Industrialization is an historically significant process which has contributed much to the distinctive nature of national, regional and local economies and to geographically uneven trajectories of growth and decline or, more generally, to the geographically uneven process of “creative destruction.” Industrialization adds wealth and jobs to places directly and indirectly via, brings places together economically in a variety of ways, serves and creates consumer demands, and is a profoundly cumulative process. Moreover, since at least the Industrial Revolution, the world’s hegemonic powers have been the world’s industrial leaders. In the 19th century, Pax Britannia and Britain as the world’s workshop were two sides of the same coin. As the 21st century is approached, hegemonic rivalry features the world’s three leading industrial powers, the US, Japan and Germany, striving for industrial and political supremacy. Yet, industrialization in one place can also threaten and undermine wealth and jobs elsewhere, including even the longest established industrial places, and it is relentlessly demanding of the environment. In short, industrialization is important to geography and development.

Industrial geography’s distinctive contribution to understanding the process of industrialization originates from the emphasis placed on the perspective of location. Thus, from its beginnings the central tasks of industrial geography have been, and remain, to explain the location of industrial activity (from global to local scales of reference), changes in the location of industrial activity (from historical to annual time scales), and the implications of changing patterns of industrial location for national, regional and local economic development. As a sub-discipline of human geography, industrial (‘manufacturing’) geography traditionally has been pre-occupied with manufacturing activities and, as such, developed rapidly in the 1950s when the first text books were
written. The importance of manufacturing industry to local economies within advanced
countries and the role of industry in shaping the ‘character’ of places underlay this
development. The sub-discipline of industrial geography was further stimulated at this
time by the innovation of a form of regional policy, notably in the United Kingdom but
rapidly emulated elsewhere, which emphasized the role of manufacturing industry in
providing jobs and income to regions suffering from high levels of unemployment, low
per capita incomes and high rates of out-migration. To put the matter simply, this policy,
in its original formulation, argued that to reduce these problems ‘work must be taken to
the workers’ and that only manufacturing activities could be readily dispersed. The
geography of primary and service activities, it was assumed, could not be altered since the
former depended upon nature and the latter on population. Manufacturing activities, on
the other hand, were considered to be more locationally flexible and would also generate
‘spin-offs’ in ‘designated’ regions.

If regional policy, as originally conceived, is now largely defunct, scholarly
interest and the social relevance of industrial geography remains vital. The opening up of
‘new industrial spaces’ in many parts of the globe in both developed and developing
countries is intimately interrelated, albeit in no simple cause and effect way, with
adjustment and diversification in some established industrial spaces and with the de
industrialization of others. The problem of industrial transformation is global in scope
and the process of creative destruction is evident to all. It is the assumption of this book
that industrial geography can contribute towards an understanding of this problem and this
process.

This book seeks to present a systematic understanding of the dynamics of
industrial location as researched and developed by industrial geographers and related
scholars. Following the two introductory chapter of Part 1 which briefly outline the
concerns of industrial geography and place the ‘industrial transformation problem’ in
geographical and historical perspective, the book progressively explores industrial
location dynamics at the level of individual factories (part 2), individual firms (part 3),
and finally with respect to production systems which comprising bundles of inter-firm
(and inter-factory) relations in the manufacture of particular products (part 4). While this
sequential focus on the factory, the firm and the production system (inter-firm relations)
reflects the chronology of industrial geography as a sub-discipline, the primary rationale
for this organization is analytical. Given the historical and geographical context of
industrialization outlined in Part I, the factory, the firm and the production system
represent progressively more complex units of investigation (and location structures) and
principles and issues in the early parts of the discussion are incorporated and elaborated in
later parts of the discussion.

The book is targeted primarily for senior level undergraduates and represents the
way I have been teaching my Geography of Manufacturing course at Simon Fraser for
several years. In this course, I have found H D Watts’ (1987) *Industrial Geography* and
K Chapman’s and D. Walker’s (1987) *Industrial Location* to be extremely useful and
much appreciated by my students. Another good text book is E J Malecki's (1991)
*Technology and Economic Development* although as its title implies this book has a
specific focus on technological change. My own book, I believe, offers a distinctive
organization which explicitly links industrial geography with the 'industrial transformation
problem' (Part I) and progressively builds on the three most theoretically important
categories of analysis used in industrial geography, namely the factory, the firm and the
production system (Parts 2-4). In addition, in comparison to existing texts, there is more
emphasis placed on production systems, and the related topic of industrial districts, since
they have been such an important thrust of research within industrial geography over the
past decade. In any event I hope that this book will continue to stimulate interest in
industrial geography and encourage students to continue to think about the relations
between industrialization and regional development.
A text book, by definition, is supposedly comprehensive and, given the particular structure of the book and length limitations, I have tried to be as comprehensive as possible. There has been an explosion of research (information) within industrial geography over the last 25 years, however, and I have no doubt that I have excluded many important contributions by various authors. All I can say in this regard is that I apologize (while shamelessly inviting those excluded to send me their reprints!). I have also had to be selective in my examples. While I have tried to chose a range of cases from various contexts my preference for discussing these cases in some detail inevitably limits the number of examples cited. Hopefully, the cases selected demonstrate important issues and at least provide a basis for comparison of examples better known and more relevant to readers.

I have been thinking about writing a book on industrial geography for many years and perhaps I should have spent less time watching soccer and hockey. After all, my teams (Sheffield Wednesday and the Vancouver Canucks) have only rarely been inspirational. In the end, I owe a debt to many people in the evolution of this book. Brian Fullerton and Ken Warren (at the University of Newcastle upon Tyne) and Bruce Proudfoot and Geoff Ironside (at the University of Alberta) initially encouraged my interest in economic geography while my thinking about industrial geography was profoundly affected by my doctoral alma mater, the University of Washington, especially through the help and direction provided by Gunter Krumme. Subsequently, I have gained much from being a part of a vibrant international community of industrial geographers and in recent years I have benefited considerably from my local partnerships with Trevor Barnes and David Edgington.

With respect to the book itself, Trevor Barnes, Doug Watts, Bill Lever, Kevin Rees and Jerry Patchell offered valuable comments on earlier drafts for which I am most thankful. In fact, Jerry had the fortitude to closely read and criticize an early draft while his assistance has been invaluable in trying to come to grips with the industrial geography
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My final words of gratitude are to my family. Jacquie, Alison, Lynn and Megan have been a bedrock of encouragement and support while simultaneously striving mightily to enrich my understanding of a wider world. Thanks, and don't stop! Finally, I would like to dedicate this book to my parents, Dorothy and Eric ('Ernie') Hayter. My privileged life owes much to them and stands in contrast to their own sacrifices. They left school at age 14. In Dad's case, between 1942 and 1949, he soon travelled to (present day) Myanmar, India, Bangladesh, Egypt, Cyprus and Israel, as a British soldier. After, I left school, in somewhat more comfortable circumstances, I collected degrees in England, Canada and the US. His education may have been more radical but I have been luckier. My thanks to him must be posthumous.