, and economic approaches to tell the story of the matatu as a powerful expression of the entrepreneurial aesthetics of the postcolonial world. Over the past decade, Ethiopia has had one of the world's fastest growing economies, largely due to its investments in infrastructure, and it is through building dams, roads, and other infrastructure that the Ethiopian state seeks to become a middle-income country by 2025. Yet most urban Ethiopians struggle to meet their daily needs and actively oppose a ruling party that they associate with corruption and mismanagement. In *Under Construction* Daniel Mains explores the intersection of development and governance by examining the conflicts surrounding the construction of specific infrastructural technologies: asphalt and cobblestone roads, motorcycle taxis, and hydroelectric dams. These projects serve as sites for nation building and the means for the state to assert its legitimacy. The construction process—as well as Ethiopians' experience of living with the disruption of construction zones—reveals the tension and conflict between the promise of progress and the possibility of failure. Mains demonstrates how infrastructures as both ethnographic sites and as a means of theorizing such concepts as progress, development, and the state offer a valuable contrast to accounts of African abjection and decline.

Immanuel Kant's *Groundwork for the Metaphysics of Morals* is one of the most important texts

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in the history of ethics. In it Kant searches for the supreme principle of morality and argues for a conception of the moral life that has made this work a continuing source of controversy and an object of reinterpretation for over two centuries. This new edition of Kant's work provides a fresh translation that is uniquely faithful to the German original and more fully annotated than any previous translation. There are also four essays by well-known scholars that discuss Kant's views and the philosophical issues raised by the Groundwork. J.B. Schneewind defends the continuing interest in Kantian ethics by examining its historical relation both to the ethical thought that preceded it and to its influence on the ethical theories that came after it; Marcia Baron sheds light on Kant's famous views about moral motivation; and Shelly Kagan and Allen W. Wood advocate contrasting interpretations of Kantian ethics and its practical implications.

People with problems in life do not take the right steps to get any job done. Make sure you work out what needs to be done accurately. Over the parts to follow in this book you will find many exercises you can try to fit into your life. People want things in life; that is natural. Why would you not want them? However, the problems that occur are their goals are too big. They will want the luxurious vacations and expensive cars tomorrow. We all do, but we have to put things into perspective. To get to that nice car, first you will have one that is not so great. As time goes on and you earn more money, you then upgrade. Over time, you finally reach your goal. They are great, so long as they are in bite-sized pieces as we go along. This book explains more about this.

This book explores aspects of the socio-economic and political history of the Turkana of northern Kenya, examining the making and remaking of the regional economy via the

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trajectories of socio-material interaction that have structured key practices, relationships and livelihoods over the past century. Traversing Turkana's constituent livelihoods and examining the historical relationships between them in relation to shifting economic, ecological and political factors, the book asks what perspective emerges from an in-depth understanding of the everyday things that have taken part in processes of substantial socio-cultural transformation. By setting out a series of new examples established through long-term research in the region, it offers a characterisation of Turkana's iterative transformation as the articulation of a set of long-term continuities. Investigating quotidian personal and community histories, it argues that Turkana's complex network of livelihood interactions has, on the whole, strengthened over time through its continual reformulation, as identities, livelihood practices and social institutions have been re-imagined and reshaped with each new generation in order to reconstruct accumulated memory and knowledges. Remembering Turkana provides a wide-ranging socio-historical overview of the Turkana region and people, situating critical contemporary issues within diverse bodies of literature. The characterisation of long-term change and continuity, as articulated and enacted via material culture production, use and exchange, that it offers will be of significance to a broad array of scholarly disciplines, including archaeology, history, anthropology and political science.

Gone to Ground is an investigation into the material and political forces that transformed the cityscape of Dar es Salaam, Tanzania in the 1970s and early 1980s. It is both the story of a particular city and the history of a global moment of massive urban transformation from the perspective of those at the center of this shift. Built around an

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archive of newspapers, oral history interviews, planning documents, and a broad compendium of development reports, Emily Brownell writes about how urbanites navigated the state's anti-urban planning policies along with the city's fracturing infrastructures and profound shortages of staple goods to shape Dar's environment. They did so most frequently by "going to ground" in the urban periphery, orienting their lives to the city's outskirts where they could plant small farms, find building materials, produce charcoal, and escape the state's policing of urban space. Taking seriously as historical subject the daily hurdles of families to find housing, food, transportation, and space in the city, these quotidian concerns are drawn into conversation with broader national and transnational anxieties about the oil crisis, resource shortages, infrastructure, and African socialism. In bringing these concerns together into the same frame, *Gone to Ground* considers how the material and political anxieties of the era were made manifest in debates about building materials, imported technologies, urban agriculture, energy use, and who defines living and laboring in the city. This book critically explores the relationship between mobility patterns, transport provision and urban development in East African cities. Bringing together contributions on the futures of mobility in urban East Africa, the chapters examine transport provision, mobility patterns, location-specific modes of transport and transformative factors for transport and mobility in the rapidly urbanising region. The book outlines different mobility needs to be addressed in transport planning to serve and shape the respective

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cities and examines the decision-making process in transport planning and the level of accountability to the public. The contributors show the dialectic between innovation in transport/mobility and urban development under rapid urbanisation and discusses how to practically integrate mobility and transport provision into urban development. This book will be of interest to scholars in urban planning, transport planning, transport geography, social sciences and African studies.

Centered Riding is not a style of riding as are dressage, hunter seat, or Western. Rather, it is a way of reeducating a rider's mind and body to achieve greater balance in order to better communicate with the horse. Founder Sally Swift revolutionized riding by showing that good use of the human body makes a world of difference on horseback. Early in her work, she established what she calls the "Four Basics" — centering, breathing, soft eyes, and building blocks—which, together with grounding, are the main tenets of her method. When a rider learns and maintains these basics, then harmony between horse and human is possible. Sally Swift's first book, *Centered Riding*, made its revolutionary appearance in 1985 and continues as one of the best-selling horse books of all time. This second book doesn't replace the first one, it complements it. In the intervening years, *Centered Riding* continued to evolve, and Sally inevitably developed many new concepts and fresh imagery, all of which are presented here. The promotion of social protection in Sub-Saharan Africa happens in a context where informal labour markets constitute the norm, and where most workers live uncertain

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livelihoods with very limited access to official social protection. The dominant social protection agenda and the associated literature come with an almost exclusive focus on donor and state programmes even if their coverage is limited to small parts of the populations – and in no way stands measure to the needs. In these circumstances, people depend on other means of protection and cushioning against risks and vulnerabilities including different forms of collective self-organizing providing alternative forms of social protection. These informal, bottom-up forms of social protection are at a nascent stage of social protection discussions and little is known about the extent or models of these informal mechanisms. This book seeks to fill this gap by focusing on three important sectors of informal work, namely: transport, construction, and micro-trade in Kenya and Tanzania. It explores how the global social protection agenda interacts with informal contexts and how it fits with the actual realities of the informal workers. Consequently, the authors examine and compare the social protection models conceptualized and implemented ‘from above’ by the public authorities in Tanzania and Kenya with social protection mechanisms ‘from below’ by the informal workers own collective associations. The book will be of interest to academics in International Development Studies, Political Economy, and African Studies, as well as development practitioners and policy communities.

This book explores the mobile ethnography of Dar es Salaam, where consultants and politicians have planned and implemented a bus rapid transit (BRT) system for two

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decades. It analyses the dual processes of assembling BRT in the Tanzanian metropolis and establishing BRT as a policy model of and for the Global South. The book elucidates how policy models are constructed and circulated around the globe and depicts the processes by which they are translated between, and materialise within, specific contexts. It presents the case of BRT to demonstrate how technocrats shape these processes through persuasive work aimed at disseminating and stabilising this transport model, and how local actors influence its adaptation in Dar es Salaam. The book adopts a 'double mobility' approach to show how this ethnography follows travelling consultants, circulating policies and moving buses to explore the fluidity of the BRT model. Linking key debates in policy mobility studies and Science and Technology Studies, enriched with postcolonial perspectives and geographies of transport and infrastructure, it offers new insights into the technopolitics of planning and implementing infrastructure systems. This book will appeal to academics and students of human geography, transport studies, science and technology studies, and African and development studies interested in the technopolitics of transport planning.

International Encyclopedia of Human Geography, Second Edition embraces diversity by design and captures the ways in which humans share places and view differences based on gender, race, nationality, location and other factors—in other words, the things that make people and places different. Questions of, for example, politics, economics, race relations and migration are introduced and discussed through a geographical lens.

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This updated edition will assist readers in their research by providing factual information, historical perspectives, theoretical approaches, reviews of literature, and provocative topical discussions that will stimulate creative thinking. Presents the most up-to-date and comprehensive coverage on the topic of human geography Contains extensive scope and depth of coverage Emphasizes how geographers interact with, understand and contribute to problem-solving in the contemporary world Places an emphasis on how geography is relevant in a social and interdisciplinary context

The first of the UN Millennium Goals was to reduce extreme poverty and in 2014 it was halved compared to 1990, and now the goal is to eradicate poverty and hunger by 2030. The reduction in poverty is, to a high degree, the consequence of the rapid economic development in a few countries, especially China, but in many countries around the globe poverty is still at a high level and is influencing societies' overall development. It is against this background that this Handbook provides an up-to-date analysis and overview of the topic from a large variety of theoretical and methodological angles. Organised into four parts, the Handbook provides knowledge on what poverty is, how it has developed, and what type of policies might be able to succeed in reducing poverty. Part I investigates conceptual issues and relates concepts to people's relative position in society and the understanding of justice. Part II shows how poverty has developed. It combines existing empirical knowledge with regional/national understandings of the issue of poverty. Part III analyses policies and interventions with

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the aim of reducing or alleviating poverty within a national as well as global context. It includes a variety of countries and examples. Finally, Part IV tells us what can be done about poverty; what instruments are available to end poverty as we know it today. This volume will be an invaluable reference book for students and scholars throughout the social sciences, particularly in sociology, social policy, public policy, development studies, international relations and politics.

Grounded in both theory and ethnography, this volume insists on taking social positionality seriously when accounting for Africa's current age of polarizing wealth. To this end, the book advocates a multidimensional view of African societies, in which social positions consist of a variety of intersecting social powers - or 'capitals' - including wealth, education, social relationships, religion, ethnicity, and others. Accordingly, the notion of social im/mobilities emphasizes the complexities of current changes, taking us beyond the prism of a one-dimensional social ladder, for social moves cannot always be apprehended through the binaries of 'gains' and 'losses'. A vital resource for pilots, instructors, and students, from the most trusted source of aeronautic information.

Historical geography is an active, theoretically-informed and vibrant field of study within modern geography, with strong interdisciplinary connections with the humanities and the social sciences. The SAGE Handbook of Historical Geography provides an international and in-depth overview of the field with chapters that examine the history, present condition and future significance of historical geography in relation to recent developments and current research.

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The Handbook is in two volumes, divided across nine parts. Volume One includes commentaries on the history and geography of historical geography, and reviews how historical geographers have considered the appropriation, management and representation of landscape, the changing geographies of property, land, money and financial capital, and the demographic, medical and political analysis of the world's growing and mobile population. Volume Two shows how historical geographers have made significant contributions to geopolitical debates about the relationships between nation-states and empires, to environmental challenges posed by human interaction with the natural world, to studies of the cultural, intellectual and political implications of modern science and technology, and to investigations of communicative action, artefacts, performances and representations. The final part reviews the methodological and ethical challenges of historical geography as a publicly engaged research practice. Part 1: Histories and Geographies Part 2: Land and Landscapes Part 3: Property and Money Part 4: Population and Mobility Part 5: Territory and Geopolitics Part 6: Environment and Nature Part 7: Science and Technology Part 8: Meaning and Communication Part 9: Studies in Practice

A Library Journal Selection Faith kept me plain. Science made me complicated. Book 1 in the Grounded Trilogy My name is Lydia Troyer. Growing up in Hemlock Hollow, my life has always been simple. Things in my community haven't changed much in over three hundred years, since the time my Amish ancestors came to what is now the Green Republic. I milk my cow by hand, make fresh bread every morning, and hope to be courted by Jeremiah, a boy I've known since childhood. When my father falls ill, the English doctor says a hospital outside the wall can heal him. Jeremiah convinces me to go on rumspringa, to experience the outside

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world as an Englisher in order to be closer to my father during his recovery. Others have gone before me. They claim it's an adventure. But adventure turns to horror as an ordinary light switch thrusts me into a new world, and revelations about my personal history make me question everything I believe. All my life I've worked to be simple. I can't pretend anymore. Nothing about me is simple. Keywords: science fiction, romance, dystopian, futuristic, speculative fiction, thriller, electrokinesis, genetic engineering, multicultural, paranormal, YA, teen, young adult, alternative history.

This book provides new insights into popular understandings of urbanism that emanate from European and North American cities. Myers uses a wide range of case studies from lesser studied cities across the Global South and Global North to present evidence for the need to reconstruct our understanding of 'good' urban environments.

In *African Motors*, Joshua Grace examines how Tanzanian drivers, mechanics, and passengers reconstituted the automobile into a uniquely African form between the late 1800s and the early 2000s. Drawing on hundreds of oral histories, extensive archival research, and his ethnographic fieldwork as an apprentice in Dar es Salaam's network of garages, Grace counters the pervasive narratives that Africa is incompatible with technology and that the African use of cars is merely an appropriation of technology created elsewhere. Although automobiles were invented in Europe and introduced as part of colonial rule, Grace shows how Tanzanians transformed them, increasingly associating their own car use with *maendeleo*, the Kiswahili word for progress or development. Focusing on the formation of masculinities based in automotive cultures, Grace also outlines the process through which African men remade themselves and their communities by adapting technological objects and systems for local

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purposes. Ultimately, *African Motors* is an African-centered story of development featuring everyday examples of Africans forging both individual and collective cultures of social and technological wellbeing through movement, making, and repair.

This collection of field-based case-studies examines the role and contributions of Africa's informal public transport (also referred to as paratransit) to the production of city forms and urban economies, as well as the voices, experiences, and survival tactics of its poor and stigmatised workforce. With attention to the question of what a micro-level analysis of the organisation and politics of informal public transport in urbanizing Africa might tell us about the precarious existence and agency of its informal workforce, it explores the political and socio-economic conditions of contemporary African cities, spanning from Nairobi and Dar es Salaam to Harare, Cape Town, Kinshasa and Lagos. Mapping, analysing and comparing the everyday experiences of informal transport operators across the continent, this book sheds light on the multiple challenges facing Africa's informal transport workers today, as they negotiate the contours of city life, expand their horizons of possibility and make the most of their time. It thus offers directions for more effective policy response to urban public transport, which is changing fundamentally and rapidly in light of neoliberal urban planning strategies and 'World Class' city ambitions.

The contributors to *Affective Trajectories* examine the mutual and highly complex entwinements between religion and affect in urban Africa in the early twenty-first century. Drawing on ethnographic research throughout the continent and in African diasporic communities abroad, they trace the myriad ways religious ideas, practices, and materialities interact with affect to configure life in urban spaces. Whether examining the affective force of

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the built urban environment or how religious practices contribute to new forms of attachment, identification, and place-making, they illustrate the force of affect as it is shaped by temporality and spatiality in the religious lives of individuals and communities. Among other topics, they explore Masowe Apostolic Christianity in relation to experiences of displacement in Harare, Zimbabwe; Muslim identity, belonging, and the global ummah in Ghana; crime, emotions, and conversion to neo-Pentecostalism in Cape Town; and spiritual cleansing in a Congolese branch of a Japanese religious movement. In so doing, the contributors demonstrate how the social and material living conditions of African cities generate diverse affective forms of religious experiences in ways that foster both localized and transnational paths of emotional knowledge. Contributors. Astrid Bochow, Marian Burchardt, Rafael Cazarin, Hansjörg Dilger, Alessandro Gusman, Murtala Ibrahim, Peter Lambertz, Isabelle L. Lange, Isabel Mukonyora, Benedikt Pontzen, Hanspeter Reihling, Matthew Wilhelm-Solomon

Cutting-edge analysis on how to improve life inside the Gaza Strip through architecture and design, illustrated in full-color The Gaza Strip is one of the most beleaguered environments on earth. Crammed into a space of 139 square miles (360 square kilometers), 1.8 million people live under an Israeli siege, enforcing conditions that continue to plummet to ever more unimaginable depths of degradation and despair. Gaza, however, is more than an endless encyclopedia of depressing statistics. It is also a place of fortitude, resistance, and imagination; a context in which inhabitants go to remarkable lengths to create the ordinary conditions of the everyday and to reject their exceptional status. Inspired by Gaza's inhabitants, this book builds on the positive capabilities of Gazans. It brings together environmentalists, planners, activists, and scholars from Palestine and Israel, the US, the UK, India, and elsewhere to create hopeful

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interventions that imagine a better place for Gazans and Palestinians. Open Gaza engages the Gaza Strip within and beyond the logics of siege and warfare, it considers how life can be improved inside the limitations imposed by the Israeli blockade, and outside the idiocy of violence and warfare. Contributors Affiliations Salem Al Qudwa, Harvard Divinity School and Harvard Kennedy School, Cambridge, USA Hadeel Assali, Columbia University, USA Tareq Baconi, International Crisis Group, Brussels, Belgium Teddy Cruz, University of California-San Diego, USA Fonna Forman, University of California-San Diego, USA M. Christine Boyer, Princeton University, Princeton, USA Alberto Foyo, architect, New York, USA Nasser Golzari, Westminster University, London, UK Yara Sharif, Westminster University, London, UK Denise Hoffman Brandt, City College of New York, USA Romi Khosla, architect, New Delhi, India Craig Konyk, Kean University, Union, NJ, USA Rafi Segal, Massachusetts Institute of Technology, Boston, USA Chris Mackey, Payette Architects, Boston, USA Vyjayanthi V. Rao, Terreform, New York, USA Sara Roy, Harvard University, Cambridge, USA Mahdi Sabbagh, architect, New York, USA Meghan McAllister, architect, San Francisco Bay Area, USA Deen Sharp, London School of Economics, UK Malkit Shoshan, Harvard University, Cambridge, USA Pietro Stefanini, University of Edinburgh, Scotland Michael Sorkin (1948-2020), City University of New York, USA Helga Tawil-Souri, New York University, USA Omar Yousef, Al-Quds University, Jerusalem Fadi Shayya, The University of Manchester, UK

This book examines the political and economic trajectories of cities following the 2008 financial crisis. The authors claim that in this era—which they dub "late neoliberalism"—urban spaces, institutions, subjectivities, and organizational forms

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are undergoing processes of radical transformation and recomposition. The volume deftly argues that the urban political horizon of late neoliberalism is ambivalent; marked by many progressive mobilizations for equality and justice, but also by regressive forces of austerity, exploitation, and domination.

Advances in Transport Policy and Planning assesses both successful and unsuccessful practices and policies from around the world on the topic. Provides the authority and expertise of leading contributors from an international board of authors Presents the latest release in the Advances in Transport Policy and Planning series

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Esperanza Rising joins the Scholastic Gold line, which features award-winning and beloved novels. Includes exclusive bonus content! Esperanza thought she'd always live a privileged life on her family's ranch in Mexico. She'd always have fancy dresses, a beautiful home filled with servants, and Mama, Papa, and Abuelita to care for her. But a sudden tragedy forces Esperanza and Mama to flee to California and settle in a Mexican farm labor camp. Esperanza isn't ready for the hard work, financial struggles brought on by the Great Depression, or lack of acceptance she now faces. When Mama gets sick and a strike for better

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working conditions threatens to uproot their new life, Esperanza must find a way to rise above her difficult circumstances-because Mama's life, and her own, depend on it.

The book considers urban mobilities and immobilities in the Global South through an exploration of the theoretical and methodological entry points that can be used to further the agenda of transport planning. Transport system improvements can (and do) have complex and unequal impacts on different sectors of society. Conventional approaches to analysing travel demand and transport system performance developed in the 'Global North' are typically ill-equipped to identify and understand the complexities and inequities in urban areas of the Global South. Using case studies from urban Africa and Asia, the book addresses the need to understand the 'lived world' of mobilities and use this knowledge to address issues that are central to our urban existence in the 21st century.

#1 NEW YORK TIMES BESTSELLER • A memoir of leadership and success:
The executive chairman of Disney, Time's 2019 businessperson of the year, shares the ideas and values he embraced during his fifteen years as CEO while reinventing one of the world's most beloved companies and inspiring the people who bring the magic to life. **NAMED ONE OF THE BEST BOOKS OF THE YEAR BY NPR** Robert Iger became CEO of The Walt Disney Company in 2005, during

a difficult time. Competition was more intense than ever and technology was changing faster than at any time in the company's history. His vision came down to three clear ideas: Recommit to the concept that quality matters, embrace technology instead of fighting it, and think bigger—think global—and turn Disney into a stronger brand in international markets. Today, Disney is the largest, most admired media company in the world, counting Pixar, Marvel, Lucasfilm, and 21st Century Fox among its properties. Its value is nearly five times what it was when Iger took over, and he is recognized as one of the most innovative and successful CEOs of our era. In *The Ride of a Lifetime*, Robert Iger shares the lessons he learned while running Disney and leading its 220,000-plus employees, and he explores the principles that are necessary for true leadership, including:

- **Optimism.** Even in the face of difficulty, an optimistic leader will find the path toward the best possible outcome and focus on that, rather than give in to pessimism and blaming.
- **Courage.** Leaders have to be willing to take risks and place big bets. Fear of failure destroys creativity.
- **Decisiveness.** All decisions, no matter how difficult, can be made on a timely basis. Indecisiveness is both wasteful and destructive to morale.
- **Fairness.** Treat people decently, with empathy, and be accessible to them.

This book is about the relentless curiosity that has driven Iger for forty-five years, since the day he started as the

lowest studio grunt at ABC. It's also about thoughtfulness and respect, and a decency-over-dollars approach that has become the bedrock of every project and partnership Iger pursues, from a deep friendship with Steve Jobs in his final years to an abiding love of the Star Wars mythology. "The ideas in this book strike me as universal" Iger writes. "Not just to the aspiring CEOs of the world, but to anyone wanting to feel less fearful, more confidently themselves, as they navigate their professional and even personal lives."

Against the background of unprecedented rates of urbanisation in the Global South, leading to massive social, economic and environmental transformations, this book engages with the dire need to understand the ecology of such settings as the foundation for fostering sustainable and resilient human settlements in contexts that are very different to the Global North. It does so by bringing together scholars from around the world, drawing together research and case studies from across the Global South to illustrate, in an interdisciplinary and comprehensive fashion, the ecology of towns and cities in the Global South. Framed using a social-ecological systems lens, it provides the reader with an in-depth analysis and understanding of the ecological dynamics and ecosystem services and disservices within the complex and rapidly changing towns and cities of the Global South, a region with currently scarce representation in most of

the urban ecology literature. As such the book makes a call for greater geographical balance in urban ecology research leading towards a more global understanding and frameworks. The book embraces the complexity of these rapid transformations for ecological and environmental management and how the ecosystems and the benefits they provide shape local ecologies, livelihood opportunities and human wellbeing, and how such knowledge can be mobilised towards improved urban design and management and thus urban sustainability. There are some debts you can't repay... Josh Walker is loyal, reckless, and every girl's dream. But he only has eyes for December Howard, the girl he has yearned for since his high school hockey days. Together they have survived grief, the military, distance, and time as they've fought for stolen weekends between his post at Ft. Rucker and her schooling at Vanderbilt. Now that Josh is a medevac pilot and Ember is headed toward graduation, they're moving on—and in—together. Ember never wanted the Army life, but loving Josh means accepting whatever the army dictates—even when that means saying goodbye as Josh heads to Afghanistan, a country that nearly killed him once before and that took her father. But filling their last days together with love, passion, and plans for their future doesn't temper Ember's fear, and if there's one thing she's learned from her father's death, it's that there are some obstacles even love can't conquer. Flight

school is over. This is war. Series order: Flight & Glory Book 1: Full Measures
Flight & Glory Book 2: Eyes Turned Skyward Flight & Glory Book 3: Beyond
What is Given Flight & Glory Book 4: Hallowed Ground

The Prosperity Paradox explains why farm worker problems often worsen as the agricultural sector shrinks and lays out options to help vulnerable workers.

The solution for chronic inflammation, regarded as the cause of the most common modern diseases, has been identified! Earthing introduces the planet's powerful, amazing, and overlooked natural healing energy and how people anywhere can readily connect to it. This never-before-told story, filled with fascinating research and real-life testimonials, chronicles a discovery with the potential to create a global health revolution.

There's a thin line between love and hate. Kyra Kado hates Van Hernandez. Or at least she wishes she could. Ever since she kissed him and he rejected her as a "mistake", things have been tense onboard their tour bus. Kyra takes out her aggression during her drumming performances as a member of Kason Cox's band and tries not to think about how well Van guards her body between their shows. Until she meets Ollie Dawes, who's the perfect distraction. Funny, flirty, and cute AF, he takes her mind off Van. The Hot Rides salvage man is used to being alone on his solo part-finding missions, but she suspects he'd rather not be lonely anymore. She can relate. So she invites him to come see a show. When Van discovers Kyra and Ollie performing

an illicit encore together, he goes berserk. Distancing herself from Van might keep Kyra's heart safe, but what about her body? A string of unsettling incidents make Kyra afraid one of her admirers has crossed the line from fan to fanatic. With Ollie and Van teamed up to protect Kyra, she isn't sure she'll survive being torn between the two men she craves. She might have to sacrifice her friendships with them to stay sane, unless she can think of a way to keep them both in her life or in her bed.

Uganda's capital, Kampala, is undergoing dramatic urban transformations as its new technocratic government seeks to clean and green the city. Waste Worlds tracks the dynamics of development and disposability unfolding amid struggles over who and what belongs in the new Kampala. Garbage materializes these struggles. In the densely inhabited social infrastructures in and around the city's waste streams, people, places, and things become disposable but conditions of disposability are also challenged and undone. Drawing on years of ethnographic research, Jacob Doherty illustrates how waste makes worlds, offering the key intervention that disposability is best understood not existentially, as a condition of social exclusion, but infrastructurally, as a form of injurious social inclusion.

Follows a young traveler through his first airplane ride, from takeoff to touchdown. Networks, Labour and Migration among Indian Muslim Artisans provides an ethnography of life, work and migration in a North Indian Muslim-dominated woodworking industry. It traces artisanal connections within the local context, during

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migration within India, and to the Gulf, examining how woodworkers utilise local and transnational networks, based on identity, religiosity, and affective circulations, to access resources, support and forms of mutuality. However, the book also illustrates how liberalisation, intensifying forms of marginalisation and incorporation into global production networks have led to spatial pressures, fragmentation of artisanal labour, and forms of enclavement that persist despite geographical mobility and connectedness. By working across the dialectic of marginality and connectedness, Thomas Chambers thinks through these complexities and dualities by providing an ethnographic account that shares everyday life with artisans and others in the industry. Descriptive detail is intersected with spatial scales of 'local', 'national' and 'international', with the demands of supply chains and labour markets within India and abroad, with structural conditions, and with forms of change and continuity. Empirically, then, the book provides a detailed account of a specific locale, but also contributes to broader theoretical debates centring on theorisations of margins, borders, connections, networks, embeddedness, neoliberalism, subjectivities, and economic or social flux. How does public transport work in an African city under neoliberalism? Who owns what in it? Who has the power to influence its shape and changes in it over time? What does it mean to be a precarious and informal worker in the private minibuses that provide public transport in Dar es Salaam? These are the main questions that inform this in-depth case study of Dar es Salaam's public transport system over more than forty

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years. The growth of cities and informal economies are two central manifestations of globalization in the developing world. Taken for a Ride addresses both, drawing on long-term fieldwork in Dar es Salaam (Tanzania) and charting its public transport system's journey from public to private provision. This new addition to the Critical Frontiers of Theory, Research and Practice in International Development Studies series investigates this shift alongside the increasing deregulation of the sector and the resulting chaotic modality of public transport. It reviews state attempts to regain control over public transport and documents how informal wage relations prevailed in the sector. The changing political attitude of workers towards employers and the state is investigated: from an initial incapacity to respond to exploitation, to the political organisation and unionisation which won workers concessions on labour rights. A longitudinal study of workers throws light on patterns of occupational mobility in the sector. The book ends with an analysis of the political and economic interests that shaped the introduction of Bus Rapid Transit in Dar es Salaam, and local resistance to it. Taken for a Ride is an interdisciplinary political economy of public transport, exposing the limitations of market fundamentalist and postcolonial approaches to the study of economic informality, the urban experience in developing countries, and their failure to locate the agency of the urban poor within their economic and political structures. It is both a contribution to and a call for the contextualised study of neoliberalism.

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