

they can be used, as part of what is in effect a fourth pillar of the European Union, as an element of strength. Arguably, the inclusion of these powerful chapters alone warrants the publication of this booklet and its purchase by any respectable academic library holding a collection on the law and politics of the European Union. Even if the discussion comes too late for the IGC, the question of the desirability of mixity is still important when considering the question of straddling competences on a case-by-case basis.

The shortcomings of the book relate to its length. The editors could have included additional chapters, for instance, on treaty-making procedures, on the effects of Community treaties as opposed to mixed agreements and on the perspectives of the different institutions and levels of government. In addition, views from third countries and international organizations could have been included. Whilst, as noted, the booklet comes too late to influence the revision of the Treaty on European Union, it does not contain a discussion of the relevant provisions of the Treaty of Amsterdam either, leaving undiscussed, notably, Article 133 (ex Article 113) and the provisions on the Treaty-making power of the Union. The amendments to the TEU proposed at Amsterdam are not of a nature, however, to affect the underlying discussion, nor do they diminish the quality of the contributions.

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Ortiz Blanco, Luis and Ben Van Houtte.
EC Competition Law in the Transport Sector. Oxford: Clarendon Press, 1996.
Pp. 288.

This book by Luis Ortiz Blanco and Ben Van Houtte offers an extremely useful guide to the law of the European Union in the transport sector for scholars and, above all, practitioners of EC competition law in this sector.

The book offers a rigorous, clear and thorough description of the main developments

which have taken place in this sector almost from the time of the creation of the European Communities. The authors, staff members of the European Commission (Transport Division of DG IV — Competition Policy) demonstrate a sound command of the legal material, the cases before the Court of Justice, and legal doctrine, as well as an in-depth knowledge of the inside story on the policy outcomes they describe.

The work is divided into seven chapters, each of which gives a detailed account of the particular competition law developments that have arisen in the Community's various transport sector areas (inland, air, maritime transport) in terms of their competition rules. However, the first, second, and final chapters are more general in character. Moreover, one senses the lack of a brief introductory chapter, in which the authors might have expounded the objective of their work. This criticism aside, each chapter is systematically structured. Overall, therefore, the reader gains a good general picture of the law as it stands in this sector of Community competence.

Despite its significant virtues, the book deserves more cautious assessment from a methodological perspective. With the exception of perhaps the first and last chapters, the remainder of the book is but a summary of legislation, cases and legal doctrine. The authors give no clues to assist readers' understanding of the complex dynamics present in the Community transport sector, which would then provide a point of reference against which legal developments could more precisely be evaluated. At best, when the authors finally criticize a particular issue, it is done simply in terms of legal coherence and practicality (e.g., at 53). The book also gives the impression that the history of EC competition policy in the transport sector is very much one of a 'good guys, bad guys' classical dichotomy; as a result, the book reaches some hasty and bold conclusions at many points. For instance, it states that the failure to establish less cumbersome procedural rules for the implementation of the EC competition laws in the transport sector is due to 'the Member States' opposition to accepting the complete

and immediate applicability of the competition rules to transport' (at 263), despite, of course, the Commission's continuing efforts to this end.

Nevertheless, the book provides a valuable tool, a complete and well-structured overview of Community competition rules for the transport sector. No doubt the picture presented could have been improved by broadening the book's scope to include the social, economic and political elements underpinning the legal developments in this area. Even with a focus on the purely descriptive, this would have made the overall result more lively.

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Hebenton, Bill and Terry Thomas.

Policing Europe. New York: St. Martin's Press, 1995. Pp. 231.

The process of European integration is examined in this book from both a descriptive and normative perspective. A political science phenomenology shows the historical development of the organization of police forces as a move along a continuum from centralization to decentralization. After a detailed analysis of the transformation of police organizations and the present policing arrangements in the single Member States, Hebenton and Thomas argue that there exists a widening gap between form and substance in the individuation of the dominant vehicle through which authority is exercised. From the formal point of view, the authors hold, state sovereignty still constitutes the normative concept for policing functions; from the substantial point of view, processes of disaggregation and fragmentation expose policing to an organizational bifurcation: on the one hand, a proliferation of decentralized and fragmented agencies at the local level and, on the other hand, a small number of centralized agencies at national and supranational levels.

The authors put forward a strong claim in relation to the issue of immigration: what seems to be a process of unification from the perspective of European citizenship looks like a process of exclusion from the viewpoint of

immigrants. In particular, the Schengen Convention is suspected of being in potential conflict with both international and European Community law. A realist perspective, according to the authors, shows that Schengen and the other intergovernmental EU structures have resulted in a dominant political agenda comprising immigration and asylum-seeker control policies.

The book views the abolition of inner border controls between EU states as a factor generating a security deficit; it analyses data concerning transnational crime and argues that the new forms of supranational police work and cooperation emerged as a response to the increase in international criminal networks and the impact of migratory flows. The authors argue that the rapid developments in information technology have facilitated the growth and shape of the internal security field. More broadly, *Policing Europe* raises the question of a 'transfer of illegitimacy': in the area of internal security policing there might be, the authors argue, a positive encouragement to cede responsibility to a new centre.

Finally Hebenton and Thomas make their normative claim and propose three 'ideal-type' alternative configurations for European policing arrangements: an integrated configuration, which links operational and policy matters at the institutional level; a pluralist configuration based on boundaries at the organizational level between police specializations and on the absence of clear hierarchical or strategic influences at the territorial level; and a mixed configuration combining, as with Europol, the coordinating functions between discrete national police forces and the centralizing function for operational information exchanges.

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Mény, Yves, Pierre Muller and Jean-Louis Quermonne (eds). *Adjusting to Europe: The Impact of the European Union on National Institutions and Policies*. London, New York: Routledge, 1996. Pp. xi, 174. Index.

One of the most important topics relating to