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In this book *Rockhound: A Geography of Collecting* you will be shown Ontario's incredible history of mineral extraction and as you will see, rockhounds follow in the signature that every industry left. The full *Rockhound* series tells you how and where to find crystals, minerals, gold, diamonds and all manner of rock and mineral treasure. For the collector this book is an absolute gem and an essential guide to Ontario geology as it relates to mineral collecting.

Offering an examination of the diplomatic and economic regional power structures in Africa and their relationships with each other, Dawn Nagar discusses the potential and

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future of pan-Africanism. The three primary regional economic communities (RECs) that are recognised by the African Union as the key building blocks of a united Africa are examined - these are the Common Market for Eastern and Southern Africa (COMESA), the East African Community (EAC) and the Southern African Development Community (SADC). These RECS include Africa's major economies – Egypt, South Africa, and Kenya but are also home to Africa's most conflict prone and volatile states – the Democratic Republic of the Congo (DRC), Burundi, South Sudan, Somalia and Lesotho. Providing a detailed overview of the current relationship between these power blocs, this book provides insight into the current state of diplomatic and economic relations

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within Africa and shows how far there is to go for a future of Pan-Africanism.

From bank bailouts to austerity, Europe's and Ireland's response to the economic crisis has been engineered specifically to shift the burden of paying for the crisis onto ordinary citizens while investors, financiers, bankers and the privileged are protected. The authors expose the class-based nature of Ireland's crisis resolution.

This book explores the mobile ethnography of Dar es Salaam, where consultants and politicians have planned and implemented a bus rapid transit (BRT) system for two decades. It analyses the dual processes of assembling BRT in the Tanzanian metropolis and establishing BRT as a

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policy model of and for the Global South. The book elucidates how policy models are constructed and circulated around the globe and depicts the processes by which they are translated between, and materialise within, specific contexts. It presents the case of BRT to demonstrate how technocrats shape these processes through persuasive work aimed at disseminating and stabilising this transport model, and how local actors influence its adaptation in Dar es Salaam. The book adopts a 'double mobility' approach to show how this ethnography follows travelling consultants, circulating policies and moving buses to explore the fluidity of the BRT model. Linking key debates in policy mobility studies and Science and Technology Studies, enriched with postcolonial perspectives and

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geographies of transport and infrastructure, it offers new insights into the technopolitics of planning and implementing infrastructure systems. This book will appeal to academics and students of human geography, transport studies, science and technology studies, and African and development studies interested in the technopolitics of transport planning.

More than half of the world's population now live in urban areas, and cities provide the setting for contemporary challenges such as population growth, mass tourism and unequal access to socio-economic opportunities. *Urban Heritage, Development and Sustainability* examines the impact of these issues on urban heritage, considering innovative approaches to managing

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developmental pressures and focusing on how taking an ethical, inclusive and holistic approach to urban planning and heritage conservation may create a stronger basis for the sustainable growth of cities in the future. This volume is a timely analysis of current theories and practises in urban heritage, with particular reference to the conflict between, and potential reconciliation of, conservation and development goals. A global range of case studies detail a number of distinct practical approaches to heritage on international, national and local scales. Chapters reveal the disjunctions between international frameworks and national implementation and assess how internationally agreed concepts can be misused to justify unsustainable practices or to further economic globalisation and political

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nationalism. The exclusion of many local communities from development policies, and the subsequent erosion of their cultural heritage, is also discussed, with the collection emphasising the importance of 'grass roots' heritage and exploring more inclusive and culturally responsive conservation strategies. Contributions from an international group of authors, including practitioners as well as leading academics, deliver a broad and balanced coverage of this topic. Addressing the interests of both urban planners and heritage specialists, Urban Heritage, Development and Sustainability is an important addition to the field that will encourage further discourse.

Alongside other types of mass atrocities, genocide has received

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extensive scholarly, policy, and practitioner attention. Missing, however, is the contribution of economists to better understand and prevent such crimes. This edited collection by 41 accomplished scholars examines economic aspects of genocides, other mass atrocities, and their prevention. Chapters include numerous case studies (e.g., California's Yana people, Australia's Aborigines peoples, Stalin's killing of Ukrainians, Belarus, the Holocaust, Rwanda, DR Congo, Indonesia, Pakistan, Colombia, Mexico's drug wars, and the targeting of suspects during the Vietnam war), probing literature reviews, and completely novel work based on extraordinary country-specific datasets. Also included are chapters on the demographic, gendered, and

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economic class nature of genocide.

Replete with research- and policy-relevant findings, new insights are derived from behavioral economics, law and economics, political economy, macroeconomic modeling, microeconomics, development economics, industrial organization, identity economics, and other fields.

Analytical approaches include constrained optimization theory, game theory, and sophisticated statistical work in data-mining, econometrics, and forecasting. A foremost finding of the book concerns atrocity architects' purposeful, strategic use of violence, often manipulating nonrational proclivities among ordinary people to sway their participation in mass murder. Relatively understudied in the literature, the book also analyzes the options of victims before, during, and

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after mass violence. Further, the book shows how well-intended prevention efforts can backfire and increase violence, how wrong post-genocide design can entrench vested interests to reinforce exclusion of vulnerable peoples, and how businesses can become complicit in genocide. In addition to the necessity of healthy opportunities in employment, education, and key sectors in prevention work, the book shows why new genocide prevention laws and institutions must be based on reformulated incentives that consider insights from law and economics, behavioral economics, and collective action economics.

How does public transport work in an African city under neoliberalism? Who owns what in it? Who has the power to

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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

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and the resulting chaotic modality of public transport. It reviews state attempts to regain control over public transport and documents how informal wage relations prevailed in the sector. The changing political attitude of workers towards employers and the state is investigated: from an initial incapacity to respond to exploitation, to the political organisation and unionisation which won workers concessions on labour rights. A longitudinal study of workers throws light on patterns of occupational mobility in the sector. The book ends with an analysis of the political and economic interests that shaped the introduction of Bus Rapid Transit in Dar es Salaam, and local resistance to it. Taken for a Ride is an interdisciplinary political economy of public transport, exposing the

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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.

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

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mobilizations for equality and justice, but also by regressive forces of austerity, exploitation, and domination.

Origination: The Geographies of Brands and Branding offers innovative theoretical and conceptual frameworks relating to the ways that actors create meaning and value in commodity brands and branding through processes of geographical association. Provides innovative conceptualization and theorization to facilitate an understanding of the geographical dimensions of brands and branding Challenges current interpretations of brands as vehicles of homogenization in globalization Establishes the theoretical and conceptual foundations of a more geographically sensitive approach through rigorous empirical examination of the under-researched

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geographical differentiation of
commodity brands and branding
Presents innovative new research and
analysis of the socio-spatial
biographies of the Newcastle Brown
Ale, Burberry and Apple brands
Forges strong new connections
between political and cultural economy
approaches within geography Provides
a distinctive and incisive conceptual
and theoretical framework capable of
engaging other branded commodities
and their branding in other times and
places

Over the last ten years mobile
payment systems have revolutionised
banking in some countries in Africa. In
Kenya the introduction of M-Pesa, a
new financial services model, has
transformed the banking and financial
services industry. Giving the unbanked

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majority access to the financial services market it has attracted over 18 million subscribers which is remarkable given that fewer than 4 million people in Kenya have bank accounts. This book addresses the legal and regulatory issues arising out of the introduction of M-Pesa in Kenya and its drive towards financial inclusion. It considers the interaction between regulation and technological innovation with a particular focus on the regulatory tools, institutional arrangements and government decisional processes through the examination as a whole of its regulatory capacity. This is done with a view to understanding the regulatory capacity of Kenya in addressing the vulnerabilities presented by technological innovation in the financial industry for consumers after

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financial inclusion. It also examines the way that mobile payments have been regulated by criticising the piecemeal approach that the Central Bank of Kenya has taken in addressing the legal and regulatory issues presented by mobile payments. The book argues there are significant gaps in the regulatory regime of mobile banking in Kenya.

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