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Jonathan Teller-Elsberg,Nancy Folbre,James Heintz

Tires and Passenger Vehicle Fuel Economy ,2006

Transportation Energy Data Book ,2005

Field Guide to the U.S. Economy Jonathan Teller-Elsberg,Nancy Folbre,James Heintz,2006 A lighthearted introduction to the myths and realities of the nation's economy draws on the wit and wisdom of more than forty progressive economists affiliated with the Center for Popular Economics and includes coverage of such topics as the environment, government spending, and the war in Iraq. Original.

The United States Government Internet Manual 2003-2004 Peggy Garvin,2004

Cost, Effectiveness, and Deployment of Fuel Economy Technologies for Light-Duty Vehicles National Research Council,Division on Engineering and Physical Sciences,Board on Energy and Environmental Systems,Committee on the Assessment of Technologies for Improving Fuel Economy of Light-Duty Vehicles, Phase 2,2015-09-28 The light-duty vehicle fleet is expected to undergo substantial technological changes over the next several decades. New powertrain designs, alternative fuels, advanced materials and significant changes to the vehicle body are being driven by increasingly stringent fuel economy and greenhouse gas emission standards. By the end of the next decade, cars and light-duty trucks will be more fuel efficient, weigh less, emit less air pollutants, have more safety features, and will be more expensive to purchase relative to current vehicles. Though the gasoline-powered spark ignition engine will continue to be the dominant powertrain configuration even through 2030, such vehicles will be equipped with advanced technologies, materials, electronics and controls, and aerodynamics. And by 2030, the deployment of alternative methods to propel and fuel vehicles and alternative modes of transportation, including autonomous vehicles, will be well underway. What are these new technologies - how will they work, and will some technologies be more effective than others? Written to inform The United States Department of Transportation's National Highway Traffic Safety Administration (NHTSA) and Environmental Protection Agency (EPA) Corporate Average Fuel Economy (CAFE) and greenhouse gas (GHG) emission standards, this new report from the National Research Council is a technical evaluation of costs, benefits, and implementation issues of fuel reduction technologies for next-generation light-duty vehicles. Cost, Effectiveness, and Deployment of Fuel Economy Technologies for Light-Duty Vehicles estimates the cost, potential efficiency improvements, and barriers to commercial deployment of technologies that

might be employed from 2020 to 2030. This report describes these promising technologies and makes recommendations for their inclusion on the list of technologies applicable for the 2017-2025 CAFE standards.

Greening the Car Industry John Mikler, 2009-01-01 . . . fascinating and stimulating book, which is both comprehensive and partial in equal degree. Peter Wells, Journal of Environmental Policy and Planning Greening the Car Industry is an innovative book in the Varieties of Capitalism tradition. Its interviews and analysis offer rich insights into why the US car industry struggles, particularly on environmental impact, compared to Japanese and German firms. John Mikler shows that regulatory institutions matter, and how they matter. For the car industry at least, more collaborative forms of capitalism show more promise. Mikler gives us a masterpiece of regulatory scholarship. John Braithwaite, The Australian National University Corporations, including those in the car industry, are increasingly keen to proclaim their green credentials. But what motivates firms to reduce the environmental impact of their products? Rather than accepting the conventional wisdom, John Mikler addresses this question in a novel way by taking a comparative institutionalist approach informed by the Varieties of Capitalism literature. Focusing on Germany, the US and Japan, the author shows that national variations in capitalist relations of production are central to explaining how the car industry tackles the issue of climate change, such variations are crucial for understanding the normative as well as material basis for firms motivations. This ground-breaking book will be of great benefit to students and academics, particularly those with an interest in comparative politics, public policy and international political economy. It may also serve as a resource for courses on environmental politics and environmental management as well as aspects of international relations and business/management. Given the book's contemporary policy relevance, it will be a valuable reference for policy practitioners with an interest in industry policy, multinational corporations, the environment, and institutional approaches to comparative politics.

Technologies and Approaches to Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles National Research Council, Transportation Research Board, Division on Engineering and Physical Sciences, Board on Energy and Environmental Systems, Committee to Assess Fuel Economy Technologies for Medium- and Heavy-Duty Vehicles, 2010-07-30 Technologies and Approaches to Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles evaluates various technologies and methods that could improve the fuel economy of medium- and heavy-duty vehicles, such as tractor-trailers, transit buses, and work trucks. The book also recommends approaches that federal agencies could use to regulate these vehicles' fuel consumption. Currently there are no fuel consumption standards for such vehicles, which account for about 26 percent of the transportation fuel used in the U.S. The miles-per-gallon measure used to regulate the fuel economy of passenger cars. is not appropriate for medium- and heavy-duty vehicles, which are designed above all to carry loads efficiently. Instead, any regulation of medium- and heavy-duty vehicles should use a metric that reflects the efficiency with which a vehicle moves goods or passengers, such as gallons per ton-mile, a unit that reflects the amount of fuel a vehicle would use to carry a ton of

goods one mile. This is called load-specific fuel consumption (LSFC). The book estimates the improvements that various technologies could achieve over the next decade in seven vehicle types. For example, using advanced diesel engines in tractor-trailers could lower their fuel consumption by up to 20 percent by 2020, and improved aerodynamics could yield an 11 percent reduction. Hybrid powertrains could lower the fuel consumption of vehicles that stop frequently, such as garbage trucks and transit buses, by as much 35 percent in the same time frame.

The Orange Economy Inter American Development Bank,Iván Duque Márquez,Pedro Felipe Buitrago Restrepo,2013-10-01 This manual has been designed and written with the purpose of introducing key concepts and areas of debate around the creative economy, a valuable development opportunity that Latin America, the Caribbean and the world at large cannot afford to miss. The creative economy, which we call the Orange Economy in this book (you'll see why), encompasses the immense wealth of talent, intellectual property, interconnectedness, and, of course, cultural heritage of the Latin American and Caribbean region (and indeed, every region). At the end of this manual, you will have the knowledge base necessary to understand and explain what the Orange Economy is and why it is so important. You will also acquire the analytical tools needed to take better advantage of opportunities across the arts, heritage, media, and creative services.

Autonomous Vehicle Technology James M. Anderson,Kalra Nidhi,Karlynn D. Stanley,Paul Sorensen,Constantine Samaras,Oluwatobi A. Oluwatola,2014-01-10 The automotive industry appears close to substantial change engendered by “self-driving” technologies. This technology offers the possibility of significant benefits to social welfare—saving lives; reducing crashes, congestion, fuel consumption, and pollution; increasing mobility for the disabled; and ultimately improving land use. This report is intended as a guide for state and federal policymakers on the many issues that this technology raises.

ACEEE's Green Book John DeCicco,John M DeCicco, Ph.D.,James Kliesch,James Kliesch, B.S., M.S.,2002-02

An Analysis of U.S. Newspaper Coverage of Hybrid Vehicles Todd Pollak,2004

Reducing Gasoline Consumption Terry Dinan,David Austin,2003 Several Members of Congress and public interest groups have recently proposed policies that would reduce gasoline consumption in the United States. Such proposals stem primarily from a desire to enhance the nation's energy security and to decrease its emissions of carbon dioxide, a key greenhouse gas that affects the Earth's climate. This book compares three methods of reducing gasoline consumption: increasing the corporate average fuel economy (CAFE) standards that govern passenger vehicles, raising the federal tax on gasoline, and setting a limit on carbon emissions from gasoline combustion and requiring gasoline producers to hold allowances for those emissions (a policy known as a cap-and-trade program). Also, the book weighs the relative merits of those policies against several major criteria: whether they would minimise costs to producers and consumers; how reliably they would achieve a given reduction in gasoline use; their implications for automobile safety; and their effects on such factors as traffic congestion, requirements for highway construction, and emissions of air pollutants other than carbon

dioxide. In addition, the book examines two more policy implications that lawmakers may be concerned about: the impact on people at different income levels and in different regions, and the effects on federal revenue.

The Greenhouse Gas Protocol ,2004 The GHG Protocol Corporate Accounting and Reporting Standard helps companies and other organizations to identify, calculate, and report GHG emissions. It is designed to set the standard for accurate, complete, consistent, relevant and transparent accounting and reporting of GHG emissions.

Energy and the New Reality 1 Danny Harvey,2010-08-12 Reducing and managing humanity's demand for energy is a fundamental part of the effort to mitigate climate change. In this, the most comprehensive textbook ever written on the subject, L.D. Danny Harvey lays out the theory and practice of how things must change if we are to meet our energy needs sustainably. The book begins with a succinct summary of the scientific basis for concern over global warming, then outlines energy basics and current patterns and trends in energy use. This is followed by a discussion of current and advanced technologies for the generation of electricity from fossil fuels. The book then considers in detail how energy is used, and how this use can be dramatically reduced, in the following end-use sectors: - buildings - transportation - industry - food and agriculture - municipal services The findings from these sector-by-sector assessments are then applied to generate scenarios of how global energy demand could evolve over the coming decades with full implementation of the identified and economically-feasible energy-saving potential. The book ends with a brief discussion of policies that can be used to reduce energy demand, but also addresses the limits of technologically-based improvements in efficiency in moderating demand and of the need to re-think some of our underlying assumptions concern ends with a brief discussing what we really need. Along with its companion volume on C-free energy supply, and accompanied by extensive supplementary online material, this is an essential resource for students and practitioners in engineering, architecture, environment and energy related fields. Online material includes: Excel-based computational exercises, teaching slides for each chapter, links to free software tools.

Roundabouts Lee August Rodegerdts,National Cooperative Highway Research Program,2010 TRB's National Cooperative Highway Research Program (NCHRP) Report 672: Roundabouts: An Informational Guide - Second Edition explores the planning, design, construction, maintenance, and operation of roundabouts. The report also addresses issues that may be useful in helping to explain the trade-offs associated with roundabouts. This report updates the U.S. Federal Highway Administration's Roundabouts: An Informational Guide, based on experience gained in the United States since that guide was published in 2000.

Basic Economics Thomas Sowell,2014-12-02 The bestselling citizen's guide to economics Basic Economics is a citizen's guide to economics, written for those who want to understand how the economy works but have no interest in jargon or equations. Bestselling economist Thomas Sowell explains the general principles underlying different economic systems: capitalist, socialist, feudal, and so on. In readable language, he shows how to critique economic policies in terms of the

incentives they create, rather than the goals they proclaim. With clear explanations of the entire field, from rent control and the rise and fall of businesses to the international balance of payments, this is the first book for anyone who wishes to understand how the economy functions. This fifth edition includes a new chapter explaining the reasons for large differences of wealth and income between nations. Drawing on lively examples from around the world and from centuries of history, Sowell explains basic economic principles for the general public in plain English.

Connecting America Barry Leonard, 2010-11 Broadband is the great infrastructure challenge of the early 21st century. Broadband is a foundation for economic growth, job creation, global competitiveness and a better way of life. The number of Americans who have broadband at home has grown from 8 million in 2000 to nearly 200 million last year. But, 100 million Americans do not have broadband at home. In early 2009, Congress directed the FCC to develop a National Broadband Plan to ensure that every American has access to broadband capability. This plan must also include a strategy for achieving affordability and maximizing use of broadband. The plan presented here ensures that the entire broadband ecosystem – networks, devices, content and applications – is healthy. Illus.

Sustainable Automobile Transport Lisa B. Ryan, Hal Turton, 2007 Transport, and in particular road transport, represents a significant global threat to long-term sustainable development, and is one of the fastest-growing consumers of final energy and sources of greenhouse gas emissions. In this book, long-term energy-economy-environment scenarios are used to identify the key technological developments required to address the challenges passenger car transport poses to climate change mitigation and energy security. It also considers possible targets for policy support and examines some of the elements that contribute to the significant levels of uncertainty - particularly social and political conditions. The book then builds on this long-term scenario analysis with a broad review of recent empirical examples of relevant policy implementation to identify near-term options for the passenger transportation sector, which may promote a shift towards a more sustainable transport system over the longer term. *Sustainable Automobile Transport* will be of particular interest to those in the policy process who are striving to address the automobile-derived challenges associated with climate change - a growing rather than declining problem. It will have a worldwide audience as every developed and rapidly growing society struggles to address the dynamic growth in greenhouse gas emissions from automobiles.

The National System of Political Economy Friedrich List, 1916

Handbook of Sustainability for the Food Sciences Rubén O. Morawicki, 2012-03-20 Many books on sustainability have been written in the last decade, most of them dealing with agricultural systems, communities, and general business practices. In contrast, *Handbook of Sustainability for the Food Sciences* presents the concept of sustainability as it applies to the food supply chain from farm to fork but with a special emphasis on processing. Structured in four sections, *Handbook of Sustainability for the Food Sciences* first covers the basic concepts of environmental sustainability and provides a detailed

account of all the impacts of the food supply chain. Part two introduces the management principles of sustainability and the tools required to evaluate the environmental impacts of products and services as well as environmental claims and declarations. Part three looks at ways to alleviate food chain environmental impacts and includes chapters on air emissions, water and wastewater, solid waste, energy, packaging, and transportation. The final part summarizes the concepts presented in the book and looks at the measures that will be required in the near future to guarantee long term sustainability of the food supply chain. Handbook of Sustainability for the Food Sciences is aimed at food science professionals including food engineers, food scientists, product developers, managers, educators, and decision makers. It will also be of interest to students of food science.

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