

centres. To access funding allocated through this programme, some localities rushed to form brand-new municipal governments that clashed with existing village councils and led to poor coordination and the fragmentation of power across state agencies. Another example is the affordable housing programme (Pradhan Mantri Awas Yojana, 2015–2022) that aims to provide housing for all in urban areas by 2022. In this case, the ‘affordable housing’ is priced beyond the reach of the urban poor and many projects are constructed on the urban periphery with poor access to public transit. The affordable housing programme does not address those citizens who lack tenure (home and land ownership)—a large proportion of residents in Indian cities. Because of the lack of consideration of local specificities, many of the central and state urban policies are resisted, subverted or adapted by cities and communities. For example, the Municipal Corporation of Greater Mumbai did not implement a poverty-alleviation programme mandated by Delhi since the programme required significant effort and offered few returns, and homeowners and local officials in Maharashtra resisted a state policy to demolish and regularize illegal sub-divisions (i.e. *gunthewari*).

Third, the book paints a sombre picture of India’s urban future: a country of fragmented metropolises inhabited by the haves and have-nots. The information technology (IT) sector has been driving India’s economic growth, but it has limited potential for job generation since only those with higher education can get a job in the IT industry. The manufacturing sector does not yet offer many secure and well-paid jobs. On Chennai’s periphery, rural families pool resources for their children’s education, but their children graduate from local training schools and find only temporary low-paid factory jobs. In sprawling Hyderabad (India’s IT capital), many neighbourhoods house poor migrants who do not benefit from the high-tech boom. In Mumbai, the top one per cent reside in luxury villas designed by starchitects, while nearly half of the city’s population live in slums. Ignoring these stark inequalities, policymakers in Delhi make policy prescriptions—e.g. JNNURM, low-income housing, the Smart Cities initiative—that distribute resources unevenly and only further exacerbate the existing disparities.

The book’s contributors—leading India-based urban experts—make concrete suggestions on how to make policymaking more democratic, transparent and flexible to meet local needs. Examples include decentralization (devolving more power and resources to municipal governments); opening up the policymaking process to ideas and voices from local communities; better integration of spatial planning with economic development plans and empowering municipal planners; and challenging the existing assumptions behind certain policies—such as the notion of property ownership—which do not apply to a large Indian urban population. Such measures would improve coordination between different levels of the state as well as between the state and the communities. The book is essential reading for students interested in urban policies, politics and comparative urbanization.

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**Guillermo Jajamovich 2018: *Puerto Madero in Motion [Puerto Madero en Movimiento]*. Buenos Aires: Teseo**

Policy mobility—the relational and constructivist process by which cities, experts and everyday actors circulate urban policy models—is a sprawling field. Guillermo Jajamovich’s *Puerto Madero in Motion* seeks to tame this bundle of concepts and assess its value in a prominent city of the global South. In so doing, Jajamovich injects needed historicism into patterns of transatlantic policy influence that span decades, if not centuries. Adopting the analytic lens of Large Urban Projects (*grandes proyectos urbanos*), *Puerto Madero in Motion* sheds light on the breakneck global

adoption of sprawling riverfronts, stadia and entertainment districts that inhere intricate webs of infrastructure and ecologies and also, increasingly, celebrity architects, global design idioms and iconic city images built for travel.

Buenos Aires' redesigned port, Puerto Madero, starkly illustrates this process. Conceived during the country's neoliberal restructuring in the late 1980s and 90s, its original Catalan architects plied the well-known waters of uneven exchange between Spain and Latin America. But that is where straightforward geopolitical narratives end. The Buenos Aires case demonstrates the multidirectional character of this exchange, the many kinds of ideological, political and economic programmes that 'best practices' are called upon to sustain, and the way sites of transnational learning can become dominant models themselves, while reshaping North-South influence.

*Puerto Madero in Motion* is broken up into seven chapters, with the first two laying out a conceptual vision and historical background. Jajamovich situates the book within debates around postcolonial urbanism, policy mobility and an older literature on Latin American dependency. Chapter 3 examines how Argentina's market-friendly national government solicited a Catalan plan to convert the abandoned downtown port into high-end residential and office space. Prominent Argentine architects, however, successfully pushed back against this model, torpedoing the brazenly market-centric logic of Barcelona's famed planners and architects. A revised vision included less intensive land use and incorporated ideas developed through Argentina's Central Society of Architects, challenging models of policy circulation that suggest the unencumbered power of Northern experts to reshape Southern cities.

Nonetheless, the public entity that oversaw the port's redevelopment (CAPMSA) maintained the Catalan model of public sale of the port's land in exchange for private investments. Jajamovich traces the trajectories of important CAPMSA figures in this chapter, demonstrating the need for historical perspectives that take existing networks seriously. By looking at prominent Spanish architects such as Jordi Borja and their longstanding relationships with local professionals, the book situates Catalan influence within a broader historical relationship. Jajamovich suggests that the policy mobility literature tends towards a type of presentism that leaves unexamined these erstwhile historical linkages and forms of influence.

The following chapter details how Puerto Madero has itself become a global model. The CAPMSA leveraged Puerto Madero's redevelopment into international consulting and architectural competitions in both the global North and South, while promoting its distinctive public-private model of land sale and ownership. This reality upends straightforward views of global design mimicry, which would suggest that southern laggards take up bespoke versions of northern planning paradigms. Instead, Jajamovich shows how Puerto Madero has become a touchstone for adaptive reuse in cities across the globe.

Jajamovich is on firm ground in elaborating these multidirectional travels and the messy process by which urban designs become celebrated in the most dominant expert circles. The analysis becomes more slippery, however, when we examine *the degree to which* certain models gain influence transnationally, even if their origins are in the global South and their afterlives pop up in design competitions in cities like Memphis or Rio (as is the case for Puerto Madero). To a large degree, the Puerto Madero model remained tethered to national and regional networks of professionals, bridged through prominent Buenos Aires planners and their private consulting firms, and occasionally orbiting through transnational experts such as Borja. The Byzantine multidirectionality of these travels, however, can obscure the conditions under which Puerto Madero became mobile.

In the end, the density and reach of local networks seem to show that models from the global South do travel, but they may be positioned outside the most dominant (and dominating) nodes of global urbanism. A challenge for the literature more

generally is to account for the relative power of brokers (such as Borja) who generate multidirectional exchange but are often looped through expert networks integrated with the most high-flying cities of the global North (such as Barcelona). Implicitly, then, this chapter points to the unequal travels of expertise, shot through with both network hierarchy and directionality; an empirical point that could be further elucidated in future research.

Chapter 5 provides a compelling study of the efforts of the CAPMSA to consult on a former rail mega-project in the Argentine city of Mendoza. The 'Mendoza-Madero' development was eventually scuttled, yet the national prestige of Puerto Madero and the professional networks of CAPMSA served to bring Buenos Aires and Mendoza officials together. Jajamovich uses this case to draw out a fascinating story about subnational knowledge exchange, local politics (the project met with fierce resistance), and the reasons certain case studies are called on to facilitate urban mega-projects. The case demonstrates the complexity of policy mobilities beyond Manichean narratives of North and South and the role for state actors to emerge as 'suppliers' (versus 'demanders') of urban models. Indeed, the nationally linked experts who envisioned the Mendoza project drew upon professional networks within Argentina and at times used the model's national prominence as a form of legitimization.

The final empirical chapter documents the local and transnational promotion of Puerto Madero and the way CAPMSA officials distilled its relevance for different publics. In the end, the Puerto Madero case points to a politically contingent process of policy circulation in which models are selected to sustain larger political programmes, forms of recognition and acclaim. Jajamovich's rich contribution points us towards this central insight while providing a powerful set of methodological tools that future scholars should take up with the same historicism, breadth of interdisciplinarity and expertise that Jajamovich has brought to bear in *Puerto Madero in Motion*.

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