

Roads An Anthropology Of Infrastructure And Expertise Expertise Cultures And Technologies Of Knowledge

Shifting States draws on a rich history of anthropological theorising on all kinds of states – from the pre- to the post- industrial – and explores topics as diverse as bureaucracy, infrastructure, surveillance, securitization, and public health. As we enter the third decade of the twentieth century, there is a growing sense that ‘the state’ is in crisis everywhere. Although the nature of this perceived crisis varies from place to place, everywhere it is seen to have been caused by some combination of the inter-related forces of ‘globalisation’, of successive economic shocks, and of the rise of social media-fuelled populist movements. Yet, conversely, there is also a creeping perception that state power is becoming more pervasive in its reach, and in its effects, in ways which make it ever more imminent to the material worlds in which we live, more fundamental to the ways in which we conceive of the future, and more foundational to our very sense of self. How might we try to make sense of, and to mediate, these apparently contradictory impressions? Based on ethnographic case studies from all over the world, this timely volume forges new ways of thinking about how state power manifests, and is imagined, and about the effects it has on ordinary people’s lives. In so doing, the volume provides tools not only for understanding states’ responses to the COVID-19 pandemic, but also for judging what effects these responses are likely to have.

This book examines the dynamics of infrastructure development in Northeast India especially Manipur from a socio-anthropological perspective. It looks at the pattern and distribution of infrastructure in the region to analyse the impact of education, roads and healthcare on the livelihoods, ecosystems, governance, and social futures of communities. The volume examines the infrastructure deficit in the conflict-ridden state of Manipur, focusing especially on electricity and roads. The author shows how problems arising from poor infrastructure are further complicated on account of corruption, insurgency, ethnic unrest and the politics of marginalization. Looking at the discourse around development in the Northeast, the volume also highlights the structural inequality in Manipur and other states. It further shows how infrastructure development can become a means for enabling trade, creating markets, diluting boundaries between varied ethnic groups and connecting people. This book will be useful for researchers and scholars of development studies, economics, social anthropology, sociology and public policy; particularly those interested in India’s Northeast.

Americans spend hours every day sitting in traffic. And the roads they idle on are often rough and potholed, their exits, tunnels, guardrails, and bridges in terrible disrepair. According to transportation expert Robert Poole, this congestion and deterioration are outcomes of the way America provides its highways. Our twentieth-century model overly politicizes highway investment decisions, short-changing maintenance and often investing in projects whose costs exceed their benefits. In *Rethinking America’s Highways*, Poole examines how our current model of state-owned highways came about and why it is failing to satisfy its customers. He argues for a new model that treats highways themselves as public utilities—like electricity, telephones, and water supply. If highways were provided commercially, Poole argues, people would pay for highways based on how much they used, and the companies would issue revenue bonds to invest in facilities people were willing to pay for. Arguing for highway investments to be motivated by economic rather than political factors, this book makes a carefully-reasoned and well-documented case for a new approach to highways that is sure to inform future decisions and policies for U.S. infrastructure.

Many animals build shelters, but only humans build homes. No other species creates such a variety of dwellings. Drawing examples from across the archaeological record and around the world, archaeologist Jerry D. Moore recounts the cultural development of the uniquely human imperative to maintain domestic dwellings. He shows how our houses allow us to physically adapt to the environment and conceptually order the cosmos, and explains how we fabricate dwellings and, in the process, construct our lives. *The Prehistory of Home* points out how houses function as symbols of equality or proclaim the social divides between people, and how they shield us not only from the elements, but increasingly from inchoate fear.

In *Hydraulic City* Nikhil Anand explores the politics of Mumbai's water infrastructure to demonstrate how citizenship emerges through the continuous efforts to control, maintain, and manage the city's water. Through extensive ethnographic fieldwork in Mumbai's settlements, Anand found that Mumbai's water flows, not through a static collection of pipes and valves, but through a dynamic infrastructure built on the relations between residents, plumbers, politicians, engineers, and the 3,000 miles of pipe that bind them. In addition to distributing water, the public water network often reinforces social identities and the exclusion of marginalized groups, as only those actively recognized by city agencies receive legitimate water services. This form of recognition—what Anand calls "hydraulic citizenship"—is incremental, intermittent, and reversible. It provides residents an important access point through which they can make demands on the state for other public services such as sanitation and education. Tying the ways Mumbai's poorer residents are seen by the state to their historic, political, and material relations with water pipes, the book highlights the critical role infrastructures play in consolidating civic and social belonging in the city.

Anthropology has two main tasks: to understand what it is to be human and to examine how humanity is manifested differently in the diversity of culture. These tasks have gained new impetus from the extraordinary rise of the digital. This book brings together several key anthropologists working with digital culture to demonstrate just how productive an anthropological approach to the digital has already become. Through a range of case studies from Facebook to Second Life to Google Earth, *Digital Anthropology* explores how human and digital can be defined in relation to one another, from avatars and disability; cultural differences in how we use social networking sites or practise religion; the practical consequences of the digital for politics, museums, design, space and development to new online world and gaming communities. The book also explores the moral universe of the digital, from new anxieties to open-source ideals. *Digital Anthropology* reveals how only the intense scrutiny of ethnography can overturn assumptions about the impact of digital culture and reveal its profound consequences for everyday life. Combining the clarity of a textbook with an engaging style which conveys a passion for these new frontiers of enquiry, this book is essential reading for students and scholars of anthropology, media studies, communication studies, cultural studies and sociology.

Indonesia is Southeast Asia's largest economy and freest democracy yet vested interests and local politics serve as formidable obstacles to infrastructure reform. In this critical analysis of the politics inhibiting infrastructure investment, Jamie S. Davidson utilizes evidence from his research, press reports and rarely used consultancy studies to challenge mainstream explanations for low investment rates and the sluggish adoption of liberalizing reforms. He argues that obstacles have less to do with weak formal institutions and low fiscal capacities of the state than with entrenched, rent-seeking interests, misaligned central-local government relations, and state-society struggles over land. Using a political-sociological approach, Davidson demonstrates that 'getting the politics right' matters as much as getting the prices right or putting the proper institutional safeguards in place for infrastructure development. This innovative account and its conclusions will be of interest to students and scholars of Southeast Asia and policymakers of infrastructure investment and economic growth.

This edited collection explores the contemporary proliferation of roads in South Asia and the Tibet-Himalaya region, showing how new infrastructures simultaneously create fresh connections and reinforce existing inequalities. Bringing together ethnographic studies on the social politics of road development and new mobilities in 21st-century Asia, it demonstrates that while new roads generate new forms of hierarchy, older forms of hierarchy are remade and re-established in creative and surprising new ways. Focused on South Asia but speaking to more global phenomena, the chapters collectively reveal how

road planning, construction and usage routinely yield a simultaneous reinforcement and disruption of social, political, and economic relations.

Frontier Road uses the history of one road in southern Colombia—known locally as “the trampoline of death”—to demonstrate how state-building processes and practices have depended on the production and maintenance of frontiers as inclusive-exclusive zones, often through violent means. Considers the topic from multiple perspectives, including ethnography of the state, the dynamics of frontiers, and the nature of postcolonial power, space, and violence Draws attention to the political, environmental, and racial dynamics involved in the history and development of transport infrastructure in the Amazon region Examines the violence that has sustained the state through time and space, as well as the ways in which ordinary people have made sense of and contested that violence in everyday life Incorporates a broad range of engaging sources, such as missionary and government archives, travel writing, and oral histories

From U.S.-Mexico border walls to Flint's poisoned pipes, there is a new urgency to the politics of infrastructure. Roads, electricity lines, water pipes, and oil installations promise to distribute the resources necessary for everyday life. Yet an attention to their ongoing processes also reveals how infrastructures are made with fragile and often violent relations among people, materials, and institutions. While infrastructures promise modernity and development, their breakdowns and absences reveal the underbelly of progress, liberal equality, and economic growth. This tension, between aspiration and failure, makes infrastructure a productive location for social theory. Contributing to the everyday lives of infrastructure across four continents, some of the leading anthropologists of infrastructure demonstrate in *The Promise of Infrastructure* how these more-than-human assemblages made over more-than-human lifetimes offer new opportunities to theorize time, politics, and promise in the contemporary moment.

Contributors Nikhil Anand, Hannah Appel, Geoffrey C. Bowker, Dominic Boyer, Akhil Gupta, Penny Harvey, Brian Larkin, Christina Schwenkel, Antina von Schnitzler

Waste Siege offers an analysis unusual in the study of Palestine: it depicts the environmental, infrastructural, and aesthetic context in which Palestinians are obliged to forge their lives. To speak of waste siege is to describe a series of conditions, from smelling wastes to negotiating military infrastructures, from biopolitical forms of colonial rule to experiences of governmental abandonment, from obvious targets of resistance to confusion over responsibility for the burdensome objects of daily life. Within this rubble, debris, and infrastructural fallout, West Bank Palestinians create a life under settler colonial rule. Sophia Stamatopoulou-Robbins focuses on waste as an experience of everyday life that is continuous with, but not a result only of, occupation. Tracing Palestinians' own experiences of wastes over the past decade, she considers how multiple authorities governing the West Bank—including municipalities, the Palestinian Authority, international aid organizations, NGOs, and Israel—rule by waste siege, whether intentionally or not. Her work challenges both common formulations of waste as "matter out of place" and as the ontological opposite of the environment, by suggesting instead that waste siege be understood as an ecology of "matter with no place to go." Waste siege thus not only describes a stateless Palestine, but also becomes a metaphor for our besieged planet.

This book explores the inter-relations between gender, poverty, and mobility, especially in the context of transportation development. It brings together stories in a nuanced picture of how people's own positions and capabilities - gender, age, ethnicity, literacy, and education - influence their lives.

This book examines the politics and economics of infrastructure development in Nigeria from Independence in 1960 up to 2015, and the role of good governance in promoting the socioeconomic wellbeing of citizens. Arguing for the need for transformational leadership in infrastructure development, the chapters examine policy issues and survey the various administrative, economic, and social-political reforms that have impacted infrastructure development in Nigeria. The author also discusses current national development plans and Vision 20:2020; challenges to infrastructure development, including corruption; and the future potential of a strong infrastructure network for the economy and citizens. Drawing upon his experience within government departments, as well as existing models of leadership and governance, the author explores the role of infrastructure development in promoting the wellbeing and growth of Nigeria. Combining theory with practical examples of good governance, this book will be of interest for students and researchers of political science and infrastructure development in Africa.

Roads and the powerful sense of mobility that they promise carry us back and forth between the sweeping narratives of globalisation, and the specific, tangible materialities of particular times and places. Indeed, despite the fact that roads might, by comparison with the sparkling agility of virtual technologies, appear to be grounded in twentieth century industrial political economy they could arguably be taken as the paradigmatic material infrastructure of the twenty-first century, supporting both the information society (in the ever increasing circulation of commoditized goods and labour), and the extractive economies of developing countries on which the production and reproduction of such goods and labour depends. *Roads and Anthropology* is the first collection of road ethnographies, edited by two pioneers in the anthropological explorations of infrastructures, the essays published in the book aim to pave the way for this rising field of anthropological research. This book was published as a special issue of *Mobilities*.

Infrastructures in Practice shows how infrastructures and daily life shape each other. Power grids, roads and broadband make modern lifestyles possible – at the same time, their design and day-to-day operation depends on what people do at home and at work. This volume investigates the entanglement of supply and demand. It explains how standards and 'normal' ways of living have changed over time and how infrastructures have changed with them. Studies of grid expansion and disruption, heating systems, the internet, urban planning and office standards, smart meters and demand management reveal this dynamic interdependence. This is the first book to examine the interdependence between infrastructures and the practices of daily life. It offers an analysis of how new technologies, lifestyles and standards become normalised and fall out of use. It brings together diverse disciplines – history, sociology, science studies – to develop social theories and accounts of how infrastructures and practices constitute each other at different scales and over time. It shows how networks and demands are steered and shaped, and how social and political visions are woven into infrastructures, past, present and future. Original, wide-ranging and theoretically informed, this book puts the many practices of daily life back into the study of infrastructures. The result is a fresh understanding of how resource-intensive forms of consumption and energy demand have come about and what is needed to move towards a more sustainable lower carbon future.

Azan on the Moon is an in-depth anthropological study of people's lives along the Pamir Highway in eastern Tajikistan. Constructed in the 1930s in rugged high-altitude terrain, the road fundamentally altered the material and social fabric of this former Soviet outpost on the border with Afghanistan and China. The highway initially brought sentiments of disconnection and hardship, followed by Soviet modernization and development, and ultimately a sense of distinction from bordering countries and urban centers that continues to this day. Based on extensive fieldwork and through an analysis of construction, mobility, technology, media, development, Islam, and the state, Till Mostowlansky shows how ideas of modernity are both challenged and reinforced in contemporary Tajikistan. In the wake of China's rise in Central Asia, people along the Pamir Highway strive to reconcile a modern future with a modern past. Weaving together the road, a population, and a region, *Azan on the Moon* presents a rich ethnography of global connections.

This book analyses the potential socio-economic and environmental impacts of the Initiative for Regional Infrastructure Integration in South America (IIRSA), a continent-wide programme. IIRSA aims at facilitating intra-regional trade and at improving trade and transport links with world markets. This is the first book on IIRSA and its potential

implications for South America and more specifically for Amazonia. The book provides an in-depth analysis of the infrastructure programme and deals particularly with methods to assess the probable effects of road construction in environmentally fragile territories. To deepen our understanding of the potential impacts of roads in these areas, the book combines insights from economic and environmental sciences and gives a critical review of traditional assessments and strategic environmental assessments (SEAs). A comprehensive approach of assessing impacts is presented in three case studies of SEAs: the Corredor Norte in Bolivia, the road between Manaus and Porto Velho in Brazil, and the proposed road to link Suriname with Brazil.

The essays in this volume document trails, paths, and roads across different times and cultures, from those built by hunter-gatherers in the Great Basin of North America to causeway builders in the Bolivian Amazon to Bronze Age farms in the Near East, through aerial and satellite photography, surface survey, historical records, and excavation. Contemporary forms of infrastructural development herald alternative futures through their incorporation of digital technologies, mobile capital, international politics and the promises and fears of enhanced connectivity. In tandem with increasing concerns about climate change and the anthropocene, there is further an urgency around contemporary infrastructural provision: a concern about its fragility, and an awareness that these connective, relational systems significantly shape both local and planetary futures in ways that we need to understand more clearly. Offering a rich set of empirically detailed and conceptually sophisticated studies of infrastructural systems and experiments, present and past, contributors to this volume address both the transformative potential of infrastructural systems and their stasis. Covering infrastructural figures; their ontologies, epistemologies, classifications and politics, and spanning development, urban, energy, environmental and information infrastructures, the chapters explore both the promises and failures of infrastructure. Tracing the experimental histories of a wide range of infrastructures and documenting their variable outcomes, the volume offers a unique set of analytical perspectives on contemporary infrastructural complications. These studies bring a systematic empirical and analytical attention to human worlds as they intersect with more-than-human worlds, whether technological or biological.

In *Thinking Like a Climate* Hannah Knox confronts the challenges that climate change poses to knowledge production and modern politics. Drawing on ethnographic fieldwork among policy makers, politicians, activists, scholars, and the public in Manchester, England—birthplace of the Industrial Revolution—Knox explores the city's strategies for understanding and responding to deteriorating environmental conditions. Climate science, Knox argues, frames climate change as a very particular kind of social problem that confronts the limits of administrative and bureaucratic techniques of knowing people, places, and things. Exceeding these limits requires forging new modes of relating to climate in ways that reimagine the social in climatological terms. Knox contends that the day-to-day work of crafting and implementing climate policy and translating climate knowledge into the work of governance demonstrates that local responses to climate change can be scaled up to effect change on a global scale.

How to Make A Wetland tells the story of two Turkish coastal areas, both shaped by ecological change and political uncertainty. On the Black Sea coast and the shores of the Aegean, farmers, scientists, fishermen, and families grapple with livelihoods in transition, as their environment is bound up in national and international conservation projects. Bridges and drainage canals, apartment buildings and highways—as well as the birds, water buffalo, and various animals of the regions—all inform a moral ecology in the making. Drawing on six years of fieldwork in wetlands and deltas, Caterina Scaramelli offers an anthropological understanding of sweeping environmental and infrastructural change, and the moral claims made on livability and materiality in Turkey, and beyond. Beginning from a moral ecological position, she takes into account the notion that politics is not simply projected onto animals, plants, soil, water, sediments, rocks, and other non-human beings and materials. Rather, people make politics through them. With this book, she highlights the aspirations, moral relations, and care practices in constant play in contestations and alliances over environmental change.

In *Material Politics*, author Andrew Barry reveals that as we are beginning to attend to the importance of materials in political life, materials has become increasingly bound up with the production of information about their performance, origins, and impact. Presents an original theoretical approach to political geography by revealing the paradoxical relationship between materials and politics Explores how political disputes have come to revolve not around objects in isolation, but objects that are entangled in evergrowing quantities of information about their performance, origins, and impact Studies the example of the Baku-Tbilisi-Ceyhan oil pipeline— a fascinating experiment in transparency and corporatesocial responsibility – and its wide-spread negative political impact Capitalizes on the growing interdisciplinary interest, especially within geography and social theory, about the critical role of material artefacts in political life

This book presents an in-depth look at US infrastructure and its challenges in the 21st century. While infrastructure has received considerable attention in recent years, much of the discussion has concentrated on physical, economic, or noneconomic conditions. The Trump administration has heightened interest in the topic, promising infrastructure spending during his tenure, yet little demonstrable progress has been made. This book brings together a multi-disciplinary perspective—structural, technological, economic, financial, political, planning, and policy—that has been largely absent in discussions on the subject, to provide a clearer and broader understanding of the challenges facing US infrastructure. The book is divided into three parts: Part I looks at the challenges from a structural, technological, and sustainability perspective; Part II from an economic, productivity, and finance perspective; and Part III from an institutional, security, and political perspective. Written primarily for policy makers, managers, and administrators in public and private organizations, as well as individuals and academics with an interest in the future of US infrastructure, this book provides an in-depth analysis of the US infrastructure problem, its causes and consequences, and suggests timely, specific measures that may be taken at the state, local, and federal levels to improve and better

secure our roads, transit, public buildings, economy, and technology.

There is broad acceptance across the Humanities and Social Sciences that our deliberations on the social need to take place through attention to practice, to object-mediated relations, to non-human agency and to the affective dimensions of human sociality. This Companion focuses on the objects and materials found at centre stage, and asks: what matters about objects? *Objects and Materials* explores the field, providing succinct summary accounts of contemporary scholarship, along with a wealth of new research investigating the capacity of objects to shape, unsettle and exceed expectations. Original chapters from over forty international, interdisciplinary contributors address an array of objects and materials to ask what the terms of collaborations with objects and materials are, and to consider how these collaborations become integral to our understandings of the complex, relational dynamics that fashion social worlds. *Objects and Materials* will be of interest to students and scholars across the social sciences and humanities, including in sociology, social theory, science and technology studies, history, anthropology, archaeology, gender studies, women's studies, geography, cultural studies, politics and international relations, and philosophy.

What causes violent conflicts around the Middle East? All too often, the answer is sectarianism—popularly viewed as a timeless and intractable force that leads religious groups to conflict. In *Everyday Sectarianism in Urban Lebanon*, Joanne Nucho shows how wrong this perspective can be. Through in-depth research with local governments, NGOs, and political parties in Beirut, she demonstrates how sectarianism is actually recalibrated on a daily basis through the provision of essential services and infrastructures, such as electricity, medical care, credit, and the planning of bridges and roads. Taking readers to a working-class, predominantly Armenian suburb in northeast Beirut called Bourj Hammoud, Nucho conducts extensive interviews and observations in medical clinics, social service centers, shops, banking coops, and municipal offices. She explores how group and individual access to services depends on making claims to membership in the dominant sectarian community, and she examines how sectarianism is not just tied to ethnoreligious identity, but also class, gender, and geography. Life in Bourj Hammoud makes visible a broader pattern in which the relationships that develop while procuring basic needs become a way for people to see themselves as part of the greater public. Illustrating how sectarianism in Lebanon is not simply about religious identity, as is commonly thought, *Everyday Sectarianism in Urban Lebanon* offers a new look at how everyday social exchanges define and redefine communities and conflicts.

Infrastructure, Environment, and Life in the Anthropocene explores life in the age of climate change through a series of infrastructural puzzles—sites at which it has become impossible to disentangle the natural from the built environment. With topics ranging from breakwaters built of oysters, underground rivers made by leaky pipes, and architecture gone weedy to neighborhoods partially submerged by rising tides, the contributors explore situations that destabilize the concepts we once relied on to address environmental challenges. They take up the challenge that the Anthropocene poses both to life on the planet and to our social-scientific understanding of it by showing how past conceptions of environment and progress have become unmoored and what this means for how we imagine the future. Contributors: Nikhil Anand, Andrea Ballesterio, Bruce Braun, Ashley Carse, Gastón R. Gordillo, Kregg Hetherington, Casper Bruun Jensen, Joseph Masco, Shaylih Muehlmann, Natasha Myers, Stephanie Wakefield, Austin Zeiderman

Across the Chinese borderlands, investments in large-scale transnational infrastructure such as roads and special economic zones have increased exponentially over the past two decades. Based on long-term ethnographic research, *Borderland infrastructures. Trade, Development, and Control in Western China* addresses a major contradiction at the heart of this fast-paced development: small-scale traders have lost their historic strategic advantages under the growth of massive Chinese state investment and are now struggling to keep their businesses afloat. Concurrently, local ethnic minorities have become the target of radical resettlement projects, securitization, and tourism initiatives, and have in many cases grown increasingly dependent on state subsidies. At the juncture of anthropological explorations of the state, border studies, and research on transnational trade and infrastructure development, *Borderland infrastructures* provides new analytical tools to understand how state power is experienced, mediated, and enacted in Xinjiang and Yunnan. In the process, Rippa offers a rich and nuanced ethnography of life across China's peripheries.

Bringing together leading researchers from geography, political science, sociology, public policy and technology studies, *Disrupted Cities* exposes the politics of well-known disruptions such as devastation of New Orleans in 2005, the global SARS outbreak in 2002-3, and the great power collapse in the North Eastern US in 2003. But the book also excavates the politics of more hidden disruptions: the clogging of city sewers with fat; the day-to-day infrastructural collapses which dominate urban life in much of the global south; the deliberate devastation of urban infrastructure by state militaries; and the ways in which alleged threats of infrastructural disruption have been used to radically reorganize cities as part of the 'war on terror'. Accessible, topical and state-of-the art, *Disrupted Cities* will be required reading for anyone interested in the intersections of technology, security and urban life as we plunge headlong into this quintessentially urban century. The book's blend of cutting-edge theory with visceral events means that it will be particularly useful for illuminating urban courses within geography, sociology, planning, anthropology, political science, public policy, architecture and technology studies.

The Making of the African Road offers anthropological accounts of the infrastructural, economic, political, historical as well as experiential dimensions of the African long-distance road and explores its emerging orders.

Roads and the powerful sense of mobility that they promise carry us back and forth between the sweeping narratives of globalisation, and the specific, tangible materialities of particular times and places. Indeed, despite the fact that roads might, by comparison with the sparkling agility of virtual technologies, appear to be grounded in twentieth century industrial political economy they could arguably be taken as the paradigmatic material infrastructure of the twenty-first century, supporting both the information society (in the ever increasing circulation of commoditized goods and labour), and the extractive economies of developing countries which the production and reproduction of such goods and labour depends. *Roads and Anthropology* is the first collection of road ethnographies, edited by two pioneers in the anthropological explorations of infrastructures, the essays published in this book aim to pave the way for that rising field of

anthropological research. This book was published as a special issue of *Mobilities*.

What kinds of expertise and knowledge relate to electricity, and where is the space for alternative voices? How can the new roles for electricity in social and cultural life be acknowledged? How can we speak about 'it' in its own right while acknowledging that electricity is not one thing? This book re-describes electricity and its infrastructures using insights from anthropology and science and technology studies, raising fascinating questions about the contemporary world and its future. Through ethnographic studies of bulbs, bicycles, dams, power grids and much more, the contributors shed light on practices that are often overlooked, showing how electricity is enacted in multiple ways. *Electrifying Anthropology* moves beyond the idea of electricity as an immovable force, and instead offers a set of potential trajectories for thinking about electricity and its effects in contemporary society. With new contributions on an emerging area of research, this timely collection will be of value to students and scholars of anthropology, science and technology studies, geography and engineering.

Investigations of people in transit across the informal hubs, terminals, and nodes that crisscross Eastern Europe and Vienna. *Stop and Go* is a research project by architect and artist Michael Hieslmair and cultural historian Michael Zinganel that focuses on the transformation of the informal hubs, terminals, and nodes along Pan-European transport corridors in Eastern Europe and Vienna. Following the fall of the Iron Curtain and the expansion of the EU, the need to improve infrastructure and develop faster connections between places affected the public realm at the margins and even in the center of cities. *Stop and Go* investigates the people in transit across these transnational networks with descriptive text, images, and maps.

DIV Examines the role of media technologies in shaping urban Africa through an ethnographic study of popular culture in northern Nigeria.

The destructive effects of modern industrial societies have shaped the planet in such profound ways that many argue for the existence of a new geological epoch called the Anthropocene. This claim brings into relief a set of challenges that have deep implications for how relations between the human, the material, and the political affect contemporary social worlds. The contributors to *Anthropos and the Material* examine these challenges by questioning and complicating long-held understandings of the divide between humans and things. They present ethnographic case studies from across the globe, addressing myriad topics that range from labor, economics, and colonialism to technology, culture, the environment, agency, and diversity. In foregrounding the importance of connecting natural and social histories, the instability and intangibility of the material, and the ways in which the lively encounters between the human and the nonhuman challenge conceptions of liberal humanism, the contributors point to new understandings of the capacities of people and things to act, transform, and adapt to a changing world.

In the past decade, South Africa's "miracle transition" has been interrupted by waves of protests in relation to basic services such as water and electricity. Less visibly, the post-apartheid period has witnessed widespread illicit acts involving infrastructure, including the nonpayment of service charges, the bypassing of metering devices, and illegal connections to services. *Democracy's Infrastructure* shows how such administrative links to the state became a central political terrain during the anti-apartheid struggle and how this terrain persists in the post-apartheid present. Focusing on conflicts surrounding prepaid water meters, Antina von Schnitzler examines the techno-political forms through which democracy takes shape. Von Schnitzler explores a controversial project to install prepaid water meters in Soweto—one of many efforts to curb the nonpayment of service charges that began during the anti-apartheid struggle—and she traces how infrastructure, payment, and technical procedures become sites where citizenship is mediated and contested. She follows engineers, utility officials, and local bureaucrats as they consider ways to prompt Sowetans to pay for water, and she shows how local residents and activists wrestle with the constraints imposed by meters. This investigation of democracy from the perspective of infrastructure reframes the conventional story of South Africa's transition, foregrounding the less visible remainders of apartheid and challenging readers to think in more material terms about citizenship and activism in the postcolonial world. *Democracy's Infrastructure* examines how seemingly mundane technological domains become charged territory for struggles over South Africa's political transformation.

Anthropology is the study of all humans in all times in all places. But it is so much more than that. "Anthropology requires strength, valor, and courage," Nancy Scheper-Hughes noted. "Pierre Bourdieu called anthropology a combat sport, an extreme sport as well as a tough and rigorous discipline. ... It teaches students not to be afraid of getting one's hands dirty, to get down in the dirt, and to commit yourself, body and mind. Susan Sontag called anthropology a "heroic" profession." What is the payoff for this heroic journey? You will find ideas that can carry you across rivers of doubt and over mountains of fear to find the light and life of places forgotten. Real anthropology cannot be contained in a book. You have to go out and feel the world's jagged edges, wipe its dust from your brow, and at times, leave your blood in its soil. In this unique book, Dr. Michael Wesch shares many of his own adventures of being an anthropologist and what the science of human beings can tell us about the art of being human. This special first draft edition is a loose framework for more and more complete future chapters and writings. It serves as a companion to anth101.com, a free and open resource for instructors of cultural anthropology. This 2018 text is a revision of the "first draft edition" from 2017 and includes 7 new chapters.

Roads matter to people. This claim is central to the work of Penny Harvey and Hannah Knox, who in this book use the example of highway building in South America to explore what large public infrastructural projects can tell us about contemporary state formation, social relations, and emerging political economies. *Roads* focuses on two main sites: the interoceanic highway currently under construction between Brazil and Peru, a major public/private collaboration that is being realized within new, internationally ratified regulatory standards; and a recently completed one-hundred-kilometer stretch of highway between Iquitos, the largest city in the Peruvian Amazon, and a small town called Nauta, one of the earliest colonial settlements in the Amazon. The Iquitos-Nauta highway is one of the most expensive roads per kilometer on the planet. Combining ethnographic and historical research, Harvey and Knox shed light on the work of engineers and scientists, bureaucrats and construction company officials. They describe how local populations anticipated each of the road projects, even getting deeply involved in questions of exact routing as worries arose that the road would benefit some more than others. Connectivity was a key

recurring theme as people imagined the prosperity that will come by being connected to other parts of the country and with other parts of the world. Sweeping in scope and conceptually ambitious, *Roads* tells a story of global flows of money, goods, and people—and of attempts to stabilize inherently unstable physical and social environments. Daniel Mains explores the intersection of infrastructural development and governance in contemporary Ethiopia by examining the conflicts surrounding the construction of specific infrastructural technologies and how that construction impacts the daily lives of Ethiopians.

This book examines existing cycling structures and the current policy and practices used to promote cycling in Europe. An international range of contributors provide an interdisciplinary analysis of the complex cultural politics of infrastructural provision and interrogate the pervasive bias against cyclists in city planning and transport systems across the globe. Infrastructural planning is revealed to be an intensely political act and its meaning variable according to larger political processes and contexts. The book also considers questions surrounding safety and risk, urban space wars and sustainable futures, connecting this to broader questions about citizenship and justice in contemporary cities.

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