

Journal Of Transport Geography Ub

The multi-disciplinary perspective provided here offers a strategic view on built environment issues and improve understanding of how built environment activities potentially induce global warming and climate change. It also highlights solutions to these challenges. Solutions to Climate change Challenges in the Built Environment helps develop an appreciation of the diverse themes of the climate change debate across the built environment continuum. A wide perspective is provided through contributions from physical, environmental, social, economic and political scientists. This strategic view on built environment issues will be useful to researchers as well as policy experts and construction practitioners wanting a holistic view. This book clarifies complex issues around climate change and follows five main themes: climate change experiences; urban landscape development; urban management issues; measurement of impact; and the future. Chapters are written by eminent specialists from both academic and professional backgrounds. The main context for chapters is the developed world but the discussion is widened to incorporate regional issues. The book will be valuable to researchers and students in all the built environment disciplines, as well as to practitioners involved with the design, construction and maintenance of buildings, and government organisations developing and implementing climate change policy.

The role of cities in addressing climate change is increasingly recognised in international arenas, including the Sustainable Development Goals, the UN Framework Convention on Climate Change, and the New Urban Agenda. Asia is home to many of the countries that are most vulnerable to climate change impacts and, along with Africa, will be the site of most urban population growth over the coming decades. Bringing together a range of city experiences, Responding to Climate Change in Asian Cities provides valuable insights into how cities can overcome some of the barriers to building climate resilience, including addressing the needs of vulnerable populations. The chapters are centred on an overarching understanding that adaptive urban governance is necessary for climate resilience. This requires engaging with different actors to take into account their experiences, vulnerabilities and priorities; building knowledge, including collecting and using appropriate evidence; and understanding the institutions shaping interactions between actors, from the national to the local level. The chapters draw on a mix of research methodologies, demonstrating the variety of approaches to understanding and building urban resilience that can be applied in urban settings. Bringing together a range of expert contributors, this book will be of great interest to scholars of urban studies, sustainability and environmental studies, development studies and Asian studies.

This book is an important contribution to the policy debate on the future of regional integration around the world, and in Asia in particular. The complex linkages between regional integration and regional cooperation, soft and hard integration, trade facilitation and regional infrastructure are all addressed competently in different chapters of this publication, which should be read by all of those concerned with the future of regional integration and cooperation in Asia. Antoni Estevadeordal, Inter-American Development Bank (IDB) As we emerge from the worst global economic setback in two generations, the momentum of Asian economies suggests that this region will redefine the

geography of trade and growth even more quickly and decisively than expected. Because Asia offers the largest emerging markets, superior growth rates, and new patterns of trade diversification, this region is becoming the leading edge of the global economy for the next generation. This volume addresses the essential issues related to Asian trade and regionalism with intellectual authority and essential timeliness. Brooks and Stone have assembled leading experts, distilled evidence, and synthesized policy lessons on the salient issues and trends that will drive the world's most dynamic economic region. Their book should be a desk reference for policy-makers and leading private sector players who want to respond effectively to the momentous challenges and opportunities presented by the Asian century. David Roland-Holst, University of California, Berkeley, US This insightful book collects empirical analyses and case studies to clarify issues and draw policy recommendations for facilitating greater regional trade through increased cooperation. Asia's rapid development has been heavily dependent on markets external to the region. However, given the unlikely timely recovery of the United States or Europe there is an urgent need to develop domestic and regional markets. While greater integration has long been a regional goal, its importance has never been more pressing. To facilitate trade and promote growth and regional integration, and to counteract declining markets in other regions, Asian countries have announced large expenditures for developing infrastructure. Thus, a look at how investment in regional infrastructure promotes and supports interregional trade growth has never been timelier. While the focus is on informing policy-making in Asia, the findings also have relevance for other regions. The detailed studies in this book will be of particular interest to academic economists, policy-makers, and the broader development community.

Desde comienzos del siglo se han venido produciendo importantes cambios morfológicos y sociales en muchas ciudades. El proceso ha venido marcado por periodos bien diferenciados. La primera década ha dejado transformaciones intensas, en un contexto de crecimiento económico y de un marco normativo que ha reducido el protagonismo del sector público en favor de agentes privados en los nuevos desarrollos urbanos. En esos años ha crecido la construcción, las tipologías edificatorias se han modificado y la mancha urbana se ha ido extendiendo y en ocasiones alejando de los límites tradicionales de las ciudades, en los diferentes niveles del sistema urbano. A partir del año 2008 los efectos de la crisis han dejado un escenario bien diferente, caracterizado por el freno brusco en la edificación y por la parálisis urbana. Ha sido un periodo de recesión en la que se han surgido muchos de los conflictos sociales derivados de las contradicciones de los años del urbanismo expansivo, en el que una parte importante de la población se ha visto afectada por sus efectos. Pero también ha sido un periodo de reflexión en el que se ha vuelto la mirada y el interés hacia el modelo de ciudad tradicional.

Today's 'surveillance society' emerged from a complex of military and corporate priorities that were nourished through the active and 'cold' wars that marked the twentieth century. Two massive configurations of power – state and corporate – have become the dominant players. Mass targeted surveillance deep within corporate, governmental and social structures is now both normal and legitimate. The Surveillance-Industrial Complex examines the intersections of capital and the neo-liberal state in promoting the emergence and growth of the surveillance society. The chapters in this

volume, written by internationally-known surveillance scholars from a number of disciplines, trace the connections between the massive multinational conglomerates that manufacture, distribute and promote technologies of 'surveillance', and the institutions of social control and civil society. In three parts, this collection investigates: how the surveillance-industrial complex spans international boundaries through the workings of global capital and its interaction with agencies of the state surveillance as an organizational control process, perpetuating the interests and voices of certain actors and weakening or silencing others how local political economies shape the deployment and distribution of the massive interactions of global capital/military that comprise surveillance systems today. This volume will be useful for students and scholars of sociology, management, business, criminology, geography and international studies.

Annika Busch-Geertsema untersucht, inwiefern sich Mobilitätsverhalten und mobilitätsbezogene Einstellungen im Zuge eines Lebensereignisses ändern. Auf einer zwischen Psychologie und Geographie angesiedelten theoretischen Grundlage sowie mittels einer dreistufigen Panelbefragung von Studierenden, die im Befragungszeitraum ins Berufsleben eingetreten sind, werden mithilfe bi- und multivariater Analysemethoden Erkenntnisse zur (In)Stabilität der Verkehrsmittelnutzung und der Einstellungen herausgearbeitet. Weiterhin identifiziert die Autorin potentielle Faktoren, die im Zusammenhang mit dem Übergang ins Berufsleben stehen.

"Sebagai Plt. Kepala BPSDM, saya mengapresiasi buku ini karena mengisi kelangkaan literatur yang membahas teori dan praktik di dunia transportasi. Buku ini sangat dianjurkan bagi mahasiswa di lingkungan BPSDM untuk dibaca maupun dijadikan referensi atau rujukan. Salah satu permasalahan di lingkungan BPSDM sangat teknis, sehingga buku ini membuka wawasan baru untuk referensi pembuat kebijakan, terutama bagi para lulusan sekolah teknik ketika menjabat di Kem enterian Perhubungan." —Ir. Zulfikri, M.Sc., DEA (Plt. BPSDM Kemenhub) "Buku ini tidak hanya menyajikan teori, namun juga solusi dari pendekatan teori Ekonomi Kelembagaan Baru pada kasus rule of the game di sektor pelabuhan dan transportasi kelautan. Seperti yang dijelaskan di dalamnya, dengan kolaborasi institusi formal dan informal yang baik, dapat menawarkan alternatif solusi terhadap sejumlah permasalahan, seperti konflik antarpemangku kepentingan antara regulator, operator, industri, dan pemangku kepentingan lainnya yang banyak terjadi di sek tor transportasi, terutama logistik." —Carmelita (Ketua INSA) "Saya terkesan dengan buku ini karena menyoroti pemikiran ekonomi kelembagaan, terutama problem solving dalam mengatasi krisis industri aviasi, baik krisis ekonomi, pandemi, dan kolusi atau kartel seperti dalam bab "Indonesia Incorporated Industri Penerbangan". —Faik Fahmi (Direktur Utama PT. Angkasa Pura I) "Ketika saya membaca buku ini, saya teringat ketika saya mengambil S3 tentang Institutional Economics dengan pendampingan oleh Prof. Wihana. Ilmu institusi tidak hanya penting dalam dunia transportasi namun juga dalam dunia bisnis. Oleh karena itulah, saya sangat mengapresiasi dan dengan senang hati mendukung pene rbitan buku ini. " —Dato Sri Tahir (Tahir Foundation)

The idea for this volume came during the dryland sessions of the Association of American Geographers meeting in San Diego in April, 1992. The large number of papers devoted to aeolian processes and landforms indicated to me that aeolian geomorphology had come of age and the last 15 years or so had produced a plethora

of papers, books, and edited volumes on all aspects of aeolian geomorphology. Chapter one is my tentative attempt to place developments in aeolian geomorphology in a historical perspective and to contemplate some thoughts about the future. The fourteen papers selected address a wide range of issues ranging from micro-scale studies devoted to aeolian dust, sediment transport, and rock varnish in ventifacts to medium-scale studies of dunes and dune forms, reverse desertification, and macro-scale studies of ergs and sand transport pathways. The American Southwest, particularly the spectacular and unique Mojave Desert of California, is featured prominently in seven chapters. I hope this volume provides students and colleagues some new perspectives in aeolian geomorphology as well as pathways for future work. *After Taste* is an inquiry into a field of study dedicated to the reconsideration, reconstruction and rehabilitation of the concept of Taste. Taste is the category, whose systematic, historical and actual dimensions have traditionally been located in a variety of disciplines. The actuality and potential of the study is based on a variety of collected facts from readings and experiences, which materialize in the following features: One concept (figurative Taste), two thinking traditions (analytic and synthetic/continental) and three interrelated dimensions (systematic, historic and actual) are presented in three parts or volumes. As such, the study presents a salient comprehensive companion for wider readership of humanities approaching conceptions of Taste for the first time. Moreover, *After Taste* is intended for anyone who hopes to make a further contribution to the subject. Since its appearance and apparently short triumph some 250 years ago, the concept of non-literary Taste remained the linchpin of aesthetic theory and practice, but also a category outreaching aesthetics. Taste as the personal unity of the production, theory and criticism of art and literature, which was still largely taken as a given in the eighteenth century, has meanwhile given way to a highly-differentiated art world, in which aesthetic discourse is placed in such a way that it can seemingly no longer have a conceptual or linguistic effect on general opinion making. *After Taste* fills the gaps of systematic research by a comprehensive tracing of the emergence of the doctrines, discourses and disciplinary dimensions of Taste up to the peak of its systematic and historical trajectory in the eighteenth century and onwards into the present day. The guiding goal is a post-disciplinary rehabilitation of the contested category as a preparation for its productive usage in emerging academic and popular contexts. It shows how the category of Taste became the foundation, legitimation and the catalyst for the emerging division of labour, faculties and disciplines, confirming the hypothesis of the immense impact and actuality of Taste in the contemporary world.

Vibrant high-tech centers, shifting barrier islands, okra festivals, Yankee and Latino immigrants, Blue Ridge vistas, world-class universities and empty textile mills-this is the Carolinas. A region of striking natural beauty, rich history, and a rapidly changing economic base, the Carolinas are "Old South" and "New South," intimately local and inextricably global. In *A Geography of the Carolinas*, eleven noted geographers explore the region's historical, cultural and physical landscapes. Bringing the perspective of the science of geography and a wealth of experience and knowledge, the contributors reveal the patterns, processes, and connections at work in these two great states. Each chapter is an exploration of this diverse terrain of places and peoples, and a fascinating journey for those who wish to understand the past, present, and future of the Carolinas. Book jacket.

While global urban development increasingly takes on the mantle of sustainability and "green urbanism," both the ecological and equity impacts of these developments are often overlooked. One result is what has been called environmental gentrification, a process in which environmental improvements lead to increased property values and the displacement of long-term residents. The specter of environmental gentrification is now at the forefront of urban

debates about how to accomplish environmental improvements without massive displacement. In this context, the editors of this volume identified a strategy called "just green enough" based on field work in Greenpoint, Brooklyn, that uncouples environmental cleanup from high-end residential and commercial development. A "just green enough" strategy focuses explicitly on social justice and environmental goals as defined by local communities, those people who have been most negatively affected by environmental disamenities, with the goal of keeping them in place to enjoy any environmental improvements. It is not about short-changing communities, but about challenging the veneer of green that accompanies many projects with questionable ecological and social justice impacts, and looking for alternative, sometimes surprising, forms of greening such as creating green spaces and ecological regeneration within protected industrial zones. Just Green Enough is a theoretically rigorous, practical, global, and accessible volume exploring, through varied case studies, the complexities of environmental improvement in an era of gentrification as global urban policy. It is ideal for use as a textbook at both undergraduate and graduate levels in urban planning, urban studies, urban geography, and sustainability programs.

Las áreas metropolitanas son, por su complejidad, un atractivo objeto de estudio para científicos sociales de todas las especialidades. El presente libro es producto de dicho interés, y en él confluyen diferentes perspectivas y enfoques provenientes de la Geografía, la Sociología, el Trabajo Social y la Ciencia Política. Concretamente, el origen de este conjunto de estudios sobre los aspectos territoriales, sociales y políticos más relevantes de las áreas metropolitanas es el 'I Congreso Internacional sobre Sostenibilidad Metropolitana', celebrado en Valencia en 2013. Las ponencias invitadas a este congreso son las recogidas en este libro. El origen de dicho congreso es anterior, pues parte del proyecto de investigación «Sostenibilidad ambiental y social en espacios metropolitanos: el caso del área metropolitana de Valencia» desarrollado entre los años 2011 y 2013.

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Das private Auto war für lange Zeit das Sehnsuchtsobjekt und Symbol eines glücklichen Lebens. Es war eine kollektive Liebe der Mittelschicht und derjenigen, die dort hinstrebten. Doch diese affektive Bindung verliert vor allem in der Stadt zunehmend an Kraft. Wenigstens dort ist bereits klar geworden: Die Grenzen des fossilen Automobilitäts sind erreicht. Es gibt einfach zu viele Autos. Die Verkehrswende ist nun auf der Agenda. Zukunftsfähig sind nur solche Verkehrsangebote, die auch unter Ressourcenknappheit individualisierbar bleiben. Autos nutzen statt besitzen wird - in Verbindung mit digitalen Plattformen - attraktiv, das Radfahren gewinnt gerade in den Städten an Popularität. Mobilitätsdienstleistungen kommen aus der Nische und können dank Echtzeitinformationen flexibel und zugleich routinemäßig genutzt werden. Der herrschende Rechtsrahmen jedoch privilegiert nach wie vor private Autos. Dagegen deuten die Präferenzen der vorwiegend städtischen Bevölkerung und auch die digitalen Optionen in eine andere Richtung: Die fortschreitende Individualisierung findet andere Wege als den privaten Besitz von Autos.

Sustainability in Transition: Principles for Developing Solutions offers the first in-depth education-focused treatment of how to address sustainability in a comprehensive manner. The textbook is structured as a learning-centered approach to walk students through the process of linking sustainable behavior and decision-making to green innovation systems and triple-bottom-line economic development practices, in order to achieve sustainable change in incremental to transformational ways. All chapters combine theory and practice with the help of global case study and research study examples to illustrate barriers and best practices. Each chapter begins with learning objectives and ends with a 'check on learning' section that ties the main points back to the core themes of the book. Chapters include a section focused on measuring progress and a box comparing international research or case studies to the North American focus of the chapter. A list of additional academic sources for students that complement each chapter is included. Building sustainability tools, techniques, and competencies cumulatively with the help of problem- and project-based learning modules, *Sustainability in Transition: Principles for Developing Solutions* is a comprehensive resource for learning sustainability theory and doing sustainability practice. It will be essential reading for advanced undergraduate and graduate level students who have already completed introductory sustainability classes.

Lisa Ruhrort untersucht die Akzeptanz für Maßnahmen, die dem Autoverkehr Raum und Privilegien entziehen. Aus techniksoziologischer Sicht identifiziert sie diese Maßnahmen als Schlüsselmaßnahmen einer Verkehrswende und entwickelt die These, dass die Entstehung einer „multioptionalen“ Mobilitätskultur in den urbanen Zentren zu einer steigenden Akzeptanz für diese Maßnahmen führen wird. Um die Klimaschutzziele im Verkehr zu erreichen, müssen auch die bisherigen Privilegien des Autoverkehrs bei der Nutzung öffentlicher Räume abgebaut werden. Bisher galten Maßnahmen, die das Auto weniger attraktiv machen als politisch kaum durchsetzbar. Doch könnte sich der gesellschaftliche Diskurs um die Rolle des Autos verändern? Lisa Ruhrort stellt die Prognose auf, dass eine zunehmend multimodale Bevölkerung vor allem in den Städten eine „multioptionale“ Verkehrspolitik fordern wird. High Speed Rail's (HSR) main objective is to attract air passengers between big metropolitan areas however the main territorial implications in many cases occur not in these metropolitan areas but in the intermediate cities. These implications open up new spatial planning possibilities such as decentralization, new regional centres and urban renewal projects. This book presents the experience of 20 years of HSR in Spain including some explicit information, arguments and conclusions derived from HSR in other European Countries. It debates the HSR territorial implications at three scales: national, regional and local, thus being of interest for strategic debates at those scales, such as the decision of new national lines, the pros and cons of deviating the line to reach minor intermediate cities or the selection of precise locations for new stations and the development projects in their surroundings. Comparisons with the recent changes in accessibility, spatial distribution of population and activities, are made with mobility for working purposes and with the characteristics of the HSR passengers. This book also examines the actions, strategies and urban projects that medium size cities can use to make best use of HSR opportunities, synthesising the experience of HSR medium cities in Spain and Europe. The book's conclusions will be of interest, over and above scholars, to transport infrastructure decision makers, city and regional planners and managers, and transport companies.

This book is one of three inter-connected books related to a four-year European Cooperation in Science and Technology (COST) Action established in 2015. The Action, called Air Transport and Regional Development (ATARD), aimed to promote a better understanding of how the air transport related problems of core regions and remote regions should be addressed in order to enhance both economic competitiveness and social cohesion in Europe. This book focuses on case studies in Europe related to air transport and regional development. It is divided into four

geographical regions after a general chapter that compares regional air transport connectivity between remote and central areas in Europe. The first region is Northern and Western Northern Europe (case studies related specifically to Norway, Finland, the United Kingdom, and Ireland); the second is Central and Eastern Europe, (Bulgaria, Bosnia and Herzegovina, and Poland); the third is Central Western Europe (Belgium and Switzerland); and finally, the fourth is Southern Europe (Portugal, Spain, and Italy). There is no other single source publication that currently covers this topic area in such a comprehensive manner by considering so many countries. The book aims at becoming a major reference on the topic, drawing from experienced researchers in the field, covering the diverse experience and knowledge of the members of the COST Action. The book will appeal to academics, practitioners, and policymakers who have a particular interest in acquiring detailed comparative knowledge and understanding of air transport and regional development in many different European countries. Together with the other two books (Air Transport and Regional Development Methodologies and Air Transport and Regional Development Policies), it fills a much-needed gap in the literature.

Mobilität von Studierenden im Übergang ins Berufsleben Die Änderung mobilitäts-relevanter Einstellungen und der Verkehrsmittelnutzung Springer-Verlag

This groundbreaking volume offers a fresh approach to conceptualizing the historical geography of North America by taking a thematic rather than a traditional regional perspective. Leading geographers, building on current scholarship in the field, explore five central themes. Part I explores the settling and resettling of the continent through the experiences of Native Americans, early European arrivals, and Africans. Part II examines nineteenth-century European immigrants, the reconfiguration of Native society, and the internal migration of African Americans. Part III considers human transformations of the natural landscape in carving out a transportation network, replumbing waterways, extracting timber and minerals, preserving wilderness, and protecting wildlife. Part IV focuses on human landscapes, blending discussions of the visible imprint of society and distinctive approaches to interpreting these features. The authors discuss survey systems, regional landscapes, and tourist and mythic landscapes as well as the role of race, gender, and photographic representation in shaping our understanding of past landscapes. Part V follows the urban impulse in an analysis of the development of the mercantile city, nineteenth- and twentieth-century planning, and environmental justice. With its focus on human-environment interactions, the mobility of people, and growing urbanization, this thoughtful text will give students a uniquely geographical way to understand North American history. Contributions by: Derek H. Alderman, Timothy G. Anderson, Kevin Blake, Christopher G. Boone, Geoffrey L. Buckley, Craig E. Colten, Michael P. Conzen, Lary M. Dilsaver, Mona Domosh, William E. Doolittle, Joshua Inwood, Ines M. Miyares, E. Arnold Modlin, Jr., Edward K. Muller, Michael D. Myers, Karl Raitz, Jasper Rubin, Joan M. Schwartz, Steven Silvern, Andrew Sluyter, Jeffrey S. Smith, Robert Wilson, William Wyckoff, and Yolonda Youngs

This is the first book to examine the actual impact of physical and social engineering projects in more than fifty countries from a multidisciplinary perspective. The book brings together an international team of nearly two hundred authors from over two dozen different countries and more than a dozen different social, environmental, and engineering sciences. Together they document and illustrate with case studies, maps and photographs the scale and impacts of many megaprojects and the importance of studying these projects in historical, contemporary and postmodern perspectives. This pioneering book will stimulate interest in examining a variety of both social and physical engineering projects at local, regional, and global scales and from disciplinary and trans-disciplinary perspectives.

A LO LARGO DE LOS ÚLTIMOS AÑOS, la dimensión de género ha ido recibiendo cada vez más atención en cuanto al contenido se refiere. Uno de los motivos es que la incorporación de

la perspectiva de género mejora la calidad de la investigación e innovación. Según la Comisión Europea y diversos organismos nacionales financiadores de la investigación, la dimensión de género debería incluirse en la investigación cuando sea relevante. Sin embargo, ¿qué quiere decir “dimensión o perspectiva de género”? y ¿cuándo es relevante? EN ESTA GUÍA nos dirigimos a investigadoras e investigadores y a otros miembros de la comunidad investigadora que sientan curiosidad sobre qué conlleva la dimensión de género. Presentando casos de estudios de una variedad de campos de investigación, como la salud y la calidad de vida, la alimentación, la agricultura y pesca, la energía, el transporte, el clima y medioambiente y las sociedades seguras, nos proponemos como objetivo inspirar a todas aquellas personas que investigan o que quieran aprender más sobre cómo integrar la perspectiva de género en la investigación. ¿QUÉ ES LA DIMENSIÓN DE GÉNERO EN EL ÁMBITO DE LA INVESTIGACIÓN? ha sido publicada por Kilden genderresearch.no, una subdivisión del Consejo de Investigación de Noruega. Kilden tiene la responsabilidad nacional de promover y difundir la investigación de género y la investigación con perspectiva de género.

This book constitutes the refereed proceedings of the International Conference on Ergonomics and Health Aspects of Work with Computers, EHAWC 2011, held within the framework of the 14th International Conference on Human-Computer Interaction, HCII 2011, incorporating 12 thematically similar conferences. A total of 4039 contributions was submitted to HCII 2011, of which 1318 papers were accepted for publication. The 25 papers presented in this volume were carefully reviewed and selected for inclusion in the book. They are organized in topical sections on quality of working life; health and well-being; and interactive devices and interfaces.

This book offers a comprehensive global examination of the relationship between public transport and tourism as well as exploring other sustainable transport modes. It offers a unique view by analysing tourism through the public transport lens and vice versa. The volume provides an account of how the public transport experience can be improved for tourists so that its value can be maximised and a greater number of people can be encouraged to shift modes. It features a wide range of case studies and examples showing how the tourism industry, as well as regional economies, communities and the environment, benefit when public transport is widely used by tourists. The book will be of interest to researchers and students in the fields of tourism and transport as well as destination marketing organisations and tourism, transport and urban planners.

While the individual benefits of car-based travel continues to be recognized, the wider environmental and social cost of automobiles is also significant. This title evaluates the evidence for better understanding 'what drives us to drive'.

This Handbook offers an unrivalled overview of current research into how globalization is affecting the external relations and internal structures of major cities in the world. By treating cities at a global scale, it focuses on the 'stretching' of urban functions beyond specific place locations, without losing sight of the multiple divisions in contemporary world cities. The book firmly bases city networks in their historical context, critically discusses contemporary concepts and key empirical measures, and analyses major issues relating to world city infrastructures, economies, governance and divisions. The variety of urban outcomes in contemporary globalization is explored through detailed case studies. Edited by leading scholars of the Globalization and World Cities (GaWC) Research Network and written by over 60 experts in the field, the Handbook is a unique resource for students, researchers and academics in urban and globalization studies as well as for city professionals in planning and policy.

Households and firms are key drivers of urban growth, yet models for forecasting travel demand often ignore their dynamic evolution and several key decision processes. An

understanding of household and firm behavior over time is critical in anticipating urban futures and addressing transportation, land use and other concerns. Birth and death, migration and location choice are defining events in a household's and firm's life cycle, and a study of household and firm evolution requires the estimation and application of models for each of these. Such an exercise is hindered primarily by a lack of quality micro-data. This thesis develops a basic framework for modeling household and firm demographics using microsimulation. Year 2005 zonal household population and employment point data for the Austin, Texas region, coupled with various, more aggregate data sets, are used to simulate household and firm evolution over time and space. The model consists of household evolution, firm evolution, location choice and travel demand models. Household and firm simulation models are run at one-year time steps, in order to forecast Austin's future. The household simulation component is made up of models for birth (of children and of households), death of individuals (and other forms of household dissolution), migration, children leaving home, vehicle ownership, and location choice. These models are estimated using multinomial logit and Poisson specifications. The firm simulation component consists of firm birth, death, growth and location choice models. A Markovian process is assumed in order to anticipate firm growth and contraction (across firm-size categories), along with logit and Poisson model specifications for firm location choice. Firms are categorized based on number of jobs (6 categories) and industry sector (4 sectors) they belong to. Austin's household and commercial vehicle travel survey data were used to estimate trip generation and distribution models. Simulation results for multiple growth-rate scenarios suggest a roughly 180% increase in the Austin population over a 30-year period, 210% increase in vehicle ownership, a 230% increase in jobs, and more than a 300% increase in vehicle-miles traveled. When a 10-cent/mile flat-rate toll is applied over all links, the year 2035 VMT is predicted to be just 3% less than under the no-toll scenario. A fixed toll of 10-cents-per-mile shows a very low impact on VMT over a 30 year period than expected. To ensure a jobs-worker balance, the model may well merit greater synchronization of the population and firm synthesis models. The simulations also suggest a clear shift of firms and households towards more central zones, in part because of the cross-sectional nature of the data sets used to calibrate the location choice models and the lack of density restrictions or other reflections of land-availability constraints on new development. Essentially, households and firms exhibit a strong centralizing tendency, that Austin's land market simply cannot allow, due to space and other constraints on new building. Explicit expressions of such constraints should prove helpful in future implementations of this work. While microsimulation of urban systems is data and computing intensive, it provides a flexible tool for analyzing the impacts of various policy decisions as well as other, demographic, environmental and system changes. It allows transportation planners explore the potential responses of individuals to changes in their environments and predict the long-term implications of policy decisions. This thesis seeks to be a bridge for further integrated travel demand and land use models of this type.

A collection of the first section of the "Fundamentals of Pure and Applied Economics" series, "Regional and Urban Economics: Parts One and Two" is an encyclopaedia containing eight titles: This volume highlights original contributions in regional and urban economics, concentrating mainly on urban economic theory. The contributions

focus on the treatment of space in economic theory. Drawing on the body of literature developed by Von Thunen, Christaller and Losch, these chapters explore empirical, theoretical and applied aspects of urban and regional economics which can be divided into the following areas: Location Theory, "Jean Jaskold Gabszewicz, Jacques-Francois Thisse, Masahisa Fujita "and" Urs Schwiezer" Urban Public Finance, "David E. Wildasin" Urban Dynamics and Urban Externalities, "Takahiro Miyao "and" Yoshitsugu" "Kanemoto" Systems of Cities and Facility Location,

High speed rail (HSR) is being touted as a strategic investment for connecting people across regions, while also fostering prosperity and smart urban growth. However, as its popularity increases, its implementation has become contentious with various parties contesting the validity of socioeconomic and environmental objectives put forward as justification for investment. High Speed Rail and Sustainability explores the environmental, economic and social effects of developing a HSR system, presenting new evaluations of the proposed system in California in the US as well as lessons from international experience. Drawing upon the accumulated experience from past HSR system development around the world, leading experts present a diverse set of perspectives as well as diverse contexts of implementation. Assessments of the California case as well as cases from Japan, France, Germany, Italy, Spain, Taiwan, China, and the UK show how governments and stakeholders have bridged the gap between the vision and the realities of connecting metropolitan regions through HSR. This is a valuable resource for academics, researchers and policy-makers in the areas of urban planning, civil engineering, transportation and environmental design.

This book focuses on the questions of how territorial differences in productivity levels and unemployment rates arise in the first place and why territorial differences in labor market performance persist over time. Unemployment divergence and unemployment club convergence have been touched on in a large number of works and have recently also been studied using spatial econometric analysis. In this book we aim to develop the debate to include several important new topics, such as: the reasons why structural changes in some sectors cause slumps in some regions but not in others; the extent to which agglomeration factors explain regional imbalances; the degree of convergence / divergence across EU countries and regions; the role of labor mobility in reducing / increasing regional labor market imbalances; the impact of EU and country-level regional policy in stimulating convergence and the (unsatisfactory) role of active labor market policy in stimulating labor supply in the weakest economic areas.

This book aims to provide comprehensive coverage of the field of air transportation, giving attention to all major aspects, such as aviation regulation, economics, management and strategy. The book approaches aviation as an interrelated economic system and in so doing presents the "big picture" of aviation in the market economy. It explains the linkages between domains such as politics, society, technology, economy, ecology, regulation and how these influence each other. Examples of airports and airlines, and case studies in each chapter support the application-oriented approach. Students and researchers in business administration with a focus on the aviation industry, as well as professionals in the industry looking to refresh or broaden their knowledge of the field will benefit from this book.

As the field of public administration has been changing due to globalization, government reforms, and increasing governance practices within intergovernmental

networks, research and teaching in public administration also adapted itself to these changes. Public policy research and instruction has become transformed and has diffused into other countries with the help of international organizations and other agents of change and transfer. Research in this field is seen as an opportunity for a definitive shift from traditional models of public administration in the sense that policies may be better designed, articulated, and governed through a collaborative approach, while service provision could be enhanced in terms of proximity, representativeness, and innovativeness. The Handbook of Research on Global Challenges for Improving Public Services and Government Operations provides comprehensive approaches to the study of public administration and public policy from a comparative perspective and includes sound theories and concepts for understanding opportunities and challenges governments face when seeking to improve public services and government operations. The book is a compilation of selective high-quality chapters covering cases, experiences, and practical recommendations on topics related to public administration, public policy, social policy, public management, and public affairs. This book is ideal for policymakers, students, and researchers in the field of public administration, public policy, governance, public management, public affairs, citizen engagement, and administrative sciences and management along with practitioners, stakeholders, and academicians interested in the best practices of various countries in public administration and policy.

While other industries chase after the new and improved, bourbon makers celebrate traditions that hearken back to an authentic frontier craft. Distillers enshrine local history in their branding and time-tested recipes, and rightfully so. Kentucky's unique geography shaped the whiskeys its settlers produced, and for more than two centuries, distilling bourbon fundamentally altered every aspect of Kentucky's landscape and culture. Making Bourbon: A Geographical History of Distilling in Nineteenth-Century Kentucky illuminates how the specific geography, culture, and ecology of the Bluegrass converged and gave birth to Kentucky's favorite barrel-aged whiskey. Expanding on his fall 2019 release Bourbon's Backroads, Karl Raitz delivers a more nuanced discussion of bourbon's evolution by contrasting the fates of two distilleries in Scott and Nelson Counties. In the nineteenth century, distilling changed from an artisanal craft practiced by farmers and millers to a large-scale mechanized industry. The resulting infrastructure -- farms, mills, turnpikes, railroads, steamboats, lumberyards, and cooperage shops -- left its permanent mark on the land and traditions of the commonwealth. Today, multinational brands emphasize and even construct this local heritage. This unique interdisciplinary study uncovers the complex history poured into every glass of bourbon.

This book collects revised versions of papers first delivered at the "Understanding Different Geographies Symposium" held in Puchberg am Schneeberg, Austria in 2011. The Symposium focussed on "Communicating Meaning with [Geo]Graphic Artefacts". The general topics of the chapters cover: - Exploring geographic knowledge - Maps in exhibition spaces - Information and exhibition design with (geo)graphic artefacts - Extracting meaning from visualisations of different geographies - Deconstructing maps of information - and other spaces

This book considers gender perspectives on the 'smart' turn in urban and transport planning to effectively provide 'mobility for all' while simultaneously attending to the

goal of creating green and inclusive cities. It deals with the conceptualisation, design, planning, and execution of the fast-emerging 'smart' solutions. The volume questions the efficacy of transformations being brought by smart solutions and highlights the need for a more robust problem formulation to guide the design of smart solutions, and further maps out the need for stronger governance to manage the introduction and proliferation of smart technologies. Authors from a range of disciplinary backgrounds have contributed to this book, designed to converse with mobility studies, transport studies, urban-transport planning, engineering, human geography, sociology, gender studies, and other related fields. The book fills a substantive gap in the current gender and mobility discourses, and will thus appeal to students and researchers studying mobilities in the social, political, design, technical, and environmental sciences.

Die Besonderheit der Verkehrspolitik besteht darin, dass sie mit dem Querschnitts-Thema Verkehr in viele andere gesellschaftliche Themenfelder hineinragt und umgekehrt auch von diesen beeinflusst wird. Dem entsprechend versammelt dieser Band Expertinnen und Experten unterschiedlichster Disziplinen, die sich jeweils verschiedenen Dimensionen des Verkehrsthemas widmen. Das Ziel ist es, das komplexe Wirkungsgefüge Verkehr vorzustellen und ein Gefühl für die Möglichkeiten und Grenzen verkehrspolitischer Gestaltung zu vermitteln. Die wissenschaftliche Verkehrspolitik ist eine Domäne der Wirtschaftswissenschaften. Bisher fehlte eine Einführung in das Politikfeld Verkehr, die einen interdisziplinären Ansatz verfolgt und auch von Fachfremden und Studierenden benachbarter Disziplinen ohne Vorwissen genutzt werden kann. Der Band bietet erstmals eine allgemeinverständliche Einführung in die wissenschaftliche Verkehrspolitik, die fächerübergreifend angelegt ist und insbesondere ein Angebot für Studierende darstellt.

Researchers in landscape archaeology use two different definitions of landscape. One definition (landscape as territory) is used by the processual archaeologists, earth scientists, and most historical geographers within this volume. By contrast, post-processual archaeologists, new cultural geographers and anthropologists favour a more abstract definition of landscape, based on how it is perceived by the observer. Both definitions are addressed in this book, with 35 papers that are presented here and that are divided into six themes: 1) How did landscape change?; 2) Improving temporal, chronological and transformational frameworks; 3) Linking landscapes of lowlands with mountainous areas; 4) Applying concepts of scale; 5) New directions in digital prospection and modelling techniques, and 6) How will landscape archaeology develop in the future? This volume demonstrates a worldwide interest in landscape archaeology, and the research presented here draws upon and integrates the humanities and sciences. This interdisciplinary approach is rapidly gaining support in new regions where such collaborations were previously uncommon.

Logistics and Supply Chain Management has been a vital part of every economy and every business entity. Both sciences have become prestigious research fields focusing on best practices, concepts, and methods. Outsourcing Management for Supply Chain Operations and Logistics Services is concentrated on the key players of the outsourcing paradigm; the organizations that provide logistics services, the Third Party Logistics (3PL's), as well as their clients, presenting and promoting the lessons learned by their cooperation. Specifically, this publication presents studies which are relevant to practitioners, researchers, students, and clients of the application of the Outsourcing

practice on the Logistics and Supply Chain Management services giving emphasis to 3PL's.

It will be useful for those experienced and senior professionals who are charged with authorizing and controlling projects. Recommended. P.F. Rad, Choice Building on the seminal work of Bent Flyvbjerg, this book is a collection of expert contributions that will prove essential to anyone wanting to understand why mega-projects go wrong and how they can be made to work better. Professor Sir Peter Hall, University College London, UK This book offers a refreshing and fascinating look at mega-projects from the perspective of public evaluation and planning. With the changing role of the public sector in planning and implementing large-scale projects and a subsequent strong emergence of private public modes of operation, mega-projects have become a problematic phenomenon. This volume is a major source of information and reference. It provides the reader with unique insights and caveats in mega-projects planning. Peter Nijkamp, VU University Amsterdam, The Netherlands This book enlarges the understanding of decision-making on mega-projects and suggest recommendations for a more effective, efficient and democratic approach. Authors from different scientific disciplines address various aspects of the decision-making process, such as management characteristics and cost benefit analysis, planning and innovation and competition and institutions. The subject matter is highly diverse, but certain questions remain at the forefront. For example, how do we deal with protracted preparation processes, how do we tackle risks and uncertainties, and how can we best divide the risks and responsibilities among the private and public players throughout the different phases of the project? Presenting a state-of-the-art overview, based on experiences and visions of authors from Europe and North America, this unique book will be of interest to practitioners of large-scale project management, politicians, public officials and private organisations involved in mega-project decision-making. It will also appeal to researchers, consultants and students dealing with substantial engineering projects, complex systems, project management and transport infrastructure.

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