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## Aerotropolis: The Way We'll Live Next

*John D. Kasarda, Greg Lindsay*  
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**John D. Kasarda, Greg Lindsay : Aerotropolis: The Way We'll Live Next** before purchasing it in order to gage whether or not it would be worth my time, and all praised Aerotropolis: The Way We'll Live Next:

4 of 4 people found the following review helpful. InnacuraciesBy Miguel Mujical enjoyed really much the book but in certain moment i got a little bit dissapointed. They present some innacuracies about the data of MEXico City which made doubt of the rest of the information.2 of 2 people found the following review helpful. It is not trueBy Manoel MottaIn a world marked by the growth of speed the future of the cities seems not very different from the present. The time of Concorde is over. Without supersonic transportation the thesis of this book is weak.15 of 17 people found the following review helpful. UnbalancedBy CustomerThe book challenges us with its approach to the subject matter. It

amounts to a 400+ page brochure about John Kasarda's work as a business consultant. He's obviously very bright and thoughtful, and Greg Lindsay writes articulately. However the book's overall style seems unique and well, uncomfortable. Lindsay is writing about Kasarda in the third person, discussing "Kasarda's plans" etc. Yet Kasarda is a co-author, suggesting a first person discussion, because the book is all about Kasarda's ideas guided by Kasarda's overall thoughts. Why didn't Kasarda write this himself? Or why didn't Lindsay write the book about Kasarda? Had Lindsay been the sole author, then he might have had the freedom to inject more objectivity into the discussion that really needs more balance, as discussed below.

What is an "aerotropolis?" The definition is made clear, but not until page 174. "An Aerotropolis is basically an airport-integrated region, extending as far as sixty miles from the inner clusters of hotels, offices, distribution and logistics facilities... the airport itself is really the nucleus of a range of 'New Economy' functions," with the ultimate aim of bolstering the city's competitiveness, job creation, and quality of life." Further, "it can be boiled down to three words: speed, speed, and speed." Speed gives us competitive advantages on a global scale. Therefore, the airport should be the center of any city, with all logistics, transportation facilities, warehouses, etc. serving the same function: logistical speed. The authors' message is reinforced a hundred times throughout the book. Nations, states, cities or corporations who don't adapt will be destroyed by speedier competitors. This is because "individual companies no longer compete: their entire supply chains do." Along with such supply chains come companies, jobs, economic development and... entire cities. The authors present a number of case studies to reinforce their point. Absent any mitigating issues, there's nothing wrong with their ideas. Capitalism is all about exploiting inefficiencies that others fail to see while rewarding those who realize the greater efficiencies. Airports certainly contribute significantly towards that due to their role in the supply chain. However, when capitalism exploits inefficiencies to the point of exploiting human, social, or political rights, or exploiting the environment, then we might engage in some discussion about trade-offs. The book brings up these conflicts but defaults back to the benefits from capitalism's efficiencies. For example, the book extols the methods taken by the Chinese, Indian, and Persian Gulf nations. "Taxation is minimal, labor is disposable, and decision making is instant and irrevocable. They demand highways, railways, and runways, paying in cash. They don't hesitate, don't explain or second-guess themselves, and aren't about to let their citizens stand in the way." (p. 193). This theme is repeated throughout the book: to maximize capitalistic efficiencies and compete globally, it seems that we should dispense with labor rights, property rights, and possibly even constitutional rights. "Remember what they (the Chinese) said about democracy? It just gets in the way. This is how Foster's dragon (an aerotropolis in China) was built in five years flat, at a cost of ten thousand flattened homes. Multiply that by a hundred, and you have the initial human cost of China's aerotropoli." Further, we have the outright admission that "The aerotropolis and authoritarians go hand in hand... It's no accident Kasarda has found early adopters in the Middle East and China, followed close behind by Asian nations with a legacy of military rule..." This is pretty alarming. Should we sacrifice property rights, a central tenet of our country's foundation, for FedEx to be as efficient as possible? Should we sacrifice democracy itself to compete more efficiently on a global scale with our authoritarian competitors in China? Should the consumer take priority over the citizen? It would seem so, since citizens who protest are simply "NIMBY's" standing in the way of progress and contributing to the very inefficiencies the corporations want to wipe out. Are new jobs that an aerotropolis might produce worth the costs to the community in terms of lost property, rights, pollution and congestion? Should we sacrifice our quality of life for the jobs an Aerotropolis might produce? Or should we accept the proposition that a job itself IS our quality of life, no matter what the cost to the community in terms of pollution, congestion, noise, etc. and no matter what the quality of the job is? This book gets close enough to these questions to raise them but then fails to go down that path. Perhaps that's beyond the scope of the book, but for a work that so unapologetically praises the benefits of aerotropoli, it seems only proper to devote space to a consideration of the liabilities. The authors should take a more balanced approach, even if the assets produced by an Aerotropolis outweigh the liabilities in the end. Of course, authoritarian governments don't ask these questions. It's no wonder the Chinese believe democracy just gets in the way. We need a more meaningful discussion that looks at how to optimize the good brought about by airports while also realistically evaluating the trade-offs and constraints.

This brilliant and eye-opening look at the new phenomenon called the aerotropolis gives us a glimpse of the way we will live in the near future—and the way we will do business too. Not so long ago, airports were built near cities, and roads connected the one to the other. This pattern—the city in the center, the airport on the periphery—shaped life in the twentieth century, from the central city to exurban sprawl. Today, the ubiquity of jet travel, round-the-clock workdays, overnight shipping, and global business networks has turned the pattern inside out. Soon the airport will be at the center and the city will be built around it, the better to keep workers, suppliers, executives, and goods in touch with the global market. This is the aerotropolis: a combination of giant airport, planned city, shipping facility, and business hub. The aerotropolis approach to urban living is now reshaping life in Seoul and Amsterdam, in China and India, in Dallas and Washington, D.C. The aerotropolis is the frontier of the next phase of globalization, whether we like it or not. John D. Kasarda defined the term "aerotropolis," and he is now sought after worldwide as an adviser. Working with Kasarda's ideas and research, the gifted journalist Greg Lindsay gives us a vivid, at times

disquieting look at these instant cities in the making, the challenges they present to our environment and our usual ways of life, and the opportunities they offer to those who can exploit them creatively. Aerotropolis is news from the near future—news we urgently need if we are to understand the changing world and our place in it.