FACTS ABOUT PORT OF OAKLAND

BERTH TERMINALS:

Berths 20 – 26: Ports America Outer Harbor Terminal
Berths 30 – 32: TraPac Terminal
Berth 33 – Containers/Bulk/Breakbulk
Berth 34 – Ro-Ro/Bulk/Breakbulk (N/A)
Berths 35 – 38: Ben E. Nutter Terminal (STS/Evergreen)
Berths 55 – 59: Oakland International Container Terminal (SSA)
Berths 60 – 63 Matson Terminal
Berths 67 – 68: Charles P. Howard Terminal (Available for lease)

Intermodal Railway Terminals

Burlington Northern Sante Fe Railway
Union Pacific Railroad Intermodal Yard

The Port of Oakland is currently the fifth busiest container port in the United States, behind, Los Angeles, Long Beach, Newark, and Savannah. All shipping channels and 90% of berths at the Port are dredged to -50 feet, capable of accommodating vessels up to 13,000 TEU capacity.
INTRODUCTION

The Port of Oakland is a landlord port (like all other West Coast ports), meaning that:

“...they provide the companies with equipment, infrastructure, and services... They buy cargo-handling equipment, finance the construction of marine terminals, build intermodal facilities, and lease this developed space to the steamship lines, terminal operators, and railroads. They collect rent for the use of these facilities as well as collecting wharfage, which is an assessment per ton of cargo, and dockage, a fee for the amount of time a ship is in berth” (from Getting the Goods: Ports, Labor, and the Logistics Revolution, page 56).

It consists of a container port with smaller areas for and bulk commodities, an airport for both passengers and cargo, retail – including shops, restaurants, and hotels at Jack London Square, commercial buildings, and business and industrial parks – including transshipment distribution centers. Future plans include more commercial and residential real estate development.

The largest new port project is the redevelopment of the former Oakland Army Based, which closed in 1993, which will become the Oakland Trade & Logistics Center and is planned to incorporate a waterfront bulk and oversize terminal – with a proposed coal export facility that is being strident opposed, nearly one million square feet of modern warehouse and logistics buildings, and two new rail yards with electric cranes to span across all the tracks to load and unload containers. The budget for this project, drawing mostly on federal government funding, is approaching $500 million and it will be administered as a public/private partnership.

The Port of Oakland claims to directly involve approximately 73,000 jobs in the Northern California region, which impacts 827,000 jobs nationwide. The Port of Oakland proper employs 465 workers.

Until 1927 the port and Oakland’s waterfront was controlled by the Southern Pacific Railroad. Once the city took back control, it has been ruled autonomously – and undemocratically – by seven members of the Board of Port Commissioners, nominated by the mayor of Oakland and appointed by a vote of the City Council. The Port funds its own operations, receiving no tax money from the city, and floats its own revenue bonds.

Oakland and the ports in Elizabeth and Newark, New Jersey were the first ports in the world to specialize in the intermodal container operations. The port began investing in containerization in 1962, and by the late sixties was second only to the New York/New Jersey port for the world’s highest volume of container traffic. Due to more favorable conditions – easier rail access to the Midwest and the 2nd largest consumer market in the U.S. – it was surpassed by the Port of Los Angeles (and its adjacent twin, the Port of Long Beach) in the 1970s.

The Port of Oakland loads and discharges more than 99 percent of the containerized goods moving through Northern California, the nation’s fifth largest metropolitan area. California’s three major container ports (L.A., Long Beach & Oakland) carry approximately 50 percent of the nation's total container cargo volume.
TRADE STATISTICS:

In 2014 Port of Oakland had total trade with the world of $50.18 billion. The Port’s deficit was $8.06 billion. At the end of 2014, the region’s top partners were China, Japan, Taiwan, South Korea and Australia. Exports totaled $21.06 billion and imports came to $29.12 billion.

Port of Oakland trade with the world totaled $21.29 billion through the first six months of 2015. That’s an 11.52% decrease over its total trade during the same time period last year. Exports decreased 12.55% while imports fell 10.78%.

<table>
<thead>
<tr>
<th>Rank</th>
<th>Top Commodities Exported (through June 2015)</th>
<th>Total YTD</th>
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<tbody>
<tr>
<td>1</td>
<td>Almonds, walnuts, pistachios, hazelnuts, etc.</td>
<td>$2,344,977,084</td>
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<tr>
<td>2</td>
<td>Pork meat, fresh, frozen or chilled</td>
<td>$439,197,486</td>
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<td>3</td>
<td>Wine</td>
<td>$411,727,936</td>
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<td>4</td>
<td>Meat of bovine animals, fresh or chilled</td>
<td>$266,396,020</td>
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<td>5</td>
<td>Scrap iron, steel</td>
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<td>6</td>
<td>Cheese and curd</td>
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<td>7</td>
<td>Rice</td>
<td>$191,448,464</td>
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<td>8</td>
<td>Motor vehicles for transporting people</td>
<td>$179,262,695</td>
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<td>Paper, paperboard scrap</td>
<td>$165,708,125</td>
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<td>Fruit, nuts, prepared or preserved</td>
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<td>$8.73 billion</td>
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<td>------</td>
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<tr>
<td>1</td>
<td>Computers</td>
<td>$761,947,701</td>
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<tr>
<td>2</td>
<td>Motor vehicles for transporting people</td>
<td>$545,508,726</td>
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<tr>
<td>3</td>
<td>Landline, cellular phone equipment</td>
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<tr>
<td>4</td>
<td>Coffee</td>
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<tr>
<td>5</td>
<td>Wine</td>
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<td>6</td>
<td>Furniture, parts</td>
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<td>Power supplies, transformers</td>
<td>$267,562,137</td>
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<td>8</td>
<td>Computer parts</td>
<td>$263,303,351</td>
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<td>9</td>
<td>Seats, excluding barber, dental</td>
<td>$259,274,821</td>
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<td>10</td>
<td>Photo-sensitive semi-conductors, parts</td>
<td>$236,288,323</td>
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<tr>
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<td><strong>TOTAL</strong></td>
<td><strong>$12.56 billion</strong></td>
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(from WorldCity analysis of the latest U.S. Census Bureau data)

**Ship to Shore Container Crane**

Ship to shore container cranes are giant industrial cranes designed to onload and offload ocean freight containers from ocean vessels to dockside port facilities. When offloaded, containers are placed directly onto waiting trucks and rail cars, or temporarily stored at the terminal. Ship to shore cranes are an integral part of any modern container port. Larger cranes are being manufactured to service ever larger container vessels.

**Characteristics**

Ship to shore (gantry) cranes have a number of unique characteristics:

1. Ability to lift very heavy loads.
2. Ability to simultaneously hold, move the trolley and move the gantry.
3. Ability to onload and offload at great speed.
4. Operator cab fixed to the trolley assembly, providing excellent operator visibility.
5. Rail-mounted models move on a fixed set of rails running parallel to the vessel.
6. Rubber tire models also available.
7. Ability to offload from vessel and place container directly onto truck or railcar.

**Diagram**

[Diagram of a ship to shore container crane with labels for Gantry, Trolley Assembly, Operator Cab, Power and Control Cabling, and Container Topper/receiver.]

(The image shows a detailed diagram of a ship-to-shore container crane with various components labeled, including the gantry, trolley assembly, operator cab, power and control cabling, and container top/receiver.)
**Container Ship**

**40' General Purpose**

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<th>Inside Dimensions</th>
<th>Door Opening</th>
<th>Maximum Gross</th>
<th>Payload</th>
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<tbody>
<tr>
<td>W 2.35m / 7'8½in</td>
<td>2.40m / 7'10½in</td>
<td>30.48MT / 67,200lb</td>
<td>2.67MT / 58,870lb</td>
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<tr>
<td>H 2.39m / 7'10½in</td>
<td>2.922m / 7'6½in</td>
<td>Tare Weight</td>
<td>Cubic Capacity</td>
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<td>L 12.0m / 39ft 5½in</td>
<td>—</td>
<td>2.25MT / 4,960lb</td>
<td>67.7m³ / 2,390cu ft</td>
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**40' Refrigerated**

<table>
<thead>
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<th>Inside Dimensions</th>
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<th>Maximum Gross</th>
<th>Payload</th>
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</thead>
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<td>W 2.19m / 7'2½in</td>
<td>2.19m / 7'2½in</td>
<td>30.48MT / 67,200lb</td>
<td>24.4MT / 53,950lb</td>
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<td>H 2.2m / 7'11in</td>
<td>2.17m / 7'1½in</td>
<td>Tare Weight</td>
<td>Cubic Capacity</td>
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<tr>
<td>L 11.1m / 36ft 4½in</td>
<td>—</td>
<td>6.01MT / 12,350lb</td>
<td>54.2m³ / 1,920cu ft</td>
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</table>

**Container Stack Railcar**

**Use**
- Designed to carry international standard 20', 40', 45', 48', and 53' ocean freight containers in various stacking combinations.
The legacy of working class militancy on the San Francisco waterfront began with the first sailor’s strike in 1850, which led to the earliest attempts by workers to organize onshore in 1853. Labor struggles at the time were extremely violent as “labor was pitted against all of capital.”

The first attempt to unite all San Francisco waterfront unions occurred in the strike of 1886. The 2nd waterfront strike in 1893 was defeated because a bomb was set off in front of a non-union boarding house, killing 10. The City Front Federation was formed in 1901, uniting 13,000 waterfront workers in the Sailors Union of the Pacific, Teamsters, and various longshore unions. A lock-out of Teamsters exploded into a tangle of sympathy strikes that paralyzed the port for three months. It became violent and five were killed and it ended in a stalemate, but it allowed labor to come out stronger that it had begun. At the time, San Francisco was the most highly organized city in the U.S., if not the world.

The 1916 Longshore Strike had begun to garner popular support when a longshore worker was killed, but this reversed when the Preparedness Day bombing killed 10 – and Tom Mooney was framed and served 22 years in prison for it, before being pardoned. In 1934, the killing of two striking workers catalyzed an 83-day maritime strike of all ports on the West Coast into a 4-day general strike that completely shut down San Francisco – and Oakland too. The Teamsters were the first to agitate for the general strike, paying back the favor to the longshore workers who had struck in solidarity with them in 1901. The continuation of the tradition of working class unity was the defining feature of the success of the ‘34 General Strike.

These traditions of radicalism on the San Francisco Bay waterfront (see Howard Kimeldorf’s *Reds or Rackets: The Making of Radical and Conservative Unions on the Waterfront* for a comparison of the history of militancy on the West Coast with the Mafia-run unions on the East Coast) date back to the first sailors’ struggle in 1850, when San Francisco was still in its infancy as a city. From a working class perspective, that legacy faced periodic blows with each technological innovation that was designed to disempower dock workers and replaced human labor with machines – which, in a nutshell, is the history of capitalism – and which happened in three distinct phases. Which were:

– 1st phase: the 19th century introduction of the steam-driven cargo hoisting machinery mounted on decks of ships, displacing system of ropes, pulleys and purely manual labor.
–2nd phase: the Mechanization and Modernization (M&M) agreement pushed by ILWU president Harry Bridges in 1960-1961, that containerized the port (which a decade later sent all port operations across the Bay to Oakland – directly adjacent to the Army Depot – to accommodate the massive expansion necessary for supplying the Vietnam War), eliminated “work opportunity equalization” (work rules that prevented favoritism by sharing work evenly), and weakened the union-controlled job dispatch hiring hall system (which had been the greatest victory of the 1934 General Strike because it completely eliminated the “shape-up”). M&M not only allowed longshore workers to avoid the hiring hall by working directly for the employers as “steady men,” it broke the shopfloor solidarity by creating “B men,” a quasi-casualized 2nd-tier of workers.

The first M&M began to replace the break-bulk system of loading and unloading of ships in gangs, who stowed individual cargoes that came in “sacks, boxes, cartons, bales, or barrels,” with standardized metal containers that essentially are 20x or 40 x 8 x 8-foot boxes. Also eradicated was the shopfloor solidarity built into that system. The changes resulted in a 90% overall reduction in the workforce and the atomization of individual workers in cranes over 100 feet in the air. After 27 years of the best rank-and-file control of the work process for any industry in the U.S., the ILWU’s radical experiment of worker-control was ending.

The final nail in the coffin was the 2nd M&M contract from 1966-1971. The new contract granted the right of container terminal employers to hire permanent “steady men” to work the new capital intensive machinery, reducing those working out of the hiring hall to do the remaining manual work, with nearly half as many hours and at a fraction of the pay of the steady men.

At the expiration of the 2nd M&M in 1971, there was the last officially sanctioned coastwise strike in ILWU history, and at 134 days it was also the longest longshore strike in U.S. history. One issue was the attempt by the rank-and-file to eliminate “clause 9.43” in the contract, allowing “steady men” to work directly for the bosses, nullifying the solidarity of the hiring hall. It was also the first rank-and-file opposition to the bureaucratization the union leadership. As Stan Weir put it (in 1983):
“… the longshoremen [had] designed their union to fight employers, but they did not foresee the degree to which the institution of collective bargaining – by its very nature – would develop bureaucratic conservatism in their officialdom” (from “Effects of Automation in the Lives of Longshoremen” in *Singlejack Solidarity*)

**3rd phase:** the coming of capital intensive displacement of living workers by mechanical and digital technology at the ports. And with the lack solidarity between the ILWU and the port *troqueros*, who are the most militant sector on the waterfront with the most recent experience of strikes and agitation, it seems that the ILWU won’t fare too well in the future unless they start fight back in solidarity with all other waterfront workers, especially against automation. Management is currently proposing Uber-like app-driven systems for scheduling truck pick-ups and drop-offs. And some ports have even automated ship clerks jobs (see quote below) out of existence, with further “labor-saving” technological innovations being proposed.

Here’s what Edna Bonacich writes in “Pulling the Plug: Labor and the Global Supply Chain,” in *New Labor Forum* journal in 2007, about the major changes in how capitalism produces commodities within global divisions of labor and the logistics revolution with supply chain management, and how it affects the ports and workers all along the chain. An excerpt from the article:

In Hamburg and in Rotterdam there are docks that operate with no visible human presence. Once a container is moved off a ship, it is picked up by an automated crane, which puts it on an automated guided vehicle, which transfers it to the yard, where two automatic rail-mounted gantry cranes, or ARMGs, stack and retrieve containers. Sensor technology creates a grid around the yard, and GPS systems keep track of where each container is. No need for crane operators, no need for clerks. Where, typically in the U.S.A., two operators, and sometimes a marine clerk, are assigned to each rubber-tired gantry crane that moves containers around the yard, here a single worker can oversee the independent functioning of many machines from a control tower. Maybe a clerk is on hand in the event of an error. Port truckers are given a code or a card that they insert in another machine, which gives the order to the ARMG to pick up the containers they have come for. The driver is signaled to a bay, where the machine puts the coded container on the truck. The truck and its cargo are checked at the gate with automatic character recognition, and cameras photograph the vehicle and its license plate. The closest U.S. equivalent is APM’s new terminal in Norfolk, Virginia, where six yard cranes run by GPS, cameras and computers are operated at once by one worker in a computer booth.

This is a revolution in dock work at least as dramatic as containerization, which in the 1960s cut the gang unloading a ship from 125 longshoremen to 40, with phenomenal increases in speed. A number of U.S. and European terminals not yet fitted with full automation have already reduced worker hours by installing GPS and other technology to eliminate work formerly performed manually by clerks.
JoAnn Wypijewski, in “On the Front Lines of the World Class Struggle: The Cargo Chain,” says this about the class composition of the supply chain workers:

As ‘The Cargo Chain’ outlines [map below], in the U.S.A. that means smooth acquiescence not only from 60,000 longshore workers, but also from 28,000 tugboat operators and harbor pilots, 60,000 port truckers, 850,000 freight truckers, 165,000 railroad workers, 2 million warehouse and distribution workers, 370,000 express package delivery people, and 160,000 logistics planners – and from similarly interlocked clusters of workers all around the world. They are not all organized, but then they would not all have to say No: just enough of them, acting in concert, at vital points in the chain.
HISTORICAL APPENDIX #2

Solidarity Actions at the Port of Oakland, Mid-1970s through the Present

• In 1974 the ILWU participated in an international boycott of Chilean cargo following the overthrow of President Salvador Allende by a CIA-backed military junta. In 1978, Local 10 refusal to handle bomb parts bound for Chile.

• In 1981 ILWU refused to load military cargo bound for the dictatorship in El Salvador and in 1989 was active in a national boycott of Salvadoran coffee organized to protest torture and other human rights abuses in El Salvador, including the bombing of a union headquarters.

1984 Anti-apartheid Solidarity at Port

• In 1984 an 11 day boycott of South African cargo on the Nedlloyd Kimberley at pier 80 in San Francisco was launched by longshoremen who were twice daily dispatched to the ship, went to the ship, looked at the South African cargo, told supervisors that they were refusing to handle the cargo and then went home. A large number of people assembled twice daily at the pier gates and were there in support of this action that was initiated and implemented by longshore workers.

In 1986, when longshore ILWU Local 10 was still under a federal court injunction against taking concerted union action on apartheid cargo a large group of anti-apartheid activists blockaded the entrance to pier 80 when another Nedlloyd Line vessel was docked with South African cargo. For two shifts the blockaders fought off police attacks. The contract area arbitrator ruled that the longshoremen were justified in not entering the pier on the basis of the “health and safety” provisions of the contract. On the second day the blockade was broken by Mayor Dianne Feinstein’s Tac Squad who arrested over a hundred demonstrators, ending the blockade.

—based on account of Howard Keylor, ILWU Local 10 (retired)

1997 Neptune Jade solidarity action

• On September 28, 1997, a picket line was set up in the port of Oakland against the scab cargo-laden ship, Neptune Jade, in solidarity with 500 sacked Liverpool dockers.[…]

Members of ILWU Local 10 refused to cross the picketline for three straight days. The Neptune Jade then left Oakland with its cargo still unloaded, but workers in its later ports of call having been inspired by the actions in Oakland, also refused to unload the ship!

Global shipowners, represented by the Pacific Maritime Association (PMA), sued the labor activists who picketed and the longshore union locals whose member honored that picket line. The Liverpool Dockers Defense Committee was organized to build a united front defense campaign to demand PMA drop their case against the Neptune Jade defendants.

Through a campaign of global solidarity, the working class organizers and militant rank & file transportation union workers and their allies were able to beat back the backlash from the Pacific Maritime Association (from IWW.org)

• On April 24, 1999 ILWU invoked its contractual right to a “work-stop” meeting and shut down all port on the West Coast in solidarity with the struggle of political prisoner Mumia Abu-Jamal.
2003 Anti-War Demo at Port of Oakland

On April 7, 2003, Direct Action to Stop the War who’d emulated the “Seattle-model” from the 1999 WTO protests were able to organize 20,000 into the streets of San Francisco when the war started on March 20, 2003, called for another demonstration on April 7 at the Port of Oakland. In this protest the Oakland cops came out shooting — literally — and without the slightest provocation fired wooden and rubber bullets and used their “BUMP” (for “Basic Use of Motorcycle Push”) tactic where they rode their Harley-Davidson motorcycles into the crowd. The brutality showed that anti-war activists had chosen a target that could effectively cause damage to the economy, although there weren’t sufficient forces, nor did the ILWU stop work in solidarity – as was hoped for – to truly shut the port down. Similarly, protests in Olympia, Washington in May 2006, had some successes in preventing Stryker Brigades from being loaded onto ships – and had the same quality of being the correct target at the right time.

2004 Troquero 8-day Wildcat APL gate Port of Oakland

From Daniel Borgstrom’s blog (http://danielborgstrom.blogspot.com/2004/05/for-8-days-in-may-truckers-closed-port.html):

• For eight days in May 2004, the [American President Lines’ gate at the] Port of Oakland was virtually shut down by truckers striking for better conditions. The same port had been closed down by antiwar protesters just three weeks before…

The strike actually began in central and also in southern California as a one-day protest, but on reaching Oakland it lasted from April 30th to May 7th. Movement of cargo was reduced to 25 percent of normal and on some days to only 10 percent.

Several hundred of the striking drivers occupied the gate area of the APL terminal along Middle Harbor Road. They’d moved in and made themselves to home. Some were also
spending the nights there. Most of these truckers were immigrants, coming from all over the world, some from the Punjab, others from Haiti, and a good many from the various countries of Latin America. Nevertheless, these diverse ethnic groups had gotten together for this action.

- On 19 May 2007, anti-war activists and members of the teachers’ union in Oakland maintained a picket line outside the gates of the Stevedoring Services of America (SSA) before the morning shift. An arbitrator ruled the picket line safe to pass through, but members of ILWU Locals 10 and 34 voted to not to cross the picket line, forfeiting a days’ pay, which was repeated by the evening shift – thus three ships were delayed for a day.

- On May 1, 2008, the Longshore Caucus of the ILWU on the West Coast, invoked a “work-stop” meeting to shut down all 29 ports for three reasons: 1.) to celebrate international workers’ day, 2.) to demand an end to the wars in Iraq and Afghanistan, 3.) in solidarity with immigrants workers, documented or not – but especially the troqueros who drive “sweatshops” on wheels.

- On October 23, 2010, the ILWU used their work-stop meeting to shut down all Northern California ports in protest against the murder of Oscar Grant, a young worker, by a BART transit cop on January 1, 2009.

- On April 4, 2011, the ILWU organized an unauthorized work-stop meeting for a National Day of Action coordinated by the AFL-CIO in solidarity with the fight against anti-labor legislation passed by Governor Walker in Wisconsin. The Pacific Maritime Association sued and the ILWU is presently defending themselves against this attack on their ability to engage in solidarity actions.

**Occupy Oakland “General Strike”**

- On November 2, 2011, tens of thousands of protestors marched from Oscar Grant Plaza to the Port of Oakland in the evening to shut down the port. Anger had been sparked by a pre-dawn raid of the Occupy encampment by nearly 400 cops from 15 police agencies in Northern California. The attempted general strike began that morning in an attempt to repeat the success of the 1946 Oakland General Strike, which had shut the city for 3 ½ days. In 2011 it only lasted for one day, but nearly all commerce in and around downtown ceased.

- On December 12, 2012 another attempted port shut down drew up to 5,000 participants, and was able to block two terminal entrances for all three longshore shifts. Oakland’s actions were part of coordinated efforts to shut the major ports on the West Coast that day and were the most successful.

- In August, 2014, over the period of a week, pro-Palestinian protestors delayed the unloading and loading of the Israeli-owned ship ZIM Piraeus. The protest was organized by the Arab Resource and Organizing Center (AROC) and drew around 500 demonstrators to protest Israeli military attacks on the Gaza Strip. Although unofficial, several ILWU dockworkers refused to unload the ship’s cargo, stating that were standing “on the side of justice.” The ship later sailed away after being only partially unloaded.
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Films:

*The Box that Changed Britain* (2010), 58-minute documentary history of intermodal cargo containers

*Race to the Bottom* (2008), 20-minute documentary about *troqueros* at the Port of Oakland and the effects of deregulation on the transport industry

Allan Sekula and Noël Burch, *The Forgotten Space* (2010), a brilliant history of globalization