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Taken For A Ride Grounding
Taken for a Ride is the result of Matteo Rizzo's remarkable ef... Taken for a ride – grounding neoliberalism, precarious labour, and public transport in an African metropolis: by Matteo Rizzo, Oxford University Press, Oxford, 2017, 240 pp., US\$64 (Hardback), ISBN 978-0-19-879424-0: Transport Reviews: Vol 39, No 6

Taken for a ride – grounding neoliberalism, precarious ...

Taken for a Ride: Grounding Neoliberalism, Precarious Labour, and Public Transport in an African Metropolis Matteo Rizzo. Oxford University Press, Oxford, 2017, pp. xx +215 (ISBN 978 0 19 879424 0).

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Taken for a Ride is an interdisciplinary political economy of public transport, exposing the limitations of market fundamentalist and postcolonial scholarship on economic informality and the urban experience in developing countries, and its failure to locate the agency of the urban poor within their economic and political structures.

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Taken for a Ride: Grounding Neoliberalism, Precarious ...

Taken For A Ride. Grounding Neoliberalism, Precarious Labour, and Public Transport in an African Metropolis. Matteo Rizzo. Critical Frontiers of Theory, Research, and Policy in International Development Studies. Description.

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Taken For A Ride: Grounding Neoliberalism, Precarious ...

Taken for a Ride: Grounding Neoliberalism, Precarious Labour, and Public Transport in an African Metropolis. ISBN : 9780198794240. Price (incl.tax): ¥ 9,130.

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Dr Matteo Rizzo – Taken for a Ride: Grounding ...

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BOOK LAUNCH, Taken for a Ride: Grounding Neoliberalism ...

Taken for a ride argues that understanding the outcomes of the reform of public transport in Dar es Salaam requires putting its informal and precarious workers at the centre of the analysis. The political attitude of these workers changed from political quiescence and the lack of an organisation representing their interests up until the mid-1990s, to their political organisation, in the late 1990s.

"Taken for a ride: Grounding neoliberalism, precarious ...

IAS Common Ground, Ground Floor, South Wing. The UCL African Studies Seminar welcomes Matteo Rizzo from SOAS for the second seminar of the Spring Term. Taken for a Ride is an interdisciplinary political economy of public transport, exposing the limitations of market fundamentalist and postcolonial approaches to the study of economic informality, the urban experience in developing countries, and their failure to locate the agency of the urban poor within their economic and political structures.

African Studies Seminar: Taken for a Ride - Grounding ...

The chapter starts by describing public transport in Dar es Salaam as 'functional chaos'. It then critically reviews two thematic literatures, on African cities and on their informal economies, to reveal that references to chaos, dystopia, and their opposites, order and functionalism, are common. The key argument is that a highly contextual understanding of urban informality and of how ...

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Taken for a Ride: Rethinking Neoliberalism, Precarious ...

Taken for a Ride: Grounding Neoliberalism, Precarious Labour and Public Transport in an African Metropolis: Rizzo, Matteo: Amazon.com.au: Books

Taken for a Ride: Grounding Neoliberalism, Precarious ...

Taken for a Ride is an interdisciplinary political economy of public transport, exposing the limitations of market fundamentalist and postcolonial approaches to the study of economic informality, the urban experience in developing countries, and their failure to locate the agency of the urban poor within their economic and political structures. It is both a contribution to and a call for the contextualized study of neoliberalism.

African Studies Seminar: Book Launch 'Taken for a Ride ...

Taken for a Ride: Grounding Neoliberalism, Precarious Labour, and Public Transport in an African Metropolis

Taken for a Ride: Grounding Neoliberalism, Precarious ...

The department is a lively community that is recognised internationally as one of the top centres for research and teaching in development studies.

Book Launch 'Taken for a Ride: Grounding Neoliberalism ...

Thursday 30 November, 5:00pm

African Studies Seminar: Book Launch 'Taken for a Ride ...

All the latest breaking UK and world news with in-depth comment and analysis, pictures and videos from MailOnline and the Daily Mail.

How does public transport work in an African city under neoliberalism? Who owns what in it? Who has the power to influence its shape and changes in it over time? What does it mean to be a precarious and informal worker in the private minibuses that provide public transport in Dar es Salaam? These are the main questions that inform this in-depth case study of Dar es Salaam's public transport system over more than forty years. The growth of cities and informal economies are two central manifestations of globalization in the developing world. Taken for a Ride addresses both, drawing on long-term fieldwork in Dar es Salaam (Tanzania) and charting its public transport system's journey from public to private provision. This new addition to the Critical Frontiers of Theory, Research and Practice in International Development Studies series investigates this shift alongside the increasing deregulation of the sector and the resulting chaotic modality of public transport. It reviews state

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attempts to regain control over public transport and documents how informal wage relations prevailed in the sector. The changing political attitude of workers towards employers and the state is investigated: from an initial incapacity to respond to exploitation, to the political organisation and unionisation which won workers concessions on labour rights. A longitudinal study of workers throws light on patterns of occupational mobility in the sector. The book ends with an analysis of the political and economic interests that shaped the introduction of Bus Rapid Transit in Dar es Salaam, and local resistance to it. Taken for a Ride is an interdisciplinary political economy of public transport, exposing the limitations of market fundamentalist and postcolonial approaches to the study of economic informality, the urban experience in developing countries, and their failure to locate the agency of the urban poor within their economic and political structures. It is both a contribution to and a call for the contextualised study of neoliberalism.

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

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twentieth-century Africa. In their diversity of idiosyncratic designs they express multiple and divergent aspects of Kenyan life including rapid urbanization, organized crime, entrepreneurship, social insecurity, the transition to democracy, chaos and congestion, popular culture, and many others at once embodying both Kenya's staggering social problems and the bright promises of its future. Offering a shining model of interdisciplinary analysis, Mutongi mixes historical, ethnographic, literary, linguistic, and economic approaches to tell the story of the matatu as a powerful expression of the entrepreneurial aesthetics of the postcolonial world.

Gone to Ground is an investigation into the material and political forces that transformed the cityscape of Dar es Salaam, Tanzania in the 1970s and early 1980s. It is both the story of a particular city and the history of a global moment of massive urban transformation from the perspective of those at the center of this shift. Built around an archive of newspapers, oral history interviews, planning documents, and a broad compendium of development reports, Emily Brownell writes about how urbanites navigated the state's anti-urban planning policies along with the city's fracturing infrastructures and profound shortages of staple goods to shape Dar's environment. They did so most frequently by "going to ground" in the urban periphery, orienting their lives to the city's outskirts where they could plant small farms, find building materials, produce charcoal, and escape the state's policing of urban space. Taking seriously as historical subject the daily hurdles of families to find housing, food, transportation, and space in the city, these quotidian concerns are drawn into conversation with broader national and transnational anxieties about the oil crisis, resource shortages, infrastructure, and African socialism. In bringing these concerns together into the same frame, Gone to Ground considers how the material and political anxieties of the era were made manifest in debates about building materials, imported technologies, urban agriculture, energy use, and who defines living and laboring in the city.

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

The book considers urban mobilities and immobilities in the Global South through an exploration of the theoretical and methodological entry points that can be used to further the agenda of transport planning. Transport system improvements can

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(and do) have complex and unequal impacts on different sectors of society. Conventional approaches to analysing travel demand and transport system performance developed in the 'Global North' are typically ill-equipped to identify and understand the complexities and inequities in urban areas of the Global South. Using case studies from urban Africa and Asia, the book addresses the need to understand the 'lived world' of mobilities and use this knowledge to address issues that are central to our urban existence in the 21st century.

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

This book examines the political and economic trajectories of cities following the 2008 financial crisis. The authors claim that in this era—which they dub "late neoliberalism"—urban spaces, institutions, subjectivities, and organizational forms are undergoing processes of radical transformation and recomposition. The volume deftly argues that the urban political horizon of late neoliberalism is ambivalent; marked by many progressive mobilizations for equality and justice, but also by regressive forces of austerity, exploitation, and domination.

Historical geography is an active, theoretically-informed and vibrant field of study within modern geography, with strong interdisciplinary connections with the humanities and the social sciences. The SAGE Handbook of Historical Geography provides an international and in-depth overview of the field with chapters that examine the history, present condition and future significance of historical geography in relation to recent developments and current research. The Handbook is in two volumes, divided across nine parts. Volume One includes commentaries on the history and geography of historical geography, and reviews how historical geographers have considered the appropriation, management and representation of landscape, the changing geographies of property, land, money and financial capital, and the demographic, medical and political analysis of the

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world's growing and mobile population. Volume Two shows how historical geographers have made significant contributions to geopolitical debates about the relationships between nation-states and empires, to environmental challenges posed by human interaction with the natural world, to studies of the cultural, intellectual and political implications of modern science and technology, and to investigations of communicative action, artefacts, performances and representations. The final part reviews the methodological and ethical challenges of historical geography as a publicly engaged research practice. Part 1: Histories and Geographies Part 2: Land and Landscapes Part 3: Property and Money Part 4: Population and Mobility Part 5: Territory and Geopolitics Part 6: Environment and Nature Part 7: Science and Technology Part 8: Meaning and Communication Part 9: Studies in Practice

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

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