

1. Record Nr.	UNINA9910588782803321
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Titolo	Portals of Globalization : Repositioning Mumbai's Ports and Zones, 1833-2014 // Megan Maruschke
Pubbl/distr/stampa	Berlin/Boston, : De Gruyter, 2019 München ; ; Wien : , : De Gruyter Oldenbourg, , [2019] ©2019
ISBN	9783110612431 3110612437 9783110615135 3110615134
Descrizione fisica	1 online resource (266 pages)
Collana	Dialectics of the Global ; ; 2
Disciplina	337.54
Soggetti	HISTORY / Asia / General India Foreign economic relations
Lingua di pubblicazione	Inglese
Formato	Materiale a stampa
Livello bibliografico	Monografia
Nota di contenuto	Frontmatter -- Preface -- Acknowledgements -- Contents -- Abbreviations -- 1. Introduction -- 2. Freeing the Port and Winning Land, 1830s-1860s -- 3. Territorializing Bombay Port, 1860s-1880s -- 4. An Export Processing Zone in the Making, 1940s-1980s -- 5. Managing World Orders, 1960s-1980s -- 6. Strategizing Global India and Transregional Mumbai, 1990s-2014 -- 7. Globalizing Mumbai, 1940s-2014 -- 8. Conclusion -- Bibliography -- Index
Sommario/riassunto	While ports are traditionally considered national infrastructure sites that connect states to global markets, special economic zones and past free ports are portrayed as threats to national sovereignty. This book calls these narratives into question as it explores the history of planning Mumbai's ports and free zones during periods of global and regional transition from the British Raj, to national independence, to economic liberalization. The book opens with a study of an unsuccessful plan hatched by merchants in 1833 to make Bombay a free port to deal with an emerging British India and the advent of free trade. The book ends with how India's current special economic zones

and emphasis on port expansion are part of broader goals to reposition India in transregional Asian trade, to connect Mumbai with northern India, and to enact local plans for a global city that threaten the very port that first connected Mumbai to the world. To understand the functionality of these port and zone projects beyond typical policy prescriptions, this book proposes portals of globalization as a spatial format that fosters processes of reterritorialization.

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