

BOOK REVIEWS

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Industrial Location Economics, edited by Philip McCann. 2002. Cheltenham, UK and Northampton, Massachusetts: Edward Elgar. 372 + xvii. ISBN 1-84064-672-1, \$100.

Where industries locate is, at least implicitly, an old economic question. Now, however, the forces of globalism in the “real” world and the new economic geography in the narrower academic world have given new focus to the question.

Eleven articles, some of which present original research as well as detailed and authoritative literature reviews, make up the new volume edited by Philip McCann. They make contributions to the traditional economic geography literature as well as to the international management literature. They are divided into three sections: one that outlines the different methods of considering industrial location; one that deals with city systems in relation to industrial locations—which is to say, industrial clustering; and a third that deals with multinational corporation location. Each section has particularly useful articles and will appeal to readers with different interests.

For those who want to review classical location theory in detail, the lead article by McCann himself is excellent. He begins with the one-dimensional location situation in which the relationship between inputs and output is the critical question, the market location being undefined. As economists and geographers have done over the years, McCann then adds the layers of complication that laid the groundwork for modern theory.

John Parr provides similar background on the geographical analysis relating to central place theory. For readers unfamiliar with the Christaller/Lösch theories and their “grid systems,” his is a very useful survey. Critics have offered many concerns about these theories, and Parr updates the research to deal with some of those issues, for example the matter of change in a central place system. He also raises the issue of specialization in urban systems, noting that larger cities tend to be more diversified. That question is surveyed quite well by Gilles Duranton and Diego Puga in another chapter.

One of the more interesting theoretical approaches is the chapter entitled “Grids In ‘New Economic Geography’ Models,” by Dirk Stelder. Stelder begins by reviewing the basic new economic geography model of Paul Krugman, and then changes a basic assumption of that model by assuming a two-dimensional, as opposed to a

one-dimensional “racetrack” approach. This requires a location grid. He first suggests a “square” economy in which both agricultural and manufacturing production initially are distributed uniformly. He gives his model values for three critical variables: the elasticity of substitution relating to consumers’ desire for variety in their utility functions; a transportation cost parameter; and a fraction that represents the size of the manufacturing sector. These can be manipulated: for example, a lower value of the transportation cost parameter imposes a stronger bias toward the concentration of economic activity in fewer cities. As the model runs and agglomeration forces work, the system evolves so that many of the locations keep their agricultural production but lose their manufacturing activity, which concentrates in cities of various sizes. As the parameter values are changed, the self-organizing systems shift, and produce different patterns—leading Stelder to note that, “The allocation of the smaller cities shows a fascinating complex pattern which makes one wonder whether this is art or economics” (p. 86).

Stelder then makes the model more sophisticated by approximating the shape of a specific country instead of assuming a square grid. This requires abandoning simple Euclidean distance measures in order to maneuver around bodies of water. He constructs a European simulation using GIS technology, and then begins to manipulate the parameter values and the number of cities to be highlighted. “Predicted cities” are compared to actual city locations, on the basis of both location and size. The simulations Stelder presents makes one itch to personally tweak the model looking for a “good” picture of Europe. But Stelder makes a point often missed in the search for an economic model of geographic position: we would not want to be perfect. If we were “perfect” in making our predicted cities fit the actual map, we would be saying that economic factors are entirely responsible for current configurations—ignoring historical and political and cultural factors.

Leaving the fascinating world of modeling reality, other chapters turn to the business of measuring reality—and the opportunity to judge the importance of the agglomeration factors that are so important in the new theories. Michael Steiner questions whether “clusters” are really economically important—and under what conditions. He concludes that institutional factors are critically important, particularly for developing economies such as those seeking to join the European Union. He concludes that, “Regional policy for new market economies and transition countries . . . means starting a learning process for the establishment of local clusters and networks” (p. 220).

Edward Feser and Stuart Sweeney offer a more concrete analysis by comparing business clustering patterns in 14 US metropolitan areas, using point process modeling techniques and a micro level data set. They conclude that “value chain membership” may be important in some clustering and not so important in other situations. They have to recommend more studies, using a variety of new methods, to continue their line of research—and to tell us the value of the theoretical models.

The final three chapters deal with the multinational corporation (MNC) and its location decisions, and pull as much on the international management literature as on economic theory. For example, the chapter by John Cantwell and Simona Iammarino uses data on patents to investigate where innovation occurs in multinational locations. Particularly important in this analysis is the investigation of Europe’s regions, as opposed to cities or nation-states. This is important because of the growing political impact of regional centers in the European Union. Cantwell and Iammarino find that higher-order centers attract broad-based technological activity by MNCs, while smaller centers depend on the technological specialization of indigenous firms. They also draw

conclusions about the “more mature” clusters of activity showing “... slower convergence between old and new technologies because of a lock-in trend...” (p. 308).

As in many of the chapters, these authors feel they have begun a process of discovery about why firms locate where they do, and what that means for patterns of population growth. But most authors in the book call for a continuation of their research, using new methods and asking new questions—certainly before governments initiate industrial policy.

Overall, this volume is quite valuable on two fronts. It provides excellent surveys of the old, as well as the new, economic geography. It also provides insights into the newest methods, the newest questions, and some of the newest results, available from the growing number of economic geographers.

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The Color of Credit: Mortgage Discrimination, Research Methodology, and Fair-Lending Enforcement, by Stephen L. Ross and John Yinger. 2002. Cambridge, Massachusetts: MIT Press. 459 + viii. ISBN 0-262-18228-9, \$39.95.

Despite decades of research, the debate over the incidence and extent of mortgage lending discrimination persists; the “facts” are many, their interpretations are varied. The continuing lack of consensus with regard to mortgage discrimination stems largely from two distinct challenges, namely defining discrimination and measuring it. In their new book Stephen Ross and John Yinger do their part to move the debate forward by offering clear articulation of the state of the field and the empirical challenges that remain. At a minimum, closure in this debate will require agreement as to the nature of discrimination in mortgage markets and how it may be manifest. *The Color of Credit* represents a significant step toward this end.

The book’s primary strength is the conceptual framework it introduces to address discrimination in the context of mortgage lending and housing markets. Ross and Yinger are veterans in the discrimination debate and have condensed into one volume the material needed to grasp the inherent complexity of mortgage markets, the varying and subtle nature of discrimination throughout the mortgage application process, and the empirical rigor required to make convincing inference about discrimination. The book’s biggest weakness is that it occasionally slides from dispassionate analysis into forceful advocacy in a way that, at times, undermines its overall message and impact. As veterans in the debate, Ross and Yinger hold strong views regarding the existence and prevalence of discrimination in lending. Unfortunately, in their desire to make a compelling case for the need to take bold action against discriminatory practices, they choose to downplay legitimate countervailing evidence, occasionally in ways that are inappropriate. These instances serve to call their presentation into question, which is unfortunate because, in many ways, Ross and Yinger’s effort is truly a service to the field.

After a brief introduction, the first two substantive chapters provide careful and explicit modeling of the lending process and the many points at which discrimination can manifest itself. The authors spend considerable effort illustrating the need for unambiguous articulation of the meaning of “discrimination,” making clear that it defies simple definition. Does discrimination result from the actions of rogue individuals

or through organized institutional behavior? Does it occur when minorities are guided toward particular lenders or mortgage programs? Does discrimination manifest itself as higher minority denial rates on mortgage applications or in higher interest rates on the loans they are granted?

These are nontrivial issues because measurement problems arise from precisely these ambiguities. Can loan application data capture discrimination that occurs before an application is filled out? How should statistical significance of a variable capturing race be interpreted? How are the relative information sets of minorities and nonminorities controlled for? On top of these conceptual issues, researchers also face empirical challenges, including potentially highly-selected data, omitted variables, correlation among racial and economic covariates, and a hysteretic dynamic that can potentially leave the residue of discrimination downstream of its occurrence or make discrimination impossible to find.

The importance of these two chapters cannot be understated. For readers who are new entrants to the field, they provide the structure necessary to think clearly about discrimination and the basis for well-executed research. In addition, they underscore for the novice and the expert alike why research on this important issue has remained so contentious and controversial.

Chapters 4 and 5 discuss at length the most influential study of mortgage lending discrimination—the famous “Boston Fed study” by Munnell et al. (1996)—including a review of the literature leading up to its publication and its many criticisms since. Prior to that study, much of the existing research on mortgage lending discrimination lacked adequate controls for important loan underwriting criteria, such as household wealth and credit history—variables that both influence lending outcomes and are correlated with race. These omissions make impossible any meaningful interpretation of racial indicator variables in empirical research as evidence of discrimination. Indeed, much of what has been considered progress in the field of mortgage discrimination has been associated with a greater degree of market reality and institutional structure in the statistical models used to test for discrimination. Ross and Yinger document how the Boston Fed study was specifically designed to overcome these concerns through augmentation of the usual data with an extensive set of loan, household wealth, and credit variables that would permit better identification of discrimination. Ross and Yinger provide a methodical assessment of several lines of criticism of the study that have emerged in the years following its publication.

The authors are right to dedicate a lengthy chapter to the Boston Fed study, since it is by far the most broadly recognized and most-cited article in the field and has become the reference point for all subsequent research. The discussion of the study in the context of subsequent criticism and support is perhaps the most valuable section of the book, outlining the current state of affairs through an annotated lens of the latest research on both sides of the debate. It is, however, the first point in the book in which the author’s roles of objective analyst and active advocate blur.

The next three chapters, which review three important strands of the literature that emerged in the aftermath of the Boston Fed study, reflect a more pronounced shift towards advocacy, continuing the trend begun in the discussion of the Boston Fed study. In these chapters, Ross and Yinger review explanations for consistent findings of racial disparities in denial rates that could potentially vindicate lenders—differences in lending underwriting standards, cultural affinity, and differential default propensities—and assess their validity. They argue essentially that there is no compelling argument or evidence that lenders do not discriminate against

minorities. This is striking given the complexities and challenges they present in the book's earlier chapters.

A close examination suggests that these chapters are at times more advocacy than dispassionate analysis. Ross and Yinger are skilled economists, and much of their analysis is clear and compelling. However, they also take on the role of advocate vigorously and at points go to great lengths to support their own viewpoint. For example, in their objection to the conclusion in Courchane and Nickerson (1997) that the study's results argue against disparate-treatment discrimination, Ross and Yinger implicitly assume that lenders have market power that can be exploited (p. 226). However, nowhere in the book do they present evidence suggesting that such market power exists. In fact, the structure of the mortgage market would argue exactly the opposite; because mortgages have become commoditized, lenders are not likely to have market power at all. As a second perhaps more egregious example, a statistically insignificant racial coefficient is omitted from Table 6.2—its lack of significance is relegated to a footnote. Thus, rather than acknowledging openly that there is evidence that does not support their thesis, it is buried. Some of the book's great potential is lost in these instances as skeptical readers may be given reason to question its objectivity.

The final chapters focus on regulation and enforcement. Ross and Yinger argue that current enforcement processes are inadequate along a number of dimensions and derive an alternative methodology for testing for discrimination that they argue overcomes many of the shortcomings of the existing enforcement framework. These chapters are provocative, particularly the argument that current enforcement methods cannot identify certain types of discrimination, and deserve consideration by the banking regulatory agencies. Although some will dispute Ross and Yinger's assertions here, it is clear that the mortgage industry is evolving in ways that are likely to limit the effectiveness of current enforcement procedures. For example, a greater reliance on tools such as automated underwriting and risk-based pricing will make the accept-deny decision less important and pricing more important. The techniques that regulators use to enforce antidiscrimination laws need to evolve as well.

The Color of Money is comprehensive in summarizing the existing literature on discrimination, reviewing arguments for and against the existence of discrimination, and evaluating the regulatory framework. However, it does not highlight the role that consumers can play in reducing discrimination. While regulatory enforcement is important, regulators are unlikely to be able to identify every discriminatory incident in a timely fashion. A financially sophisticated, informed, and diligent population of potential borrowers can serve as a potent force to check potential discriminators. As such, an acknowledgement of the importance of consumer education and financial literacy would have been a welcome addition to the discussion of policy responses to discrimination.

A final issue is that the book vacillates between targeting newcomers to the field and more experienced researchers. Some introductory sections assume no knowledge of mortgage lending and econometrics while subsequent sections, particularly in Chapters 5 and 6, are written to appeal to experienced economists. Lay readers will find these latter sections quite difficult to get through. However, this is a relatively minor point. There is ample material for both groups to make reading informative and enjoyable.

The Color of Money is an important book because of the unifying, clarifying role it can play in an otherwise disjointed, multiparty debate over discrimination in mortgage markets. The reader need only keep in mind that the authors are both analysts and

advocates—Ross and Yinger have been central figures in the debate for years and it would be uncharacteristic for them to do otherwise.

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Start-Up Factories: High-Performance Management, Job Quality, and Regional Advantage, by Peter B. Doeringer, Christine Evans-Klock, and David G. Terkla. 2002. New York: Oxford University Press and Kalamazoo, Michigan: W. E. Upjohn Institute for Employment Research. 271 + xiii. ISBN 0-19-514747-2, \$39.95.

Start-Up Factories is an important contribution to the literature on the diffusion and adoption of what the authors term "high-performance management practices" (HPMPs) in the US. According to their definition, these practices are a set of organizational strategies roughly analogous to those of the Toyota production system and include worker team organization, widespread employee participation, intensive training, rigorous employee selection criteria, internal job ladders, etc. Because the vast majority of the high performing factories in the authors' sample are Japanese transplants, de facto this book compares new US and transplant greenfield factories. The book examines the determinants of factory location through the lens of the relative adoption of HPMPs.

The authors begin with a lucid discussion of the economic and social scientific theories seeking to explain high performance management. This is comprehensive and subtle. It displays a nuanced understanding of the Japanese factory management techniques, and how they intersect with human resource and production organization strategies. For example, though not an original insight, they attribute Japanese transplant success in improving productivity and quality to a thorough management of social relationships. In contrast, they found that US-owned greenfields emphasized technology and engineering (p. 79). This is a significant insight and result because it explains why these Japanese transplants, often with somewhat inferior technology, outperform more highly automated US competitors. The authors' overview of previous literature yields nuanced insights into factory management, and provides deeper understanding of the actual roots and implementation of HPMPs.

This study is the result of research visits to 54 newly opened US factories. To see if the insights derived from the interviews were generalizable, the authors formulated a number of hypotheses that could be tested statistically using various existing data sources. In this way, their book skillfully weaves qualitative and quantitative data into

a compelling narrative that shows convincingly that high performance management creates greater value and faster growth while simultaneously improving the work environment and providing workers with excellent pay and benefits.

Their findings suggest that Japanese transplants were more likely to adopt high-performance practices than were their US counterparts. Factor analysis indicated that being a Japanese transplant was one of the most significant indicators for predicting the presence of higher quality jobs (p. 88). Of the twelve start-ups in their sample offering the best jobs, only three were unionized. They take this to indicate that job quality and high pay were not confined to those that are unionized. In fact, they venture further saying that these high-quality employers deliberately avoided unions.

Their results on the terms of hiring and training were also interesting. Japanese devoted much attention to screening initial hires. Not only did they require high school diplomas, but also government-training programs were much more important to Japanese firms than to their US counterparts. However, the Japanese transplants were, in general, not interested in hiring "experienced" or "skilled" workers. Rather they were searching for "good" workers, which meant workers who had no industrial or union experience and could be trained by the firm to its specifications. Not surprisingly, firms using HPMPs invested more heavily in training.

Given the emphasis on hiring and training, it should not be surprising that the HPMPs were very concerned about the local labor force. For this and other reasons, locational choice was significantly more important for HPMPs than it was for other factories. At the Japanese factories, unionization, work ethic, and education were slightly more important factors determining location than at the US firms. Most significantly, the HPMPs rated unionization much more important than wages. For the Japanese transplants the support of local and state governments was mentioned as very important, not in terms of financial support, but rather by a positive, helpful attitude. Not surprisingly, proximity to an international airport was five times more important for Japanese than for domestic start-ups. These factors translated into one provocative finding, namely that a one percent increase in state share of rural population yielded a 6 percent increase in the number of transplants. In other words, the translation of the previous preferences meant that Japanese firms were significantly more attracted to rural locations than were their US comparison group.

Start-Up Factories is an carefully researched, comprehensive, and erudite study of the adoption of high performance management in the US. The comparison between Japanese transplants and US firm start-ups is an important contribution. For those interested in the spatial diffusion of advanced management techniques this will be a landmark study.

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Economic Integration and Development: Has Regionalism Delivered for Developing Countries? By Mordechai E. Kreinin and Michael G. Plummer. 2002. Cheltenham, UK and Northampton, Massachusetts: Edward Elgar. 169 + ix. ISBN 1-84064-702-7, \$70.

In their introduction, the authors of this book describe it as focusing on exploring the effects on nonparticipating developing countries of various preferential regional

trade agreements that have been enacted, either among industrial countries or between groups of industrial and developing countries, in recent years. They note that in principle these effects could operate through two channels: through the demand for nonparticipating countries' exports, and through the supply of foreign direct investment (FDI) to them. With respect to the export-demand channel, theory suggests that the welfare effects on nonparticipants are ambiguous. While trade diversion would diminish the demand for their exports, any positive growth effects created by the free trade area or customs union for member countries would tend to increase the demand for exports of countries outside the agreement. On the other hand, though there are a variety of mechanisms through which investment diversion could emerge, it is hard to come up with reasons why FDI in nonparticipating countries might be expected to increase after the formation of a customs union (CU). In the case of FDI, therefore, the issue concerns mainly the magnitude of any effects on nonparticipants, rather than their sign.

In the first two chapters the authors provide an overview of the analytics of CU welfare effects as well as of empirical techniques for measuring those effects. Unfortunately, the material in the theoretical chapter does not really address the issue that motivates the book. Specifically, it tends to consider the benefits and costs of forming CUs from the perspective of the *participating* countries, rather than nonparticipants. It consists essentially of a literature review of the welfare effects of customs unions, beginning with Viner. It provides a careful diagrammatic analysis of static welfare effects and a more casual treatment of possible dynamic effects. It is a useful compendium of the myriad of ways that the welfare of participating countries may be affected by the formation of a CU.

Although the treatment appears to be comprehensive, there are at least two glaring omissions. Most notably, the chapter does not present models of possible FDI diversion, an issue that the authors consider to be of first-order importance. Indeed, the discussion of effects on FDI consists of a single paragraph. In addition, the discussion of effects on participants operating through trade channels fails to consider possible adverse growth effects that may arise if trade diversion impairs technology transfer. If a CU diverts trade from the rest of the world to a less technologically advanced partner country, then the domestic economy could lose the effects of technological spillovers. This would tend to augment the static welfare losses associated with trade diversion.

The survey of empirical work makes clear that most researchers in this area have focused on estimating the magnitudes of trade and investment creation and diversion. The trick in doing so is the estimation of the counterfactual—i.e., how much trade or investment there would have been among CU members or with nonparticipants if the CU had not been formed. Most authors appear to have relied on the trade performance of control countries (corrected for observable differences from CU members in factors that may have influenced import demand or investment flows) or the estimation of gravity models. Unfortunately, in analyzing these approaches Kreinin and Plummer concentrate on describing the construction of point estimates, and do not take up the important issues of how we can form confidence intervals around them, or how robust alternative estimation methodologies have proven to be in practice.

The remaining chapters are of two types: the heart of the book is in Chapters 4 and 5, where the authors present estimates of trade and investment diversion associated with the European single market and NAFTA. Chapter 7 also offers some empirical work, in this case on whether the announcement of future integration plans had an anticipatory effect on trade patterns among Asian countries. By contrast,

Chapters 6 and 8 are more descriptive, providing essentially an overview of recent initiatives for real and financial integration within the Association of Southeast Asian Nations (ASEAN) as well as of real integration in MERCOSUR, the common market arrangement among several nations in the Southern Cone of South America.

Regarding the European single market and NAFTA, the authors find substantial trade diversion effects in particular categories of manufacturing, especially in electronics, and note that such effects appear to be stronger in the European single market than in NAFTA. By contrast, they did not detect diversionary effects on foreign direct investment. They also found no anticipatory changes in trade patterns reflecting announcement effects in Asia, which they interpret as signifying potential credibility problems for integration initiatives in that region. The policy implications that they draw from their empirical work are eminently sensible ones: industrial countries should try to minimize discriminatory effects on developing countries in the design of CUs in which they are involved, developing countries have an important interest in the success of global trade liberalization under the WTO, since that will minimize the impact of trade discrimination against them from regional trade groupings, and finally, developing countries should ensure that any CUs in which they themselves participate should be outward-oriented.

There is much to commend in this book. Specifically, the surveys of the analytics of CU welfare effects and of methodologies for their measurement in Chapters 2 and 3 are clear, well-organized, and accessible, making them extremely useful, especially for one who approaches this literature from outside. In addition, the empirical material in Chapters 4, 5, and 7 provides plenty of food for thought. But it is hard to avoid the feeling that the book promises a little more than it delivers. Specifically, too much of the material in it—especially the analytical material in Chapter 3, the empirical work on Asia in Chapter 7, as well as the descriptive chapters on ASEAN and MERCOSUR—fails to focus on the central issue of how developing countries have been affected by regional trade arrangements. There is certainly value in those chapters, but that value is for enterprises other than the central one that is used to motivate the book. Nonetheless, the intriguing and provocative results on the effects of the single European market and NAFTA make this short book worth a read, even if one is concerned only with how developing countries have been affected by regional trade arrangements that do not include them.

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Where the Buffalo Roam: Restoring America's Great Plains, by Anne Matthews.
2002. Second edition. Chicago: University of Chicago Press. 204 + xvii. ISBN
0-226-51096-4, \$15 (paper).

This is not your typical regional science book. Yes, it focuses on a topic that has intrigued regional scientists over the last sixteen years, but it is not a synopsis, extension, or criticism of Deborah and Frank Popper's *Buffalo Commons* (Popper and Popper, 1987, 1999). Rather it is a study of the germination of an idea, its maturation

process, and, most of all, its *impact* on people and scholars with an interest in the Great Plains. It chronicles the effect of an idea on a region *and* the effect of a region on an idea. In an environment where regional scientists have recently been questioning the relevancy and applicability of their discipline to the world around them, this book should be required reading.

The focus of the book, of course, is Deborah and Frank Popper's view and vision for the Great Plains, the area between the 98th meridian and the foothills of the Rockies. The first chapter deals with the genesis of the Poppers' thesis as well as its place in the panoply of Plains visions (for example, Gilpin, Powell, Turner, and Webb). While founded on Deborah's then ongoing dissertation research on sociological, demographic, and economic trends in Plains counties, the actual seeds of the Buffalo Commons vision came to the Poppers while stuck in traffic on the New Jersey Turnpike in early 1987. The ability of the Poppers to abstract from the reality of twelve-lane gridlock to the empty and emptying expanses of the Great Plains must surely rank with the highest achievements of theoreticians in the physical sciences!

The core of the book is contained in the three remaining chapters. They chronicle, in turn, trips the Poppers, accompanied by the author, made into the Central, Southern, and Northern Great Plains from their home base at Rutgers University. On the surface each of these chapters is similar: the Poppers address one or two meetings at which scholars and the public critique the Buffalo Commons vision of current events and, of course, the future. At times discussion is academic, but mostly it is emotional and, above all, critical. These public forums are followed by forays by the Poppers into the rural countryside that epitomizes the grist for the Buffalo Commons mill. Thus packed auditoriums in McCook (Nebraska), Oklahoma City, Denver, and Billings, replete with people with their own view of the Plains, give way to the vast open and empty spaces that are the Plains.

Throughout these chapters the book presents copious examples of what the Poppers label the Four Responses to their thesis: "Pioneer Gumption (Don't underestimate determination and hard work), Dollar Potential (Plains food production can still feed the world), Eastern Ignorance (self-explanatory), and Prairie Zen (Our landscape is a powerful source of spiritual renewal)" (p. 51). Yet, as one proceeds through these (largely chronological) three chapters the stringency of the arguments against the Poppers' hypothesis become less severe and the Poppers' scenario for the future more realistic. In common with the early utopians (and Marx!), the Poppers' vision of the future for the Plains was at first simplistic and, especially, vague. A final brief Afterword to the book highlights this growing congruency between the future vision of the Plains, as seen by the Poppers, and those of the people in the area. An idea that, to begin with, was an anathema to those to whom it was directed, becomes more accepted into the everyday lexicon of those involved. This is accomplished through not only proselytizing in ivory towers, journals, and auditoriums by the initial advocates of the Buffalo Commons, but by their intellectual stamina and willingness to do the fieldwork necessary to match an abstraction to reality.

While the foregoing paragraphs attempt to summarize succinctly the contents of the book, it would be a disservice to the reader and the book's author to stop at this point. In the brief span of approximately 200 pages Anne Matthew shows her mettle as an economist, geographer, sociologist, geologist, soil scientist, botanist, historian, and the list goes on. She displays a love of place ably reflecting her heritage as a seventh generation Plains resident. But above all, she is an excellent writer. It is not happenstance that she has taught writing and American literature at Princeton University.

The book is a joy to read as the author weaves people, events, ideas, and the land into a tapestry that is entertaining as well as enlightening.

I cannot resist proffering a few examples of the author's riveting writing style, since, as stated in my opening sentence, this is not your typical regional science book. Describing crowd reaction at a lecture after Deborah Popper puts an overhead up showing the 110 counties of the Buffalo Commons:

At every table men and women lean forward, listening hard, for once not looking about them to gauge group reaction. It is suddenly a room of private terrors, not noisy denials, as Oklahoma's confident constant raucous talk deflates and vanishes and in its place is echoed the dreadful hush of McCook and Denver, as the Popper vision of the future sinks in, and is processed, and the stomach lurches, and the bank overdraft is considered, and considered again, in a horrid instant replay. The Lawton oilman scribbles a three-word note on his program and passes it to the Anadarko banker, who nods unsmiling. I retrieve the piece of paper later; it reads: "Buy grass-seed stock." (p. 94)

Turning from public meetings to the Plain region itself, the Poppers visit the town of Gotebo, Oklahoma (population 457) which Matthews describes in the following passage:

At its peak Gotebo was clearly quite a place. . . . Between 1900 and 1920, the four-block downtown rose and flourished, a collection of ornate two-story inventions in stucco, rosy brick, and soft gray stone. Carved Romanesque arches, proud keystones, acanthus-wreathed lintels, rusticated facades—all are boarded up now. In wrecked and crumbling foundations young trees grow. Though Gotebo's sidewalks are mostly gone to grass and weeds, every curb is scrupulously graded and posted for handicapped access with neat new blue-and-white signs. . . . From the four going concerns along the main street—swap shop, bar, garage, and city hall—elderly faces peer out under Stetson brims. "South Bronx goes Plains," says Deborah. (p. 111)

Or, a brief example of the many proffered descriptions of the open spaces of the Great Plains, the Buffalo Commons themselves:

We have left the last oil fields on the other side of U.S. 40 and are headed straight south into Texas on narrow county roads, through level land and changing light. The skies are clear still, but the horizon has become so huge that you have to turn your head from shoulder to shoulder to scan it all. The land we traverse has been grassland for a million years, maybe two million. Now it is cattle-grazing country, sort of; what most of the shortgrass Plains would look like without extensive irrigation, what much more of the Plains will return to, if the Poppers are right. (pp. 121–2)

A handful of quotes cannot do justice to an entire book, but I hope it can whet the appetite for more. As a regional scientist, read this book for its lessons on making our

discipline and its ideas more relevant to the world around us. But read it for enjoyment as well. Given its length I especially recommend it as reading material for a round-trip flight between either coast of the US and the Great Plains. The flight will go much faster and the sojourn in the interior will be more enjoyable.

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Metropolitan Growth Planning in California, 1900–2000, by Elisa Barbour. 2002. San Francisco: Public Policy Institute of California. 217 + xxvi. ISBN 1-58213-063-9, \$20 (paper); also available without charge on-line at www.ppic.org.

This volume is small but dense, an invaluable resource for the policy and planning professions and not only those in California, but everywhere there are growth pressures and issues of the adequacy of governance. It provides an almost numbingly detailed history of the failures and the more or less successful efforts for regional planning; that is coordinated planning and regulation of land use, transportation, and environmental quality at the real functional scale of the metropolitan economy. While Barbour's views unabashedly reflect the current paradigm of smart growth/growth management and new urbanism, and an ardent preference for a political solution of a regional general purpose government, she is reasonably careful to represent the views of diverse, competing interests, and realistic enough to accept the fact that true regional government is unlikely. But still there is a sense of nostalgia for the golden era of governance in the Progressive Era (1910–1920) when the large cities were the metropolises.

So although the state of regional planning over the years is painted as far from ideal, with powerful local interests, in particular counties and large cities, standing in the way of true regional coordination, the reader from most of the other 49 states is in fact presented again and again with relatively strong degrees of regional planning and area-wide coordination via a wide range of state mandates, regional consortia, and public-private partnerships, that in the end has probably created stronger controls, greater infill, and redevelopment than in the forefront growth management states of Oregon and Florida.

Barbour indeed recognizes that California has developed under quite strong planning, but exercised in the form of vertically-integrated somewhat independent sets of laws, regulations, and governance mechanisms for separate areas: environment, transportation, and many aspects of land use. Particularly in the 1990s, under immense growth pressures, several metropolitan regions have created "next best" collaborative mechanisms (bottom-up third wave) that achieved regional coordination in critical

areas like environment and transportation, while maintaining at least a modicum of local autonomy. But these are seen as forerunners of real regional planning – integration of environment, transportation, and putting land use at the forefront, through such means as even stronger state mandates (as for regional growth management as in Oregon, Washington, and Florida), and with some fiscal authority devolved to regional authorities, no longer restricted to a single purpose.

As a geographer and regional scientist and environmentalist, I can readily understand the fervor of planners and of high level business circles for regional governance that fits the real functional regions, but as a political geographer, specializing on issues of the quality of representation, equity, fairness, and inequality, I admit to being terrified of the prospect of true metropolitan governance. Why? If we look back at the “efficient” Progressive Era, what we had was government by the elite of business and culture, and what we would get with the current regional planning paradigm is again governance by the elite, the virtual irrelevance of local government. Personally I believe that local government diversity, a la Tiebout, is one of the greatest virtues of traditional American society, the only level at which ordinary citizens (poor as well as rich) have at least a small sense of control of their PLACE. Of course regional issues in air and water quality, waste management, and transportation have to be coordinated, because of the high degree of externalities and spillovers, but I’m not convinced that land-use control should be exercised at the big region level, mainly because the effects of such smart growth tools as urban growth boundaries and housing quotas to local governments are to cause rent and housing inflation and to reduce the quality of housing to the less affluent majority. And because of California’s sheer population size and limited land and water for urban use, it already has the highest residential densities in the nation in its main metropolitan regions. Nevertheless this review of the experience of California metropolitan growth planning will be helpful to decision makers in other states experiencing growth pressures.

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Work in the New Economy: Flexible Labor Markets in Silicon Valley, by Chris Benner. 2002. The Information Age Series. Oxford, UK and Malden, Massachusetts: Blackwell. 293 + xviii. ISBN 0-631-23249-4, cloth, \$62.95; ISBN 0-631-23250-8, paper, \$27.95.

This book examines recent changes in employment patterns in California’s Silicon Valley, attempts to derive implications for employment trends throughout the US economy, and in so doing calls attention to a number of policy areas that are likely affected by the identified changes. The goal is clear and ambitious. While unable to deliver on the proposed goal, Benner raises a number of very interesting issues that merit attention, including detailed evidence on employment practices that are not generally understood.

Benner identifies and attempts to quantify the relative importance of flexible labor market arrangements in Silicon Valley in the 1990s. He argues that rapid technological change has led to high levels of turnover in the labor market, both because the opportunities offered to workers are rapidly changing, and because skills acquired in technology industries are subject to rapid depreciation or obsolescence.

Annual employment data for Santa Clara County from 1984 to 1998 show an increase in the fraction temporary employment is of total employment (Table 2.1, p. 41).

The most significant contribution of the book is found in the second section, where Benner examines the role of various intermediaries in the Silicon Valley labor market in great detail. He argues that the increasing prevalence of flexible work arrangements in the region has given rise to a wide variety of organizations that serve as intermediaries between workers and employers. These intermediaries help both workers and employers adapt to the rapid pace of change and the uncertainty that characterizes labor markets in Silicon Valley. Among the categories of intermediaries examined are private sector intermediaries (such as temporary help agencies and private job matching services), membership organizations (unions and professional associations), and public sector intermediaries (including the workforce development system, job training programs, and community-based organizations). The book devotes a chapter to each major category of intermediary, describing the various types of organizations and the role each has played in helping workers and employers adapt to the rapidly changing environment. For readers interested in this topic, the book provides a valuable reference, since these chapters provide an exhaustive list of the specific intermediaries in each of these categories in Silicon Valley.

Benner draws main conclusions regarding flexible labor market practices. The first is that “the growth in flexible employment arrangements is one significant factor contributing to increasing economic inequality in the region” (p. 206). The second is that a “clear impact of both flexible work and flexible employment has been an increase in insecurity for workers” (p. 221). The third is that trends in Silicon Valley foreshadow future trends at the national level, which implies that the new employment arrangements evolving today in Silicon Valley are likely to become widespread in the future (p. 37).

We address each of these conclusions individually. Regarding the first, there is no doubt that economic inequality has increased in Silicon Valley during the 1990s. This trend is documented in the book by a variety of statistics presented in Chapter 7. What is not so clear, however, is the cause of this increase in economic inequality, and the role, if any, that flexible employment arrangements have had in creating it. In fact, when one examines trends in economic inequality at the state level, one finds very similar trends occurring during the 1990s in all parts of California, even in parts of the state not characterized by high-tech employment and flexible labor markets.

The second main conclusion is that flexible labor markets have led to decreased job security for workers. This point *seems* to be intuitive—since statistics show that the use of temporary workers, for example, is much more prevalent in Silicon Valley than in other parts of the nation. However, over the last decade, unemployment rates in Silicon Valley have been significantly lower than the state average. Over the period 1990–99, unemployment in Santa Clara County averaged 4.7 percent, compared to 7.3 percent for California as a whole. During much of the late 1990s and 2000, the unemployment rate was well below 3 percent in Santa Clara County. Benner also suggests that flexible work arrangements contribute to longer average unemployment durations (p. 221). However, he provides no evidence that this is the case. His reference is to a study using national data that showed that unemployment duration in the 1980s was high relative to the 1970s. While it is true that the 1980s were characterized by higher national unemployment rates and higher average durations, this was a cyclical phenomenon. Unemployment rates and average durations fell in the 1990s.

The author believes the evidence from Santa Clara County on flexible employment reflects a new trend that in time will manifest itself at the national level. There are two problems with this interpretation. First, the Bureau of Labor Statistics has addressed the question of flexible employment at the national level, introducing a special supplement added to the Current Population Survey since 1995 to measure the extent of "contingent and alternative forms of employment" (see Polivka, 1996). The evidence obtained does not point to a growing trend in the share of flexible employment for the country as a whole. In fact, while contingent employment represented 4.9% of total employment in 1995, the share fell to 4.4% and 4.3% in 1997 and 1999 respectively. However, studies based on these data do point to the rising importance of contingent employment among professionals, technicians, and administrative support personnel, all occupations having a high share of total employment in Silicon Valley. Second, the evidence on employment expansion in Silicon Valley is also consistent with that of a region witnessing the development of an industry that becomes a major employer in a short period of time. An industry in the process of expansion will typically show rapid growth in output for a period, including an increase in the number of firms, and in a competitive environment prices will fall continuously, leading to a "shake-out" stage where the number of firms declines substantially (see Gort and Klepper, 1982). In fact, Benner acknowledges in Chapter 7 that labor markets in Silicon Valley took a major turn in the second half of 2000. It is possible that this turn was part of the process of consolidation of an industry in rapid development.

To sum, the evidence presented in the book points to changing patterns of employment in Silicon Valley. However, the jury is still out with respect to this process being part of a cycle or a trend. Nonetheless, we believe that the regional analysis is of interest and that the observations regarding the important role of intermediaries are valid, independently of how applicable they are to the rest of the nation.

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OECD Territorial Reviews: Canada, by Organisation for Economic Co-operation and Development (OECD). 2002. Territorial Economy Series. Paris: Author. 264. ISBN 92-64-19832-6, \$40, €45 (paper, payment also allows electronic download).

This reviewer found himself at somewhat of a loss as to how, in all fairness, to appraise this OECD *Territorial Review* without being unnecessarily critical. It looks and reads like a government document or a report produced by an international

agency. Which is exactly what it is. Such reports are rarely works of genius or analytical depth. Anyone who has ever been part of the drafting of an official report is aware of the constraints facing the authors. OECD *Reviews* are produced by the Territorial Development Policy Committee at the request of national governments. This *Review* was financed by the Canadian federal government. The stated aims of these *Reviews* are, among others, to analyze national “territorial” trends in economic performance, evaluate regional policies, and provide recommendations to national governments.

In drafting official reports of this kind, it is very difficult for the authors, even with the best of intentions, not be influenced by internal politics (whatever the agenda may be) or to avoid buzzwords and politically soothing bromides. And when, as in this case, the team drafting is composed of outside experts (i.e., nonnationals), it is difficult to avoid the “fly-in/fly-out” syndrome of reporting (I know, I’ve done it), where the authors have no choice but to rely on (brief) meetings with local “experts” and reports prepared for them. The Internet and e-mail have not changed this. This remains the Achilles’ heel of the majority of analogous reports coming out of international agencies. This OECD report is no exception. In saying so, this reviewer does not wish to belittle the work of the drafting team, but simply to express his understanding for the constraints under which they obviously worked.

The authors did not face an easy task, in no small part because defining what exactly falls under the heading of “territorial” (the new buzzword, which appears to be replacing “regional”) is unclear. (Maybe, we should change the name of the Regional Science Association to the Territorial Science Association?) In this study of Canada, the authors cover a broad range of topics, everything from metropolitan governance to aboriginal peoples. I imagine that the choice of topics was in part influenced by the needs of the Canadian government departments that requested the study. The report is divided into five chapters: 1. “Territorial Trends and Disparities;” 2. “Territorial Development Strategies and Policies;” 3. “The Challenges of Urban Policymaking;” 4. “Policies for Rural Regions and Northern Territories;” 5. “Fiscal Federalism and Metropolitan Reforms.”

Chapter 1 presents an overview of income trends by province and by various spatial groupings, as well as examining other trends: metropolitan employment structures; aboriginal populations in urban areas; US direct investment by province; etc. The analysis is straightforward. NonCanadians may find it of interest. However, because of the “fly-in/fly-out” syndrome (henceforth, FIFO), alluded to earlier, much of the analysis relies on tables and interpretations manifestly provided by others, all too often taken uncritically at face value. For example, we read that (for the province of Quebec) “the exodus of the highly-educated Anglophone minority translated into a decrease of its long-run relative per capita income” (p. 35). The first part of the statement is true, but the second is not. Quebec’s per capita income, relative to the national average, has remained surprisingly stable over the last decades.

As second danger of FIFO is that outside experts will tend to interpret what they see through the lens of their own national experience or, alternatively, via a template they believe to be universal (It’s a mistake I have made). This, predictably, leads to misplaced generalizations. In Chapter 1, but also in Chapters 3 and 5, social spatial disparities within Canadian metropolitan areas are implicitly analyzed *as if* they were extensions of the US experience. The section on “Inner City Decline” (pp. 54–8) reads as if the authors were describing the dynamics of American cities: poor central cities vs. rich suburbs. Inner city problems do exist in Canadian cities (in some more than

others), but both the extent and the nature of the problem are not necessarily the same as in the US.

Chapter 2 provides an overview of federal, provincial, and municipal programs over a broad range of policy areas: local economic development; aid to innovation and small business; youth training; urban growth controls; etc. This was certainly not an easy chapter to write. It's not the sort of reading one takes to bed. Although informative, the drafters often cut and past existing program descriptions, with a frequent use of boxes. Chapter 3 on urban policymaking is very much in the same style. In both chapters, policy recommendations are necessarily general and couched in appropriate tactful language (as becomes a report of this nature). Here again, the effects of FIFO are visible. Recommendations to the effect that "the federal government should work closely with provincial governments towards legislative change that would allow cities to raise revenue beyond the property tax" (p. 163) betray a lack of sensitivity to Canadian political reality (but perhaps such sentences were whispered knowingly in the author's ears by federal advisors). Legislative change concerning municipalities is a purely provincial prerogative, and likely to remain so.

I shall skip over Chapter 4 since its subject matter (policies for rural regions and Northern Territories) falls outside my area of competence. Chapter 5 is by far the best, with good discussions of fiscal federalism, municipal finance, and municipal amalgamations. Especially useful are the tables and analyses that compare Canada with other federal systems. Thus, the reader will discover that Canada is, on the one hand, the most decentralized federation (the highest share of public revenues collected by provinces/states) but, on the other, very centralized at the provincial level (a very low share collected by local governments). Canadian municipalities also have much less taxing powers than, for example, do US municipalities. The pros and cons of amalgamation are nicely weighed. However, in the discussion of three Canadian cases (greater Halifax, Toronto, Montreal), the authors sometimes confuse amalgamation and metropolitan governance. In the two latter cases, the new megacities fall far short of encompassing their respective metropolitan areas.

In the end, it is the technocratic vocabulary and politically correct language of much of the report that will do most to discourage prospective readers. Reaching a wider audience (beyond the world of ministries and international agencies) does not appear to have been the authors' objective. This is a pity because the report is not without merit.

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OECD Territorial Outlook, 2001 edition, by Organisation for Economic Co-operation and Development (OECD). 2001. Territorial Economy Series. 291. ISBN 92-64-18602-6, €55 (paper, payment also allows electronic download).

The OECD Territorial Outlook is the result of the work of the OECD's newest directorate, the Territorial Development Service (TDS). The TDS is responsible for policies with a spatial dimension, in the areas of regional, urban, rural, or

local development. In keeping with the work of the TDS, this volume carefully maintains a focus on “territorial development,” referring to “territorial units,” “territorial disparities,” and “territorial policies.” However, the topics and developments discussed are clearly linked to well-established trends and concepts in the regional policy field.

The basic premise of the book is that territorial development and policies to promote growth in all the territorial units of a country are becoming increasingly important. This is not a new assertion and is related to the so-called “rediscovery” of the region in different sections of academic and policy literature. A defining feature of these theories is the importance of “territorial units” in their interpretations of development processes. The debate in the literature is also associated with a series of changes in the structure and systems of governance in many countries, i.e., regional institution building associated with various forms of devolution and decentralization. This has involved a progressive delegation of authority for certain economic development activities carried out with the aims of (variously) enhancing local identification with policies, increasing local responsibility for economic development, and improving the effectiveness and efficiency of policy design and/or delivery.

The first of the book’s four parts focuses in particular on the importance of territorial policies in economic development. In the first chapter, the impact of globalization, changes in economic production systems, devolution and new forms of governance, shifts in government economic development policies, and the challenge of sustainable development and ICT are all either linked to an existing commitment to territorial development or to a perceived need for some sort of territorial policy. The result is a useful introduction to the subject area and an overview of current debates.

Part Two asserts that the reduction of territorial disparities is increasingly a priority for most OECD countries. In separate sections, the authors provide a review of territorial disparities in each OECD member state, using indicators such as population distribution, demographic change, income distribution, and employment levels. By providing an overview of disparities in such a broad range of countries, this volume could make a novel contribution to the current literature. The majority of existing studies merely focus on trends in individual countries or country groupings, such as the European Union, Central and Eastern Europe, North America, and the Far East. Consequently, data and analyses charting territorial disparities across such a wide range of countries are limited.

Unfortunately, the accounts provided are brief, generalized, and inconsistent. Some of the national accounts, especially when used comparatively, could even give slightly misleading impressions of economic conditions in one country relative to another. The way the material on each country is presented gives the impression that each report should contain comparable information, but frustratingly this is not always the case. The most problematic accounts cover the newer OECD member states in Central and Eastern Europe. For instance, the analyses of the Czech Republic and Hungary consider progress over the last decade. During this period major economic restructuring took place, thus a fairly depressed picture of economic decline and substantial increases in unemployment is presented. Poland experienced a similar process of reform and restructuring. However, the section on Poland only looks at developments over the last five years, which cuts out the period of greatest economic decline and allows for the conclusion that the country has shown clear signs of falling unemployment and increased growth. Use of comparable data and a common approach

for each country analysis would present a more useful, comparable, and accurate picture of developments across the OECD. Additional problems and irritations are the fact that many of the data used are now quite dated, mainly 1991–1996/97; accents on foreign place names are used inconsistently (e.g., p. 115 and 119); and there are even occasional typographical errors (p. 94).

The third and fourth parts of the book, comprising Chapters 7 to 11, focus on policy trends and are generally more informative. The third part begins with a chapter outlining what the OECD considers to be the foundations underpinning territorial development. The interrelated institutional, economic, social, and environmental policy areas that make up territorial policy and the main trends in territorial governance are examined in separate sections. The definition and scope of policy, range of policy instruments currently employed, benchmarks used to assess effectiveness, and the main obstacles to policy implementation are considered for each policy area. A very succinct summary of the policy trends is provided and the context is set for the remainder of the book. However, the way in which the information is presented means the chapter reads more like a position statement than part of a book.

Chapters 4, 5, and 6 present background papers that explore the theoretical foundations of three core policies for territorial development (spatial, economic, and social), the shortcomings of theory, and its relation to policy practice. In these chapters, there is a step change in the quality and style of the writing. Each chapter presents a useful overview, which is well referenced, thorough, and links to many of the current debates and developments in the field. The fourth part of the book, entitled “Sustainable Development, Enterprise and Government,” offers similar reviews of urban and rural development and policy on business development and entrepreneurship. These topics are commonly treated as distinct policy areas, but it is argued that, for example, urban and rural development should be recognized as interdependent and that their policy implications do play an important role in territorial policy.

The volume concludes with a survey of territorial policy trends in fifteen OECD countries. This final analysis provides some interesting national examples of policy innovations in strategic spatial planning, managing urban growth and balanced territorial development, optimizing local advantage, use and development of new technologies, use of cross-sectoral strategies for improving social development, and decentralization in governance. Unfortunately, the reader is not left with the most favorable impression of the chapter, or the volume as a whole, as the analysis provided is brief; it does not cover all the OECD members; and there is a typographical error on the second to last page (p. 289)!

The OECD Territorial Outlook successfully argues that territorial policies matter. It also provides an interesting introduction to the subject by drawing out some key trends in territorial development and policy. The style, content, and flow of the volume as a whole are variable, but this is not really a book to be read cover to cover. As a book to use for reference and as an introduction to the complexities of territorial development it is a useful volume. Further, it acts as an introduction to, and will be complemented, by the more focused OECD national territorial reviews that are to follow.

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OECD Territorial Reviews: Tzoumerka, Greece, by Organisation for Economic Co-operation and Development (OECD). 2001. Territorial Economy Series. 188. ISBN 92-64-19677-3, \$40, €45 (paper; purchase also allows electronic download).

This territorial review deals with the Tzoumerka region located in the eastern part of the region of Epirus in Greece. The region covers an area of 74,930 ha of which over 90% is mountainous. Chapter 1 provides basic facts about rural regions in OECD countries and reviews the fundamental policy issues. It argues that “globalisation is expected to bring gains to economies in their totality, but it will nonetheless pose severe problems of adjustment to a good number of rural regions” (p. 34). It also argues that good policies should be based on “reinforcing the capacity to self-generated change” (p. 34). Specific rural policies should focus on transport, telecommunications, development of human resources, and amenities. The rest of the chapter focuses on the problems of mountainous regions in the era of globalization like economic handicaps, small production scale, poor infrastructure, depopulation, etc. The Tzoumerka faces the same problems to an acute degree since it is located in the region of Epirus, the least developed region in the EU. The main challenges are high outmigration, low population density, remoteness, low rate of enterprise and employment creation, and low incomes.

Chapter 2 provides an overview of the economic landscape in Tzoumerka and Epirus. The main economic activity is agriculture and animal farming while growth deteriorated since the 1980s. The two most important natural resources are forests and water; there is rich cultural heritage and three protected areas of ecological value. The chapter provides an assessment of tourism as a potential growth factor and some thoughts on social development, and it concludes that “the social capital of the region of Tzoumerka and its local government do not provide any substantial endogenous development capacity for the region” (p. 74).

Chapter 3 reviews and presents territorial governance policies in the greater area and concludes that “finding solution to the Tzoumerka’s problem is also difficult because of the severity of social and economic data” (p. 88). Chapter 4 examines three categories of territorial policies, namely Greek regional investment support, EU regional development policies, and EU agricultural policies. Regarding the CSF (Community Support Framework) the chapter reports that the proportion of funds directed to development was too small relative to the share of public works projects, and that the allocation of funds may have been based on poor cost-benefit analysis. Regarding investment support, the conclusion is that funds are directed to Greek regions that are not poor, that infrastructure absorbs the largest portion of development funds, and that “soft” solutions focusing on training may be more appropriate for the Tzoumerka as opposed to “hard” solutions like road building. This line of thinking is central in this study and appears again and again.

Chapter 5 presents a development strategy for the Tzoumerka by focusing on a strengths-weaknesses-opportunities-threats (SWOT) analysis. Chapter 6 analyzes the role of information and communications technology (ICT) and claims that it is necessary for the Tzoumerka to acquire the new technology and also the motivation for its wider use. It also discusses the ways in which the ICT affects business competitiveness, opens up new entrepreneurial opportunities, and influences community life. It suggests how ICT can benefit farmers and hoteliers and argues that “small clever companies” can be located in the Tzoumerka as has happened elsewhere (Montana and Colorado in the US, rural Ireland, etc). This, however, depends greatly on local human capital, which is quite low. It is claimed that ICT “offers the prospect of a

radically new instrument for the economic and social development of the community" (p. 121). The chapter suggests that visionary new projects like telemedicine and distance learning can be implemented in this context and that businessmen should be persuaded to become acquainted with the new technology.

Chapter 7 analyzes the role of the public sector and infrastructure. Proposals at the local and regional level have mainly to do with road construction. Proposals are also made in the fields of water, sewer, electricity, educational services, health and cultural services, and waste management. Chapter 8 constructs a "marketing plan" for the resource that could be best exploited in the area, namely tourism. Chapter 9 describes the territorial assets of the Tzoumerka and establishes an agenda for sustainable development (p. 168). However, it does not present a concrete implementation scheme. Chapter 10 proposes a regeneration program for the area, motivated by experience and practice in other parts of Europe. This is, basically, an elaboration of the agenda presented in Chapter 9 and emphasizes that focusing on the key sectors is necessary. The key sectors are upland agriculture, tourism, ICT, crafts, processing of local products, and fish farming. The conclusion of the study is that "the keys to success will be: forging a strong partnership to launch the programme; achieving funding commitment; appointing a dynamic agency team; involving the enthusiasm and support of the local population; working to realise fresh development from existing and new enterprises; improving the infrastructure; and above all, sustaining the detailed hard work over a long enough period to obtain results" (p. 183).

My evaluation is that the study is a valuable, detailed analysis of the economic and social situation in the poorest mountainous region of the EU. Although it presents a thorough "marketing plan" for tourism and discusses the critical role of ICT, it does not contribute much to a concrete growth plan for the area. Although the experience of other European countries could be used in this respect, one must be careful to distinguish the unique disadvantages of the Tzoumerka, namely extreme remoteness, low accessibility, problems in the production of human capital, etc. Another critical issue that needs addressing is whether mainland tourism can contribute to overall growth of the area, and by exactly how much: Although it exists it is still underdeveloped. Another critical issue is how important and how relevant to the analysis is the extreme polarization in Greek regions, a feature that distinguishes this country from many other EU countries: The implication of polarization is, of course, that realizing local growth in mountainous regions becomes an exceedingly complex issue.

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Regional Development in Greece, by Nicholas Konsolas, Athanassios Papadaskalopoulos, and Ilias Plaskovitis. 2002. Berlin and New York: Springer. 216 + xiv. ISBN 3-540-42395-8, \$79.95.

It is well known that Greece became the tenth country to join the European Union in 1981. The Union has now 15 country members. According to the recent summit in Copenhagen, ten additional countries will be joining in May 2004, pending ratification

of the agreement by the countries themselves and by the present members. From trade liberalization objectives in the 1950s, the Union in more recent decades has gradually shifted its efforts into becoming a confederation with a single currency and policies designed to achieve political, economic, and social harmonization among its member states. Some of these policies aim at promoting the reduction of socioeconomic disparities, both between countries and at the regional level within countries.

The book in hand sets out to examine regional development in Greece. The authors, seasoned researchers, are perhaps the most well-known Greek regional scientists, with long experience in the subject. The Regional Development Institute, established decades ago by the first author and now headed by the second, is housed within the Panteion University of Social and Political Science in Athens. The Institute has a long tradition of regional research, a large part of which is designed to inform policy on behalf of the Greek Ministry of National Economy. The material presented in this book is derived from the regional section of the Development Plan 2000–2006 submitted by the Ministry to the European Union in September 1999. The plan would form the basis for the Union's funding formula towards Greece within the context of the Third Community Support Framework. The Regional Development Institute under the direction of the Ministry and with input from the regions of Greece prepared the regional section of the plan.

The book is divided into four main parts. Part I is a historical review of regional policy in Greece since 1950. Sections in this short part cover the policy followed in Greece until 1986, when the First Community Support Framework took effect and regional policy was shaped at the European rather than the country level, and then the evolution of regional policy between 1986 and 2006. Part II provides a general overview of regional development in Greece through nine whole-page maps. Although not always clear from the text, the geostatistical areas used for the maps are those established by the National Statistical Service of Greece and used mainly to report standard tabulations for census data. Thus, Greece is divided into 13 regions, each made up of a number of prefectures, for a total of 52 prefectures. The discussion in Part II focuses on the country's population distribution, the regional Gross Domestic Product (GDP) and GDP per capita, and the regional employment change. It also presents a classification of the 13 regions in terms of employment specialization.

Part III, by far the most extensive, devotes one chapter to each of the 13 regions. The structure of each chapter is identical, containing three sections. The first is on the development characteristics of the region, such as demography, GDP, production specialization, employment, labor force characteristics, and available infrastructure. The second pays attention to disparities within each region at the prefecture level, the identification and characterization of major urban centers, and the identification of geographically disadvantaged settlements on mountainous areas and islands. The third section is devoted to a discussion of development policy. It examines the potential of each region for development along with existing problems, discusses the policy followed by the region in the past, and examines a strategy for future development.

Finally, Part IV examines the potential development of special areas. These include the urban areas that are widely considered as engines of innovation, precursors to economic development and growth. Mountainous and island areas are also considered special, since they tend to be economically disadvantaged. In contrast to Part III, here such areas are examined from the country's rather than a region's perspective.

In all, this is a timely book that contains a lot of factual information about regional development in Greece. It is timely not only because of the need to allocate wisely the funds of the Third Community Support Framework, but also because of the role Greece has the potential to play in the development of the economically and politically sensitive Balkan peninsula. Furthermore, the opportunity for development is particularly enhanced at this time because of extensive infrastructure development associated with the 2004 Olympic Games hosted by Greece. There are several positive aspects of the book, most important of which is that it manages to synthesize rather rare and valuable information about regional development in the country. As such it would be of interest to administrators and policy planners. The book would also be of interest to regional scientists, economists, and geographers as a standard reference of facts.

Despite the wealth of information presented, however, the academic value of the book is rather limited. This is because there is no obvious theoretical framework within which the available data are analyzed. Certain cause-effect relationships are assumed with no reference to any known work. Characteristic in this respect is the lack of appropriate bibliography and references. The latter are limited to the reports prepared by the regions, which were used as input for the presented material, and three references to previous work by the authors themselves. This is unfortunate, given the wealth of research and the introduction of new concepts and thinking since the late 1990s with regards to regional development. Equally problematic is the unsophisticated nature of the analysis from the methodological point of view, which is limited to tables and maps. Obviously, the authors rely on their admittedly extensive experience with the reality of economic processes in Greece. Many of their results, however, would invite skepticism from the academic community that is used to spatial statistical tools for exploration and modeling. Such analysis would allow a better and more convincing link between policy (Part I) and the state of the regional economy, as presented in the rest of the book.

In terms of presentation of the material, beyond the obvious size imbalance between the four parts of the book, of some concern is the quality of the manuscript. While in general I would applaud the use of maps as a means of conveying spatial information, in this case the legends are rather difficult to read because of the small print size, the shades are difficult to distinguish, and so are the prefectural and regional boundaries. In some cases the caption does not match the textual description (see map 6 on page 19), while in others neither the text nor the legend tells us anything about the geostatistical areas to which the map relates. In other instances there is reference in the text to a nonexistent diagram (see page 66), and the same bullet text is repeated in two consecutive bullets (see page 159). Missing digits and misplaced decimal points in numbers may contribute additionally to the confusion of potential readers.

In summary, while the book could have benefited from some attention to detail, an explicit link of the analysis to a theoretical framework, and more imaginative methodology of analysis, it has a few redeeming features that make it worthwhile reading. These include the rarity of similar books in the Greek context, the wealth of information with regards to the development stage of the Greek regions, and the extensive experience of the authors in the subject of economic development in Greece. Economic policy planners and administrators will find the book very useful.

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Havana: Two Faces of the Antillean Metropolis, by Joseph L. Scarpaci, Roberto Segre, and Mario Coyula. 2002. Revised edition. Chapel Hill: University of North Carolina Press. 437 + xxiii. ISBN 0-8078-2700-2, cloth, \$59.95; ISBN 0-8078-5369-0, paper, \$21.95.

The book is a monograph of a great city on the cusp of change. This second edition has been updated and is published with a new attractive cover. The first edition was published by John Wiley and Sons in 1997 and sold out from the publishers in three years. It is therefore positive that the University of North Carolina Press has ensured a new edition. The book is an interdisciplinary effort; it is coauthored by a North American human geographer, an Italian-born, Brazil-based professor of architecture and urbanism, and a Havana-born and bred architect and planner.

As with all writings on Cuba, politics impinges on the contents, but the authors manage to tread carefully and weigh up positive and negative aspects of both pre- and postrevolutionary developments in Havana and to trace continuities and changes bridging the two periods.

The book's ten chapters trace the history of Havana from its foundation at its current position in 1519 to the present day, emphasizing in particular the post-1959 period. The authors situate developments in Havana in the context of broader developments in Cuban society, while at the same time showing that Havana is also an entity in its own right, and that one defining characteristic of it has been its uniqueness compared to the rest of the island.

The first two chapters deal with the history of Havana starting with its foundation by the Spanish conquistador Diego Velázquez, through the almost four hundred years of Spanish colonial rule. Havana's location has been its destiny. It was its central position as a stopover point for traffic between the Spanish colonies in Central and South America and the Motherland that ensured its importance for the Spanish crown in the colonial period. During the mid-twentieth century it was the closeness to the US that made it a favored destination for North American mobsters and tourists alike. In the late twentieth century, Havana's location was yet again strategically important when the borders of the cold war moved to the Florida Straits – the 90 miles of water separating Cuba from the US.

Chapter 3 sums up Havana's situation in 1958, when momentous change was about to occur. In the 1950s, Cuba was more urbanized than the US, with extreme differences between the capital and the rural hinterlands. Havana was a modern and developed city in an unevenly modernized nation.

The change from being the capital city of a Spanish colony to being the capital city of a new republic heavily influenced by the US was evident in the construction works of the 1950s. The old quarters of *Habana Vieja* and *Centro Habana* with their colonnades and Spanish-influenced architecture were being left behind by the new elites, who preferred the US-style suburbs in the new districts west of the old center. Exclusive social clubs were constructed, where class and skin color determined access. This was a new development compared to the old colonial core where different social classes and races lived and worked in close proximity to one another.

After the revolution, the new leaders saw Havana as the capital of vice and concentrated on developing the impoverished rural hinterlands. Ultimately, this may have been beneficial to the city, as several plans for demolishing or radically altering the urban fabric were never carried out. Havana was left almost untouched for the following decades. Practically no buildings of significance have been constructed in central Havana

between 1959 and 2002, which does not mean that the city has not changed. Schools, *policlínicas* (health clinics), and other public services have been scattered throughout the city. Since the economic crisis in the 1990s and the subsequent opening for modest private enterprises, bicycle repair shops, *paladares* (private restaurants), and front room ice cream parlors have brought back small businesses to the streets.

Chapters 4 to 9 focus on different aspects of city development from 1959 until the present moment: socialist planning; government and administration; the housing situation; changes in the economy and how they have affected the urban fabric; and tourism. One entire chapter is devoted to *Habana Vieja*, the colonial core of the city, which has been a UNESCO World Heritage Site since 1982. The authors offer interesting critique of the UNESCO World Heritage Programme for failing to reckon with all of Havana's built environment. The declaration of Old Havana as a World Heritage site recognized the importance of the colonial architecture but left the rest of Havana out, although it could be argued that much of Havana's charm and what makes it architecturally interesting stems from its mix of styles and periods. The book shows how it is neither desirable nor historically valid to separate *Habana Vieja* from the rest of Havana, as the city has grown organically. The book thus also implicitly argues against the unfortunate but widely circulated trope of Havana as a city arrested in time. The final Chapter 10 offers scenarios of the future for Havana, including the future that might have been had the revolution not taken place.

While the professional backgrounds of the three authors have made them well-suited to discuss the use of architectural styles and the consequences of city planning on Havana, a little more discussion of the experiential aspects of Havana would be welcome. What are the social uses of space by different groups and classes and how have these changed over time? What are the implications of the new dollar economy and tourism on the quality of life and everyday social life of *habaneros*? Their voices would be a welcome addition to the book and would give it more life. As it is, the book is fairly top-down in its approach, but would improve with a bottom-up perspective added.

Since much of the city's built environment was done by and for the elites or at least upper-middle classes, some class-specific uses of spaces such as social clubs are given very comprehensive coverage. However, more democratic architecture such as cinemas and parks are not discussed in equal detail, leaving out the experiences and uses of space by less wealthy *habaneros*. What was and is it like to live in marginal zones of the city? How did and do the poor appropriate spaces as theirs and what are the reactions of the rich and powerful to their social practices?

Likewise, a discussion of literary representations of Havana would enrich the narrative of the book. In so many works of literature, Havana and its streetscapes, smells, sights, and sounds feature prominently. Although some authors (Cabrera Infante, Carpentier et al.) are quoted in the text, there is no treatment of literature on Havana per se.

Sadly, in a couple of places, particularly in Chapter 3, written primarily by Coyula, the book takes a moralizing and normative stance on social and economic practices of the poor. For the 1950s, it is claimed that a low educational level contributed to prostitution (p. 112). Paradoxically, a couple of pages later (p. 114), women engaging in *jineterismo* (hustling and prostitution) in contemporary Havana are accused of suffering from an "opportunistic virus" although they are educated, thus refuting the correlation between prostitution and educational level.

Chapter 3 also criticizes the monument to José Martí, Cuba's national hero, in the Plaza Cívica (now Plaza de la Revolución), constructed in the 1950s. The author sees in

the “Fascist-like architecture” a “painful reminder of the dirty side of Havana in the 1950s” and finds that the architecture depicts “the authoritarian and hierarchical view held by the promoters” (p. 128). Since the square has since been reappropriated by the revolutionary government to house important government buildings and is now used for May Day and other parades, a few words on what this says about contemporary Cuba would have been well-placed. The square speaks of both its original designers as well as of its contemporary users.

In Chapter 5, it is claimed that a serious problem for the city is a lack of “citizen discipline” (p. 179). Considering the serious water shortages, the enormous potholes in the roads and lack of street lighting, the absence of recreational facilities for youth, and excessive policing to mention but a few problems, this does seem a rather normative and top-down approach, which fails to take into account the everyday challenges faced by *habaneros*.

Although the new jacket of the book is attractive and inviting, it is a pity that the relatively poor quality photos and other illustrations have not been improved since the first edition and that the book does not have a good map of Havana. For someone not acquainted with the different sections of the city, a map would considerably enhance understanding.

The book is an important contribution in a field where little work has been done so far and its call for understanding and tolerance between the “two shores” of Cuba in a future Havana is a positive note to end with.

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Urban Ecological Research Methods Applied to the Cleveland, Ohio Metropolitan Area, by Adrien G. Humphreys and Ashok K. Dutt. 2002. Mellen Studies in Geography, Vol. 5. Lewiston, New York: Edwin Mellen Press. 154 + xvi. ISBN 0-7734-7201-0, \$79.95.

Urban ecology has a long history in sociology and geography, and this volume applies traditional precepts and methods of this line of thought to the greater Cleveland metropolitan area. In this regard, it is unambitious and straightforward. It is competent as far as it goes, which is the understanding of urban social space in one particular city. In time-honored tradition, the focus lies squarely upon residential landscapes, relying upon multivariate regression, factor analysis, and the dissimilarity index. Published by the Edward Mellen Press, the book relies upon 1990 Census data to map factor scores reflecting the contributions of housing, education and income, race, and gendered employment to the residential geographies of the Cleveland region. It is also preoccupied with the changing patterns of population density in the area.

The problem with urban ecology is that it is so out of date. Empiricism has long been the Achilles' heel of this approach, which tends to substitute methodology for theory, pattern for process, and description for explanation. Even the three famous early “models” developed in Chicago in the 1920s and 1930s were essentially containers to summarize data, with notoriously weak analytical underpinnings. One measure of how out of touch this volume is with contemporary urban analysis is the bibliography: there are more references from the 1960s (46) than from the 1990s (32), and many of

the latter are unpublished dissertations. Indeed, large parts of the book are given over to summaries of the literatures on urban systems and housing from the 1950s through the 1970s, trodding over exceptionally well-trodden ground. Does all this mean that a volume like this is not informative? Not necessarily, only that the information it provides is highly selective and of very limited value added.

Over the last three decades, urban analysis has turned decisively to political economy, which is far superior in its understanding of the metropolitan division of labor. Indeed, work and production are notable in urban ecology mostly by their absence. It is worth emphasizing that this criticism is not simply some idle spat between paradigms; because it does not and cannot ask how urban patterns are produced, urban ecology naturalizes inequality. In contrast, a vast ocean of books concerned with urban political economy marks the transition from the "Chicago School" to the "Los Angeles School," a perspective that takes seriously class, gender, politics, and the global economy in theoretical terms, one that does not sanitize our understandings of urban form by ignoring or glossing over very real problems and conflicts, one that does not portray cities as self-contained, and one that delves into the causes of the problems and inequalities that increasingly define urban existence for large numbers of the working poor, the underclass, and immigrants. Indeed, for precisely these reasons, urban ecology has been largely abandoned by the very disciplines that first gave birth to it.

The Cleveland region, like many in the Northeast and Midwest, has suffered a series of wrenching transformations brought on by deindustrialization and globalization. Long the quintessential blue collar, working class American city, the city has been powerfully refashioned by traumatic deindustrialization. In the 1990s, as the Midwestern economy has become thoroughly restructured around the prerequisites of post-Fordism, Cleveland has enjoyed an unexpected renaissance, including an incipient high technology sector, producer services, and as a center of cultural consumption. Unfortunately, one would not be made aware of any of these things by reading this volume.

The book would have benefited by a more serious engagement with contemporary modes of theorizing, with comparative analyses with other metropolitan areas, by paying more serious attention to inequalities and marginalized groups within the area, by addressing Cleveland's role in the national and global economy, and by offering a more incisive set of comments about the role of the state, planning, zoning, public transportation, school systems, and the like.

This volume may be useful for those with a specific interest in the dynamics of northeastern Ohio, or for that odd minority who still wish to see factor analysis in action. Other than that, I would find it hard to recommend.

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The Voluntary City: Choice, Community, and Civil Society, edited by David T. Beito, Peter Gordon, and Alexander Tabarrok. 2002. Economics, Cognition, and Society Series. A Study by the Independent Institute. Ann Arbor: University of Michigan Press. 462 + xiii. ISBN 0-472-11240-6, cloth, \$65; ISBN 0-472-08837-8, paper, \$24.95.

This collection of fifteen essays presents an alternative to the classic assumption that public goods would be produced inefficiently or not at all in an unregulated market economy. Paul Johnson captures the essence of the debate presented in the book with

his introductory question in the forward—"what should the government do? What should it leave to others?" (p. vi). The essays provide contemporary and historical evidence that the private sector is capable of providing a range of "public goods," "safety nets," and even law and order" as efficiently as the government (p. 1). Beito, Gordon, and Tabarrok state in their introduction that "the scope for markets is wider than now is recognized" (p. 1).

Part One challenges the traditional notion of uncontrolled urban development. The premise underlying the essays in this section is that traditional public institutions, such as planning, urban infrastructure, and urban systems necessary to make communities function and livable can be built and maintained through private initiatives and voluntary cooperation. Each chapter offers historical evidence of market institutions providing what is commonly thought of as public functions, such as urban planning and infrastructure development.

Government failure in delivering public goods and services presents a market for developers to deliver a full package of public goods. Stephen Davies illustrates with his historical case study of British Private Acts of Parliament and restrictive covenants between 1750 and 1850 that voluntary control and cooperation could provide the same benefits as planning legislation. The British Private Act Legislation served to ensure that actions of developers would not infringe on others or on the commons. Restrictive covenants regulated the use of the land or property in binding sale or lease agreements. Covenants typically regulated types of buildings, public spaces, and future site development. According to Davies, covenants addressed collective action problems by bringing together the developer, builder, and consumer. Through covenants, the developer bundles the public goods associated with a residential property. This bundling provides the consumer the necessary information about the quality, the appearance, environment, and infrastructure associated with their residential property.

David Beito examines evidence of the case of traditional urban infrastructure being provided through the market institution of deed restrictions in the city of St. Louis. Deed restrictions essentially enabled the creation of privately owned enclaves, "private places." The argument presented in this chapter is that governmental failure to provide adequate city services pushes developers to package deals of public infrastructure with the purchase of a home.

Robert Arne illustrates the principles of entrepreneurial city planning with a historical case study of Chicago's Central Manufacturing District. Unlike traditional city planning, Chicago's Central Manufacturing District incorporated economic interests into the planning process. Its success rested upon its ability to meet the needs of its consumers through its provision of communal services and infrastructure; if it failed to meet the challenges of the consumers (such as changes in technology), the district no longer served its purpose, whereas city planning directs resources that its citizens deem valuable, but not necessarily profitable.

Part Two reexamines whether traditionally provided quasi-governmental services, such as law and social services, are possible without government. Bruce Benson contends in Chapter 6 that justice can exist without government in his analysis of the law merchant system that governed international trade until the early part of the seventeenth century. The law merchant system succeeded because "it was voluntarily produced, voluntarily adjudicated, and voluntarily enforced" (p. 128). The system had its own courts, and decisions were adhered to, because merchants recognized the reciprocal benefits from doing so. The reputation of a merchant was maintained and controlled through his adherence to the decisions given in the law merchant courts. This system operated until the end of the sixteenth century.

Stephen Davies contends that the eighteenth and nineteenth century British voluntary prosecution associations that provided local watches and patrols offer a successful example of privately funded police provision. This system functioned largely through informal and private sanctions. An award system was developed to reward individuals for either detecting or giving evidence for successful prosecution. Advertisements in newspapers informed the public of the potential rewards and the relevant information on the particular offense or offender.

Part Three challenges the traditional assumptions of public finance of municipal services. Fred Foldvary in Chapter 11 provides a private-sector perspective of this debate with his question—"do community goods and services such as streets, parks, and garbage collection have to be provided by government?" (p. 258). Building upon the work of Spencer Heath and Spencer Heath McCallum, Foldvary contends that cities are similar to proprietary communities, such as hotels. Residents in hotels have contractual obligations to pay their rent, while the hotel has obligations for protective services, maintenance and upkeep of the common areas, utilities, and site amenities. Modern examples of proprietary communities include shopping centers, industrial parks, mobile home parks, and residential community associations. Governance in these communities comes from consensual agreement. The consensual nature of governance is what public goods and market-failure literature overlook. Public goods, according to Foldvary, exist within a specific territory and, thus have the potential to generate rents to eliminate the free rider problem and externalities. The weakness of market failure theory is found in Foldvary's comment: "A theory of public goods consistent with historical experience needs to recognize that society is always in the community and that realistic choice in the provision of civic goods is not market versus government, but whether the government that provides the collective goods is imposed or voluntary" (pp. 285–6).

In the concluding chapter, Alexander Tabarrok summarizes the theoretical underpinnings of the collection with his alternative to market-failure theory—market-challenge theory. Market-challenge theory contends that the mathematical analyses from Paul Samuelson and his followers that conclude market failures are a policy prescription for government intervention are "fraught with danger" (p. 426). These goods might be more appropriately viewed as a challenge for the market. The question raised throughout the volume is whether civilization is best governed coercively from the top or by the "private ordering of markets, contracts, property rights, and decentralized law?" (p. 427).

Overall, this edited volume offers regional scholars an alternative perspective to municipal service provision and governance for law enforcement, urban infrastructure, and urban planning. Scholars interested in the historical analysis of public works and infrastructure will find the essays in Part One particularly useful. The weakness in the volume, however, is one-sidedness. References to the market-failure theory of public goods are found throughout the volume, but there is no essay that presents a counter viewpoint. Not adequately addressed is the question: If public goods and services were provided more efficiently by private market institutions in the past, why did the government take over providing these goods? Nevertheless, the collection raises many questions relevant for the scholarly discourse on municipal service provision and regional governance.

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The Region in the New Economy: An International Perspective on Regional Dynamics in the 21st Century, edited by Yoshiro Higano, Peter Nijkamp, Jacques Poot, and Kobus Van Wyk. 2002. Aldershot, UK and Burlington, Vermont: Ashgate. 430 + xx. ISBN 0-7546-1983-4, \$89.95.

This collection of 21 essays resulted from a meeting of regional scientists in Port Elizabeth (South Africa) in January 2000, which explored “new research avenues for regional science in the era of the New Economy, against a background of global change” (p. xix). It is divided into four sections dealing with ICT (Information and Communication Technology); Transportation and Spatial Dynamics; Innovation and Knowledge Production; Urban and Regional Sustainability in a Modern World; and New Perspectives on Regional Policy. While being a useful collection, particularly for policymakers, it contains little in the way of radically new thinking, and like many such collections it suffers to some extent from a certain lack of coherence. It specifically sets out to examine the region in the new economy, and while many of the contributions stick to this mandate, a number of papers examining regional development issues in the context of Southern Africa naturally are focused on more basic issues of life and death of a largely impoverished population.

Among the common findings, most of which have already been well reported, are the fact that ICTs are leading to increased agglomeration of economic activity rather than dispersion, although agglomeration is associated with more complex activities based on tacit knowledge and requiring significant face-to-face contact. Thus the impact of distance continues to be a major factor in the new economy, despite the fall in transport costs, and borders continue to be important despite the increased use of terminology such as “a borderless world” (p. 6). While some authors express confidence that nurturing industrial clusters is an important tool for regional development, there is much less certainty about a number of old chestnuts such as the role of universities in regional policy, or how to promote successful entrepreneurship.

Based on a 1998 survey of French firms, Ante Burmeister found few signs of substitution of ICTs for transportation on a large scale, arguing that the impact of ICTs will vary greatly from one mode of production to another. As the necessary organizational proximity and routines become established, Burmeister suggests that ICTs may partially replace direct contacts in the later stages of cooperation. In another survey, this time of 54 Dutch cities, Galit Cohen, Marina van Geenhuizen, and Peter Nijkamp found that the majority of the 130 municipality officials they interviewed had a low awareness of city ICT strategies, indicating that such activities were not high on their agenda or that knowledge about them was fragmented. This suggests a considerable gap between the increased significance being given to ICT policies for balanced and sustainable development and the apparent poor level of support for such policies among city administrators, despite the fact that cities are clearly the main focus of ICT activities.

Kenneth Button and Samantha Taylor note the poor record of economists and regional scientists in explaining spatial variations in economic growth and argue in favor of reassessing the importance of infrastructure such as hub airports, in helping to explain variations in regional growth. In focusing on the role of hub airports in the US, however, there is little sense in their contribution of developments in other parts of the world, such as the impact of low-cost airlines like Ryanair in transforming airline passenger travel in Europe by exploiting a network of underused airports throughout the continent. They provide no evidence for their throwaway remark that Shannon

airport in Ireland and Mirabel airport in Canada are among the most dramatic examples of the failure of airport investments to stimulate regional economic growth (p. 69). There appears to be little awareness of the significance of the synergies for regional development that have arisen in the case of Shannon between the airport, the industrial development zone, and Shannon Development, the region's development agency.

In one of the most useful contributions of the collection, Manfred Fischer, building on his previous work, puts forward a conceptual framework for the systems of innovation approach, which draws more from evolutionary theory than from neoclassical theory. According to Fischer, by allowing for systematic comparisons of innovation in different locations it overcomes the weaknesses of case studies. At the center of an innovation system are innovation, knowledge creation, and diffusion. He warns that this thinking is still in its early stages and that while there is no agreement about what elements constitute a system of innovation, among the elements he suggests are the manufacturing sector, the scientific sector, producer services, and the institutional sector. Analysis of the system is focused on the linkages within and between sectors, the various flows of knowledge, information, and investment that characterize associated networks. One element of his framework that is somewhat confusing is the role of geographic proximity as a precondition for a localized systems of innovation, systems that he argues can be "manifested at different geographical scales as either local, regional, national or global" (p. 129).

In one of the more critical papers, Adele Finco and Peter Nijkamp, having traced the growing significance been awarded to "the political concept of sustainability" (p. 242) in European policy, reconsider the usefulness of the "ecological footprint" which they regard as "only an approximate indicator" of the impact of human activity on the environment (p. 249). Before applying this indicator to the Marche region of Italy, they point out some of its intrinsic weaknesses: its limited scope, severe measurement problems, its ambiguous interpretation in terms of policy, and the obscure relationship it suggests between energy consumption and land use (pp. 249–50). They are not convinced that a return to more localized production and consumption would be more environmentally benign, as it might create significant inefficiencies (p. 250).

Unfortunately the collection lacks an index, but it is well edited. Like many essay collections it is of mixed quality with some excellent contributions and some that are little more than uncritical summaries of official reports.

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International Handbook of Urban Systems: Studies of Urbanization and Migration in Advanced and Developing Countries, edited by H. S. Geyer. 2002. Cheltenham, UK and Northampton, Massachusetts: Edward Elgar. 610 + xxviii. ISBN 1-84064-900-3, \$185.

The goal of this volume is to perform a global survey of systems of urban places. Geyer, a professor of regional planning at University of Potchefstroom, South Africa, has selected contributors from a variety of countries, drawing scholars from geography, economics, and demography, as well as from urban and regional planning. Their case

studies examine the implications of migration and urbanization in developed and less-developed societies.

The book begins with four introductory chapters. The first three introduce a theoretical framework for the study of urban systems. Authored by the Geyer, they review principles of economic geography and summarize theories of migration, population distribution, and urban transformation. A centerpiece of this introduction is Geyer's own "human activities model," an analytical model of the structure and dynamics of human settlements. It identifies the multiple levels of economic and sociocultural activities—for example, agriculture, commerce, religion, and government—that mediate the spatial and temporal relationships between a population and its environment.

The fourth chapter, also authored by Geyer, addresses the future of cities, building on both theories and insights from the contributed case studies. Exploring the ways in which both developed and developing societies are affected by technological progress, he concludes that, because of the expansion of knowledge-intensive sectors, such as information processing and telecommunications, the socioeconomic gap will grow markedly "between prosperous and lagging communities in and between cities" (p. 78).

This introduction is a useful backdrop for the case studies that follow. Students of urban studies at the advanced undergraduate and graduate levels will find the first three chapters to be especially useful. They provide comprehensive overviews of the theoretical literature, with extensive lists of references, on migration and urbanization in developed and developing countries. The fourth chapter, while somewhat speculative, also offers provocative observations about the challenges that urban societies may face in the twenty-first century, such as economic polarization and cultural conflict.

The case studies make up the bulk of the volume (17 of 21 chapters) and are organized into five sections, according to geographical region. These sections, with the relevant countries in parentheses, are: Western Europe (Britain, France, Germany, the Netherlands, and Italy); Scandinavia and Central Europe (Finland, Poland, Romania, and Turkey); the Americas (the United States, Canada, Mexico, and Brazil); Asia (Japan, South Korea, and India); and Africa (South Africa). The contributors investigate long-run phases of urban change in these societies, focusing on the economic, technological, and policy factors that lead to urbanization and counterurbanization. Specifically, their studies review historical trends in spatial concentrations and deconcentrations of people and economic activities, identify functional hierarchies of cities and towns, describe major shifts in the ethnic and socioeconomic composition of urban populations, and point out directions for future research. In performing these tasks, the authors present vast amounts of statistical data in numerous tables, charts, and graphs, and display a wide range of maps and illustrations.

These efforts produce many interesting findings. Collectively, the results imply that the factors that generate patterns of migration and urbanization are surprisingly similar across societies that are vastly different in terms of history, culture, and politics. Among the more significant of these factors are advances in the technologies of production, transportation, and communications, which have allowed the populations of developed and developing countries to live in massive urban agglomerations called "megacities."

Individually, the case studies provide helpful starting points for in-depth analyses of the nations that are examined. Several of them are especially important because they investigate the urban systems of countries that are often overlooked by social scientists in the United States. Notable examples of such countries are the formerly

Communist states of Poland and Romania. The case studies of these nations will be of interest to those who wish to learn about urbanization and migration in societies that are attempting to transform from authoritarianism and central planning to democracy and free markets. South Africa is another noteworthy example of a neglected country. Its race relations have attracted considerable attention; yet, its urban systems have generated little scholarly interest in the United States. This case study, then, fills a conspicuous void in knowledge about urbanization and migration in a nation that is struggling to build a multiracial, post-apartheid society and to contain a rampant HIV/AIDS epidemic.

The case studies of Mexico, Canada, and the United States will be of special interest to social scientists in these countries because the demographic, economic, and political fortunes of the three nations are becoming intertwined with each other and with other societies. This point is driven home in the case study of the United States. The investigation reveals that, because of mass immigrations of Latinos and Asians, several large metropolitan areas—in particular, the port-of-entry regions of New York, Los Angeles, San Francisco, and Miami—will have younger age structures and more diverse ethnic populations than other parts of the urban system. Hence, the study implies that these “high immigration metros” must confront unique public policy challenges in such realms as education and affirmative action (p. 388).

Despite such laudable qualities, some features of the case studies will frustrate many readers. First, the investigations present reams of statistics and one is frequently overwhelmed by tedious discussions of massive amounts of descriptive data. Second, the contributors tend to use their respective national census definitions of such terms as “rural” and “urban.” Thus, one often encounters what is perhaps the most troublesome problem of cross-national urban research, namely, a lack of uniform definitions of concepts. Third, there are some notable omissions from the list of countries that are studied. China and Russia are missing, as are many nations from Africa and the Middle East. Unfortunately, the editor offers no explanation for the exclusion of these places.

Nonetheless, the volume makes a timely contribution to the international study of urban systems. It is a useful source of theoretical and empirical information on migration and urbanization in both developed and developing societies. And it should be consulted by all scholars and students of urban studies, especially those who are interested in comparative, multidisciplinary research on cities and regional economic development.

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The World of Cities: Places in Comparative and Historical Perspective, by Anthony M. Orum and Xiangming Chen. 2003. 21st-Century Sociology series. Malden, Massachusetts and Oxford: Blackwell. 180 + xii. ISBN 0-631-21025-3, cloth, \$62.95; ISBN 0-631-21026-1, paper, \$27.95.

This is a useful book for undergraduate and graduate seminars that address the nature and functioning of cities. In a relatively brief volume the authors provide a readable and intellectually far-ranging overview of scholarship on cities. Its interdisciplinary focus and refreshingly tolerant stance toward diverse forms of urban taxonomy and

theoretical slant yield impressive results. Engagement with this volume enhances, for example, one's understanding of the structure of, and interrelationships between, broad theoretical paradigms in urban theory ranging from technological determinist, ecological approaches at one end to individualist-agency takes associated with managerialism on the other; it also yields an appreciation for diverse urban forms that vary across time and space associated with conceptualizations such as "global," "core," "edge," "postmodern," and "primate" cities.

In Chapter 1 the authors establish their orientation toward the subject matter: "place," namely, the significant meaning cities have in our collective consciences, is crucial. In this vein, it is the perceived importance of cities as a symbolic center of society that constitutes the bases for scholars' long fascination with them and their status as a discrete substantive subject/discipline in social science. In this chapter the authors make a compelling case for cities as places that provoke powerful imagery and symbolic significance. For example, notions of personal identity and community at both the group (e.g., race, ethnicity) and national (e.g., Americans) level are intimately bound up with a history of immigrant adaptation both internationally (e.g., successive waves of immigrants from Europe during the late 19th and early 20th centuries) and internally (e.g., the great black migration north).

Chapter 2 is an evenhanded presentation of classical and contemporary perspectives on the nature and functioning of cities. Perspectives ranging from urban ecology to Marxism and Neo-Marxism to Weberian institutionalist analyses to the "growth machine" are discussed skillfully, and, significantly, are all acknowledged as having merit on specified grounds. Given the ideological combustibility that has long surrounded discourse on urban social theory I especially appreciated the authors' inclusive treatment.

Chapter 3 is devoted to a historical analysis of US cities as contested terrain in which some of the most heralded and dramatic stories regarding the American cultural ethos have unfolded. These sagas, which are related to fundamental evolution of patterns of class and race/ethnic-based inequality—such as the "rags-to-riches" American-dream story—are intimately tied into metropolitan growth and illustrate the powerful imagery that has been associated with cities.

Chapter 4 presents a global and comparative take on contemporary cities, especially those in China, with continued reference to several US ones as well. In particular, noteworthy is the discussion of how the penetration of global commerce has rendered a previously relatively closed system increasingly susceptible to transnational economic forces. Finally, the concluding chapter constitutes the authors' recommendations for bettering the quality of life in cities. In this regard, positive attachment to cities as places requires promoting both the interests of business and citizenship without compromising the aesthetic and functional advantages afforded by access to urban location.

The scope of the book is broad and the authors draw from diverse sources to fashion an integrative volume that deals with a topic—city-life—that is central to a range of academic disciplines. Its comprehensiveness, evenhanded treatment, and integrative approach make it a model for theoretical development in urban studies, which too often is characterized by scholars staking out and defending particular perspectives in a tribal and parochial fashion.

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Social Change and Sustainable Transport, edited by William R. Black and Peter Nijkamp. 2002. Bloomington: Indiana University Press. 306 + xiii. ISBN 0-253-34067-5, \$69.95.

Although absent from early declarations of human rights, freedom of movement and mobility are now considered fundamental and inviolable rights. For instance, Article 13 of the Universal Declaration of Human Rights, adopted during the postwar automobile era, reads "Everyone has the right to freedom of movement and residence within the borders of each state," a right that ranks conspicuously higher in the United Nations article list than the traditional rights of assembly, association, religion, speech, and press. With much of that movement now facilitated by pollution emitting, traffic congesting, and land-use modifying machines, the contributors to this book reckon that the time has arrived to scrutinize the mounting environmental and social costs of mankind's apparent growing need to travel faster, further, and more frequently than ever before.

The articles in the book are the outgrowth of a conference (Social Change and Sustainable Transport or SCAST) held at the University of California-Berkeley in March 1999, and financed jointly by the National Science Foundation and European Science Foundation. The conference brought together European and North American scholars from a variety of disciplines to examine cross-disciplinary and transatlantic approaches to the fundamental conflict between growing demand for mobility and a quieter, less harried, more orderly, egalitarian, and environmentally sustainable future.

An eclectic cross-section of contemporary academia was represented. Imagine if you will economists and civil engineers sharing the conference dais with cultural studies advocates who invoke the jargon of "re-contextualization" and "reflexivity." The chapters in the book, for the most part, are nontechnical presentations and often provide a summary of ongoing research or research proposals. Frequently the work presented represents collaboration between North American and European scholars. There are also offerings for the more methodologically and technically inclined, including descriptions of research utilizing spatial AGE (Applied General Equilibrium) (Chapter 10, Hans Kremers), land-use transport models (Chapter 11, Lars Lundqvist and Tschangho John Kim), microsimulation (Chapter 16, Ilan Salomon, Paul Waddell, and Michael Wegener), and network flow (Chapter 27, Michel Beuthe, Bart Jourquin, Fabrice Degrandart, and Jean-François Geerts). However, with an average paper length of only eight pages, the purpose is to introduce rather than to analyze, to stimulate rather than satiate.

In the introduction, the book's editors, William Black and Peter Nijkamp, do a good job of bringing order to what could be a confusing montage of conflicting perspectives, approaches, and ideas. They identify three fundamental features of the economy (behavior, technology, and policy), describe important contemporary driving forces in each of the areas, and describe how these factors interface and integrate. Furthermore, they categorize each paper in the collection into a cell of a matrix that reflects this organizational framework. This chapter sets the stage for the remaining papers and makes it easier to identify more clearly research gaps and possibilities.

In addition to the editors' roadmap, readers will be able to discern several additional broad recurring themes in this collection. For example, authors frequently highlight the obvious differences between North America and Europe in both the scope of the transportation sustainability problem and policy responses. Car ownership

is much higher and public transport use much lower in the US compared to Europe because of public policy differences, varying levels of economic development, population density, cultural factors, etc. Moreover, European countries tend to adopt economic policy approaches (e.g., fuel taxes), while regulatory responses (e.g., fuel economy standards) are more common in the US. Even policy development methods differ between the continents. Richard Gilbert (Chapter 8) and David Banister and Peter Steen (Chapter 9) explain how Europeans favor the more radical method of “back-casting” from goals to specific policies over the more traditional approach of forecasting from specific policies to outcomes that Americans still use.

Whatever the reasons for the differences between the continents, the trends in both places are toward less sustainable transport. European patterns are converging on North American patterns rather than vice versa because of the pressures of market forces, globalization, deregulation of transport, greater individualism and consumerism, and the increasing separation of workplace and home as explained by Donald Janelle and Michel Beuthe (Chapter 6) and Piet Rietveld (Chapter 7). Ilan Salomon and Patricia Mokhtarian (Chapter 22) observe that culturally and demographically, different demographic cohorts are becoming more alike in their mobility behavior. Several authors examine the underlying reasons for these convergences (and the occasional anomaly) with the aid of survey-based research (Chapter 15, Karin Sandqvist; Chapter 17, Birgitta Gatersleben and David Uzzell; Chapter 21, Karin Tillberg) and government microdata (Chapter 26, Jean-Loup Madre, Akli Berri, and Francis Papon).

With the bulk of transportation work focusing on commuting and shopping behavior, some of the most important sources of increased travel demand and some of its most deleterious effects are frequently overlooked. Several chapters of the collection examine the growing importance of these other demand factors, including the role of employers in shaping demand through the provision of company cars and company parking (Chapter 25, Piet Rietveld and Jos van Ommeren) and the continued growth of travel for leisure and recreation (Chapter 23, Jillian Anable). Other chapters examine the effects of inequity in transportation provision and the often unevenly distributed environmental impacts of unsustainable transport (Chapter 18, Eran Feitelson; Chapter 19, Amanda Root, Laurie Schintler, and Kenneth Button; Chapter 20, Georg Rudinger)

Contributors seem to be in general agreement about the need for more comprehensive (including fiscal, regulatory, technology, land-use, demand management) and international approaches to achieving sustainable transport. Some identify promising public policies that might be introduced to support sustainable transport (e.g., international agreements and taxation of international transport, employer taxation policy, legal and regulatory reform, road pricing, subsidy of public transport). Some hold out hope that ICT (Information and Communication Technology) and new technologies like IVHS (Intelligent Vehicle Highway Systems), smart cards/electronic tolling, and synthetic fuels will have a salutary effect on the environment, but the cumulative evidence is mixed.

There are significant cultural and institutional impediments to the adoption of more sustainable forms of urban and rural transport. This book identifies some of them, including the view of many that mobility is a fundamental right. Therefore, it is a little unsettling to this reader when the editors announce boldly in the concluding chapter that “The automobile culture must end in the United States and Europe” (p. 295) and that “the population on both continents must be willing to try new technologies and, in some cases, even give up some of the mobility they have had in the

past" (p. 296). Hard-core sustainability advocates will argue that this manifesto falls too short—the root of the problem is our increased affluence, transportation consumption being just one feature of our unsustainable lifestyles. Market proponents will argue that it goes too far: new technologies and incremental valuation and internalization of congestion and environmental externalities will do the trick.

Developments since the SCAST conference suggest that there is potential movement toward more sustainable transport but the mechanism is more likely to be the rationing devices of supply and demand than a revolution in prevailing public attitudes about automobiles or ecology. For better or worse, post-9–11 security developments have eroded fear of surveillance; this may bode well for the acceptance of technologies like GPS (Global Positioning System) and smart cards for improving freight and commuter transportation flows. Also, London has followed Singapore in adopting a price-based strategy for stemming traffic congestion that its public seems to have been accepted at least grudgingly. Maybe consumers are willing to rein in a right to mobility when the result is a more immediately recognizable improvement in safety, comfort, and convenience.

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Community and Quality of Life: Data Needs for Informed Decision Making, by Committee on Identifying Data Needs for Place-Based Decision Making, Committee on Geography, National Research Council. 2002. Washington: National Academy Press. 184 + xvi. ISBN 0-309-08260-9, \$35.96 (may also be read free on-line at the National Academy Press web site).

(The Book Review Editor was a member of the committee that wrote this book; therefore, Marlon Boarnet, Co-Editor, arranged the review.)

Livability, quality of life, and sustainability have permeated the lexicon of planning and policy making, and yet their meaning, impact, and significance remain murky and contentious. Clarifying the usefulness of such ideas has never been more important. With many cities, regions, and states focused on "smart growth," there is an urgent need to determine what livability, quality of life, and sustainability are, and how to measure them. To engage in this important discussion, and especially to highlight the role of transportation policies and systems, the National Research Council (NRC), in response to a Bureau of Transportation Statistics request for and financial support of a study, convened a Committee on Identifying Data Needs for Place-Based Decision Making, composed of individuals from the private and public sectors, and representing the practitioner and research communities. Members of the committee were Kathleen Stein (Chair), Ann Azari, Roger Bolton, William Craig, Robert Dunphy, Charles Howard, Jr., Randy Johnson, Paul Knox, Harvey Miller, and Jennifer Wolch, and Lisa Vandemark was the staff director at NRC.

The committee was charged with three tasks: "(1) review the availability and usefulness of data and performance measures to enhance 'livability' or quality of life; (2) identify opportunities for meeting data needs and improving the decision-support systems; and (3) review the plans of federal agencies for developing these measures and making needed data available to the public" (p. 2). The committee strived to clarify the meaning and measurement of livability in the context of transportation policy and planning to provide guidance to decision makers (including community groups and

residents) and federal data management agencies responsible for providing public data about data collection and management efforts. This book presents the results of the committee's work.

To address the broad charge from the NRC while retaining a focus on the role of transportation, the committee decided to focus on the "need for data from the social, environmental, and economic sectors that are mutually compatible and [to use] transportation decision making as the focus for identifying data needed for place-based planning of livable communities" (p. 15). Following a sizable executive summary and introduction, the book is organized into five chapters: "Concept of Livability and Indicators," "The Importance of Place and Connectedness," "Measurement and Analysis of Livability," "The Decision-Support Process," and "Data and Analysis Tools." Case studies are used throughout the book to illustrate how cities, regions, and states have used data and analysis to support their decision making processes. The book also includes a set of appendices, summarizing federal data sources and the agendas of two sessions with researchers and federal agencies that the committee held to provide information and analysis for the study.

The first chapter, primarily a list of definitions and issues, identifies three basic elements of livability: economic factors (e.g., economic efficiency), social well-being (e.g., social justice), and environmental issues (e.g., environmental protection). The chapter provides historical lessons about the challenges of selecting indicators, a basic discussion of statistical errors embedded in indicator selection and use, and an overview of the political dimensions of indicator design and use.

The second chapter ("The Importance of Place and Connectedness") presents a review of the literature on place and livability, and describes place and livability as "ensemble concept[s]" (p. 55). The ensemble quality of livability refers to its spatial and temporal character, the interdependence of places, and the importance of people and places to livability. Improving livability requires an understanding of these connections. For example, targeting livability for populations "assists people whether or not they stay in a specific place" while targeting "place prosperity" translates to benefits aimed at people but only if they remain in a specific place (e.g., infrastructure, local job creation) (p. 68).

Chapter 3 develops the parameters for place-based indicators and accessibility. The chapter provides an in-depth and very useful list of the problems associated with place-based indicators: arbitrary geographic boundaries (e.g., boundaries created for administrative reasons), arbitrary geographic units (e.g., spatial aggregation), ecological fallacy (inferring individual characteristics from aggregate data), time of measurement, incompatible data units, and spatial-temporal data issues (e.g., spatial dependence and heterogeneity). The second half of the chapter discusses accessibility measurement challenges. Accessibility is defined as a "complex function of distance, time, ease of mobility, and other factors" (p. 95). One of the major concepts presented is the three-dimensional space-time prism, which incorporates an anchoring location (e.g., where people live), a time budget for travel and activities, and an assumed travel velocity. The chapter ends with a clear summary and conclusions, articulating recommendations for overcoming the challenges associated with measuring place and accessibility.

Chapter 4 ("The Decision Support Process") is a well-written chapter outlining the linkages among transportation, livability, and planning and policymaking. The chapter provides clear overviews of transportation policy history and the transportation planning process, an analysis of the conflicts in decision making, and the role of

decision-support tools in regional decision making. The chapter ends with recommendations for overcoming conflicts, for incorporating appropriate decision-support tools, and for making the process accessible to many different stakeholder groups.

Finally, Chapter 5 explores the role of government agencies and private sector firms in collecting and making data available to the public. There are two basic challenges to public data provision: quantity (the need for greater availability of data more frequently, for more parts of the country, and at greater resolution) and quality (defined as appropriateness, consistency, timeliness, and level of geographic and topical detail). The advantages of federal data collection and management include availability, uniformity, well-documented characteristics, usually high quality, and no cost to users. The disadvantages lie in the inadequacy of federal data for local decision makers (e.g., inappropriate spatial scale or limited availability of data for specific locations). State and local data may be collected to address these problems with federal data, but they are generally associated with high cost, limited data sharing capabilities, and uneven standards or lack of uniformity.

The committee's effort to inform decision makers and federal agencies is challenged by several stylistic issues. First, the five chapters reflect distinct writing styles and disciplinary connections. Some chapters are very descriptive (e.g., Chapter 1), while others provide theoretical frameworks (e.g., Chapter 2). Some of the chapters end without a resolution or conclusion (e.g., Chapters 1–2), although others clearly lay out lessons learned and recommendations to the target audience (e.g., Chapters 3–5). Second, the various case studies, while illustrative of the concepts presented, would have been helped by timelines or procedural steps for developing best practices, so that decision makers (elected officials, public and private agencies, and communities) could use the lessons learned to improve decision making in their jurisdictions and communities. Finally, there are some editorial gaps, for example, there are several color plates in the volume, but their placement in the book seldom matches the text, and several of the plates are not discussed.

However, these are minor criticisms. The book comes at an opportune time to affect decision making at many scales; it provides a comprehensive guide to defining livability and outlines the advantages and disadvantages of providing and using federal, state, local, and private data sources. The language is quite accessible, so it is appropriate for policymakers, planners, researchers, and graduate students from varying disciplines. Transportation policy makers and planners should find this book particularly useful, though the book will also be informative for decision makers and researchers interested in clarifying and measuring other facets of growth, community, and environment.

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