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Review

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that 14 years of CZM program administration funding to states totaled \$341,000 (quite a bargain!). Less problematic was the recitation of the Brundtland Commission definition of sustainability in three places.

In general, the book is well written and well documented. It fills an important need for an inexpensive introduction to coastal zone management that should find wide usage in undergraduate and graduate courses, including mine.

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*Projecting Capitalism: A History of the Internationalization of the Construction Industry.* By Marc Linder. Westport, Conn. and London: Greenwood Press, 1994.

This book analyzes the role of construction firms in the creation of structures which have shaped the world market and the geographic expansion of capitalism. It employs a historical analysis of the origins of the construction industry, its internationalization process, and its multiple connections. These are related to other industries (manufacturing), with flows of capital and work across geographic and political frontiers, and to the integration of peripheral countries into the world capitalist system, with complex insertions in the international division of labor. One of the author's most interesting theoretical assumptions is the reverse relation the construction industry shows compared with the general industrial process. In manufacturing, final products are movable and the means of production are fixed; in the construction industry the final product is fixed and the tools and instruments of labor are movable—labor and capital are relocated to each point of production. In this way Linder seeks to dismantle arguments made on behalf of the supposed protection of the domestic construction industry from international competition and the impossibility of exporting. The book proves that what

seemed, to some observers, only unrelated undertakings abroad are, in fact, aspects of an international construction market, the roots of which can be traced to West European railway builders of the nineteenth century.

The performance of the major construction firms in the underdeveloped world is focused on as part of the broader issue of the formation of the international division of labor. There is a relationship between big construction projects and the economic growth of peripheral countries. Linkages of peripheral economies in the world market through organized space in order to use specialized local production is detailed in the text, drawing on several examples from Asia, Africa, and Latin America.

Thus, internationalization of the construction industry is a key component in the imposition of a dependent political-economic role for the colonized world. This process, however, has encountered obstacles in some underdeveloped regions, especially in highly industrialized peripheral countries (such as South Korea, Taiwan, and Brazil) where technological and managerial development in construction has proven feasible.

The author succeeds in reaching three basic objectives. First, he demonstrates that the construction industry can be recognized within the structural characteristic of capital accumulation and concentration, as with other types of industries. Second, he demonstrates the role of multinational construction companies in the creation of the physical structures that permit the development of international economy, incorporating marginal territories into the international capital circuit. And finally, he proposes a historical view of the transformation and physical reconstruction of Third World spaces, especially forged to suit hegemonic (political and economic) interests in the world market.

The construction industry has an imperative need of performance in locus, especially in heavy civil engineering, in spite of the generalization of prefabricated

structures. Motives for operating abroad are quite simple: the risk of market saturation, the possibility of excellent profits which could hardly be obtained in the local market, and the need for diversification. At first, the colonies offered a safe market, promoting competition among European and, later, North American enterprises. Only recently has the nature of this competition changed, with the interpenetration of advanced capital markets and entry in the world market of companies from the newly industrialized countries. The author demonstrates that, because of the scale of the undertakings (canals, railways, power plants, and so forth), the concentration of capital and the trend toward oligopoly in the construction industry have speeded up since the nineteenth century.

The second part of the book discusses the historical course of the relation between construction firms and the formation of the world market from the 1830s until World War II. Several aspects of the relations of production are highlighted: the separation of contracting from engineering and the predominance of the contractor; the increase of competition among large firms; and the subcontracting of the labor force and the intermediation of gangsters, both aimed at cost reduction.

Linder argues that new means of transportation have begun to allocate hierarchical tasks to some countries and regions, determining subordinated and dominant positions in the world market, imposing production roles to each in the international division of labor, subduing local populations. This is important to geography, since it helps us understand how external commands disorganize and reorganize—according to hegemonic interests—local space, economy, and politics. The colonized countries' spaces have been produced in this manner (relying on local state participation and other local capitalist interests) so that it makes postcolonial regional integration difficult in those countries. In such cases, the past, crystalized in forms, influences the present, conditioning the future of these social formations.

The United States emerged in the international construction market in the wake of the modern urban infrastructure boom in the late nineteenth century. Since the turn-of-the-century, also, the relationship between banks and international construction firms has become more involved. The latter entered into a bond with the former, since loan concessions were very often tied to choices of the construction firm. For that reason U.S. financial capital could "invade" many regions of the world, expanding North American exports of equipment required in infrastructure construction.

The last part of the book deals with the emergence of the construction world market after World War II, focusing on the role of U.S. enterprises. The experience the United States acquired in the petrochemical industry—and its corresponding infrastructure—has guaranteed North American hegemony, especially in the Middle East. The relationship among geopolitics, oil, and the construction industry (among other reasons) has permitted North American firms to acquire technological development, capital, experience, and other requirements in becoming global in scope. The 1970s brought a return of European and Japanese competition in the construction industry, reducing the technological gap between these firms and the United States.

The labor issue has also been strongly revived in the 1970s, especially because of the Middle East construction boom. The almost unlimited access of hegemonic firms to a world market labor force (the hiring of Third World unskilled workers and then engineers) did not create a construction proletariat; indeed, it stimulated a real "deproletarianization." Coercion and fraud, such as the restriction on workers' mobility and unions, are shown to be characteristic of multinational construction firms.

Finally, empirical research indicates that large construction firms depend on the world market, and have a similar tendency to the manufacturing sector toward oligopoly. This dependency became even clearer

after the Middle East construction boom in the 1980s; the depression has provoked intra-First World interpenetration and deeper flexibility for the large firms (for instance, subcontracts with smaller firms from the Third World, joint ventures, mergers). All these processes strongly assert the laws of capital accumulation and the international centralization of capital.

The author closes the analysis by writing about the environmental impacts of multinational firms in the Third World, according to the relationship described above. Linder deals also with a so-called "fundamental conflict": adverse socio-environmental effects on local populations in large project areas, usually in the Third World, on the one hand, and the benefits to far-removed persons and firms, on the other hand. These two sides of the same process are, in fact, elements of a contradiction in space: on the one hand, the capacity to produce space, the capacity to produce an environment that offers necessary conditions for a more just society, and, on the other hand, the created shortage of space or the corporate use of such territories.

In short, the book consists of detailed historical research about the internationalization of the construction industry from the 1830s to the present, based on a large bibliography, documents, and post-World War II empirical indicators. It is an important investigation that offers ingredients for the development of the theoret-

ical aspects of the techno-economic peculiarity of this sector. This last issue, however, is not extensively discussed, frustrating the reader who expects to find a debate systematically outlined at the end of the book. It seems that the author's eagerness for comparing characteristics of large construction firms' accumulation with those of the manufacturing sector makes him lose those features of this sector that are important to geographic studies. Another fundamental aspect concerns the development issue, although this is not discussed in ideological terms, and the directions that Third World countries have taken. At this point, the book offers excellent opportunities for remaking the subject of geographically uneven development at several scales. Lack of a system of more elaborated concepts, however, does not release those interested in the formation of the world market, or the construction industry, from their obligation to read the book. On the contrary, I recommend it as a source of historical information and as a point of departure for dismantling myths which characterize this research field, such as the exclusion of the strategic participation of the construction firms in the creation of the world market, or the role of the industry in the globalization of the capitalist system, with its expansion phases and crisis.

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Pavel Druzhinin\* , Marina Moroshkina , Anna Kurilo Economy Development Of European North And Its Influence On Environment No:42 Pages:300 – 309 Author(s): doi:<https://doi.org/10.15405/epsbs.2019.12.04.42> Volume LXXVI, Pages 1- 3763 (28 December 2019) The European Proceedings of Social & Behavioural Sciences EpSBS e-ISSN: 2357-1330 ©2019 Published by the Future Academy.

Marina Moroshkina\* , Olga Potasheva Interregional Differentiation Of Spatial Development No:312 Pages:2339 – 2344 Author(s): doi:<https://doi.org/10.15405/epsbs.2019.12.04.312> Volume LXXVI, Pages 1- 3763 (28 December 2019), Th Author(s): Ricardo Castillo Review by: Ricardo Castillo. Source: Economic Geography, Vol. 71, No. 4 (Oct., 1995), pp. 442-444. Published by: Clark University. Stable URL: <http://www.jstor.org/stable/144430>. Accessed: 05-11-2015 14:07 UTC. This is important to geography, since it helps us understand how external commands disorganize and reorganize – according to hegemonic interests – local space, economy, and politics. The colonized countries' spaces have been produced in this manner (relying on local state participation and other local capitalist interests) so that it makes postcolonial regional integration difficult in those countries. No annoying ads, no download limits, enjoy it and don't forget to bookmark and share the love! Geography Books. Exact Match. Any Pages 1-24 25-50 51-100 100+.

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