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Cities around the world face enormous problems of transport sustainability. Rapidly increasing populations and vehicle

usage have created gridlock and sprawl, even in very poor cities, as well as unacceptably high levels of air pollution, noise, and accident rates. But improvements can be made. This book explores how the provision of better bus services can bring concrete solutions. "Bus rapid transit" systems emerging in Latin America provide fast, reliable and efficient urban travel for large numbers of people. Express busways, employing high-capacity buses and new technologies such as GPS-based bus tracking systems, can conveniently and reliably move up to 10 times as many people along a route as can cars - and be profitable. This book shows how bus rapid transit differs from traditional bus systems and how it can be developed around the world. There is a detailed look at clean fuels and advanced technologies such as "clean diesel", CNG, hybrid-electric and fuel cells. Case studies are made of six cities and of the steps each might take to encourage more sustainable transport systems. Until recently, the complexity of the Diesel Particulate Filter (DPF) system has hindered its commercial success. Stringent regulations of diesel emissions has led to advancements in this technology, therefore mainstreaming the use of DPFs in light- and heavy-duty diesel filtration applications. This book covers the latest and most important research in DPF systems, focusing mainly on the advancements of the years 2002-2006. Editor Timothy V. Johnson selected the top 29 SAE papers covering the most significant research in this technology. Eco-Towers introduces readers to groundbreaking designs, most progressive projects, and innovative ways of thinking about a new generation of green skyscrapers that could provide solutions to crises the world faces today including climate change, depleting resources, deteriorating ecology, population increase, decreasing food supply, urban heat island effect, pollution, deforestation, and more. The book suggests that the

eco-tower culminates the cultural and technological evolutions of the 21st century by building and improving on the experiences of earlier designs of skyscrapers and philosophies particularly green, sustainable, and ecological. It argues that the true green skyscraper is the one that engages successfully with its larger urban context by establishing symbiotic relationships with the social, economic, and environmental aspects. Since tall buildings are becoming larger and taller, serving greater number of people, and exerting higher demand on the environment and existing infrastructure, any improvements in their design and construction will significantly enhance urban conditions. The book elucidates how green skyscrapers better serve tenants, mitigate environmental impacts, and improve integration with the city infrastructure. It explains how skyscrapers' long life cycle offers the greatest justifications for recycling precious resources, and makes it a worthwhile to employ green features in constructing new skyscrapers and retrofitting existing ones. Subsequently, the book explores new designs that are employing cutting-edge green technologies at a grand scale including water-saving technologies, solar panels, helical wind turbines, sunlight-sensing LED lights, rainwater catchment systems, graywater and blackwater recycling systems, seawater-powered air conditioning, and the like. In the future, new building materials and smart technologies will continue to offer innovative design approaches to sustainable tall buildings with new aesthetics, referred to as "eco-iconic" skyscrapers. The roles of corporate and public stewards and the nature of their social contract with society have been changing over the past two centuries, and those changes have accelerated in recent decades. Moreover, with increasing focus on sustainability factors from the marketplace (regulators, investors, financiers, and consumers), corporate

sustainability disclosure is shifting from voluntary to vital. Corporate and public stewards are now responsible for their performance and services from cradle-to-grave: they must properly manage corporate social responsibility and integrate it into their global strategies, rather than consider it as merely a moral obligation or a risk/reputation management exercise. Sustainability analytics, the critical link between sustainability and business strategy, helps professionals track, trend, and transform sustainability information into actionable insights across the value chain and life cycle, to enhance their sustainability performance and its disclosure. This book, *Introduction to Sustainability Analytics*, provides corporate and public stewards with a comprehensive understanding of how to determine which sustainability metrics are material to them and relevant to their business, and how to incorporate them into corporate strategy, resource allocation, and prioritization. Focusing on practical decision-making needs, it explains how to value and prioritize initiatives, and how to best allocate necessary resources through several real case studies and practical examples. Features: Examines pressing issues such as climate change, water scarcity, and environmental justice Explains how to develop a business case and global strategy for social responsibility Includes both corporate and public policy perspectives on sustainability economics Covers emerging regulations on sustainability disclosure and responsible investing Primeira parte: O ambiente e a indústria extractiva; Capítulo 1: A crescente importância da engenharia ambiental; Capítulo 2: metodologia para minas subterrâneas; Segunda parte: Gestão do ambiente subterrâneo; Capítulo 3: Contaminação da atmosfera subterrânea; Capítulo 4: Água subterrânea e drenagem ácida; Capítulo 5: Instabilidade e desabamento de rochas; Capítulo 6: Economia do ambiente subterrâneo; Terceira parte: Aplicação a minas portuguesas e

peruanas; Capítulo 7: Aplicação à mina de neves corvo; Capítulo 8: Aplicação à mina da Panasqueira; Capítulo 9: Aplicação à mina de San Rafael; Quarta parte: Aplicação a novos projectos e sistemas de gestão ambiental subterrânea; Capítulo 10: Análise de casos estudados; Capítulo 11: Aplicação a novos projectos; Capítulo 12: Sistemas de gestão para o ambiente subterrâneo; Quinta parte: aspectos finais.

The extent of urban air pollution in Pakistan—South Asia's most urbanized country—is among the world's most severe, significantly damaging human health, quality of life, and the economy and environment of Pakistan. The harm from Pakistan's urban air pollution is among the highest in South Asia, exceeding several high-profile causes of mortality and morbidity in Pakistan. Improved air quality management (AQM) in Pakistan can have notable economic and health benefits. For example, the estimated health benefits per dollar spent on cleaner diesel are approximately US \$1–1.5 for light-duty diesel vehicles and US \$1.5–2.4 for large buses and trucks. This report advocates that Pakistan allocate resources to AQM, because its air quality is severely affecting millions of Pakistanis, and because experiences around the world indicate that interventions can significantly improve air quality. This report details a broad spectrum of research on Pakistan's AQM challenges, and identifies a comprehensive set of steps to improve air quality. The research presented here underpins the conclusions that addressing Pakistan's urban air pollution requires coordinated interventions to strengthen AQM, build agencies' institutional capacity, bolster AQM's legal and regulatory framework, implement policy reforms and investments, and fill knowledge gaps. However, Pakistan's policy makers face major obstacles, including limited financial, human, and technical resources, and can pursue only a few AQM interventions at the same time. In the short term,

Pakistan's AQM should give highest priority to reducing pollutants linked to high morbidity and mortality: PM_{2.5} (and precursors like SO_x and NO_x) from mobile sources. A second-level short-term priority could be PM_{2.5}, SO_x, and emissions of toxic metals from stationary sources. An important medium-term priority should be mass transportation in major cities, controlling traffic, and restricting private cars during high-pollution episodes. A long-term priority could be taxing hydrocarbons, based on their contribution to greenhouse gases. This book reviews Polycyclic Aromatic Hydrocarbons (PAHs) and Nitropolycyclic Aromatic Hydrocarbons (NPAHs) contamination in the context of environmental pollution in Asia. It is comprised of the following sections: 1. Fundamental Chemistry and General Characteristics; 2. Analytical Methods; 3. Emission Source and Atmospheric Behavior; 4. Atmospheric Polycyclic Aromatic Hydrocarbons and PM_{2.5}; 5. Polycyclic Aromatic Hydrocarbons in Marine Environments; 6. Metabolic Activation/Toxicities; and 7. Environmental Standards and Guidelines. This volume concentrates on the Far East due to the massive consumption of coal and petroleum in China, which has led to considerable levels of air pollution. High concentration of atmospheric PM_{2.5} in Beijing have been reported since January 2013 and exposure to such high concentrations may cause respiratory, cardiac and lung diseases. Gathering contributions from international experts, this volume provides a valuable reference guide for global researchers and students interested in learning from the East Asian experience. The past twenty-five years have seen a significant evolution in environmental policy, with new environmental legislation and substantive amendments to earlier laws, significant advances in environmental science, and changes in the treatment of science (and scientific

uncertainty) by the courts. This book offers a detailed discussion of the important issues in environmental law, policy, and economics, tracing their development over the past few decades through an examination of environmental law cases and commentaries by leading scholars. The authors focus on pollution, addressing both pollution control and prevention, but also emphasize the evaluation, design, and use of the law to stimulate technical change and industrial transformation, arguing that there is a need to address broader issues of sustainable development. Environmental Law, Policy, and Economics, which grew out of courses taught by the authors at MIT, treats the traditional topics covered in most classes in environmental law and policy, including common law and administrative law concepts and the primary federal legislation. But it goes beyond these to address topics not often found in a single volume: the information-based obligations of industry, enforcement of environmental law, market-based and voluntary alternatives to traditional regulation, risk assessment, environmental economics, and technological innovation and diffusion. Countering arguments found in other texts that government should play a reduced role in environmental protection, this book argues that clear, stringent legal requirements--coupled with flexible means for meeting them--and meaningful stakeholder participation are necessary for bringing about environmental improvements and technological transformations. The first two editions of this title, published by SAE International in 1990 and 1995, have been best-selling definitive references for those needing technical information about automotive fuels. This long-awaited new edition has been thoroughly revised and updated, yet retains the original fundamental fuels information that readers find so useful. This book is written for those with an interest in or a need to understand automotive fuels.

Because automotive fuels can no longer be developed in isolation from the engines that will convert the fuel into the power necessary to drive our automobiles, knowledge of automotive fuels will also be essential to those working with automotive engines. Small quantities of fuel additives increasingly play an important role in bridging the gap that often exists between fuel that can easily be produced and fuel that is needed by the ever-more sophisticated automotive engine. This book pulls together in a single, extensively referenced volume, the three different but related topics of automotive fuels, fuel additives, and engines, and shows how all three areas work together. It includes a brief history of automotive fuels development, followed by chapters on automotive fuels manufacture from crude oil and other fossil sources. One chapter is dedicated to the manufacture of automotive fuels and fuel blending components from renewable sources. The safe handling, transport, and storage of fuels, from all sources, are covered. New combustion systems to achieve reduced emissions and increased efficiency are discussed, and the way in which the fuels' physical and chemical characteristics affect these combustion processes and the emissions produced are included. There is also discussion on engine fuel system development and how these different systems affect the corresponding fuel requirements. Because the book is for a global market, fuel system technologies that only exist in the legacy fleet in some markets are included. The way in which fuel requirements are developed and specified is discussed. This covers test methods from simple laboratory bench tests, through engine testing, and long-term test procedures. The French-English volume of this highly acclaimed set consists of some 100,000 keywords in both French and English, drawn from the whole range of modern applied science and technical terminology.

Covers over 70 subject areas, from engineering and chemistry to packaging, transportation, data processing and much more. Catalytic Air Pollution Control: Commercial Technology is the primary source for commercial catalytic air pollution control technology, offering engineers a comprehensive account of all modern catalytic technology. This Third Edition covers all the new advances in technology in automotive catalyst control technology, diesel engine catalyst control technology, small engine catalyst control technology, and alternate sustainable fuels for auto and diesel. Describes how recently enacted legislation and implemented regulations have affected the design of bus maintenance facilities. Several case examples of changes implemented by transit agencies are included. This collection of essays and reviews represents the most significant and comprehensive writing on Shakespeare's *A Comedy of Errors*. Miola's edited work also features a comprehensive critical history, coupled with a full bibliography and photographs of major productions of the play from around the world. In the collection, there are five previously unpublished essays. The topics covered in these new essays are women in the play, the play's debt to contemporary theater, its critical and performance histories in Germany and Japan, the metrical variety of the play, and the distinctly modern perspective on the play as containing dark and disturbing elements. To compliment these new essays, the collection features significant scholarship and commentary on *The Comedy of Errors* that is published in obscure and difficulty accessible journals, newspapers, and other sources. This collection brings together these essays for the first time. In 2009, more than 40,000 people died prematurely in Sindh, Pakistan because of an illness associated with an environmental health risk. This means that almost one of every five deaths that occurred that year was caused by

environmental factors. Loss of natural resources and impacts from natural disasters also represent development challenges. Increased salinity and waterlogging result in loss of agricultural crops. In addition, hydro-meteorological hazards recurrently affect Sindh, as illustrated by the devastating effects of the 2010 and 2011 floods. For Sindh's population, these problems mean pain and suffering, and reduced opportunities for economic advancement. The costs of all these phenomena are equivalent to 10% of Sindh's Gross Domestic Product. Climate change may exacerbate these challenges. Sindh's environmental and climate change problems call for urgent responses. A number of feasible interventions could be carried out to address the categories of environmental degradation that have the highest impacts on Sindh's population. Many of those interventions have positive benefit-cost ratios, meaning that every rupee invested in them would result in health and social benefits worth more than one rupee. Addressing these challenges also calls for targeted institutional strengthening and policy improvements, particularly after the 18th Constitutional Amendment devolved environmental management responsibilities to provincial governments. The underlying goal of this book is to facilitate and stimulate sharing of information on these phenomena, and to provide an interdisciplinary framework for bringing about improved environmental conditions in Sindh. It includes a methodology that enables the identification of environmental and climate change priority problems; the analysis of interventions to address such problems; the establishment of a social learning mechanism to continuously improve Sindh's responses and build resilience in the face of climate variability and change; and opportunities for the potential involvement of different stakeholder groups to decisively tackle climate change and deteriorating environmental conditions. "June

2003."/"SAE International Future Transportation Technology Conference, Costa Mesa, California, June 23-25, 2003"--Page [4] of cover./Includes bibliographical references Wenner, who has been an active policy-oriented political scientist in the area of energy/environmental legislation and litigation . . . has created a practitioner's dictionary to the most influential special-interest groups lobbying in the halls of Washington, DC, today. Her introduction offers an excellent summation of how she determined which groups were to be included and describes how she organized the groups. . . . If the purpose of a dictionary is to save time and trouble for researchers, then this is an excellent contribution to the growing literature of environmental and energy policy studies. Choice In the latter part of the 1980s, as political action committees proliferated and the number of lobbyists in Washington, D.C. increased, there was a corresponding increase of interest among scholars in examining this phenomenon. This book defines the universe of groups that lobby in the fields of environmental and energy policy regardless of which side of the many controversies in these areas they represent. Included are groups that have gained national recognition as representatives of the environmental movement; other entries are smaller organizations that focus on one special issue. Their impact may be significant on that policy, but they may be less important than some general public interest lobbies that do not specialize in environmental problems but whose influence on the American political scene makes their opinions significant. Another major category is the large trade association with many interests that go beyond the focus of this book. These groups have been in business for many years and would not fade from view if they stopped all lobbying on these issues. Yet they are some of the most important actors in this issue area today, and to ignore them

would be to turn a blind eye to the reality of the political process. A third major type of group that lobbies in this area are the professional and research organizations that are formed around their members' careers. They assume a moderate position on most of the main issues and may hold a balance of power in their hands today. Each group included in the volume is profiled according to its history, membership, sources of funding, structure of organization, strategies used to influence policies, and the types of programs about which the organization is most concerned. In addition to the 148 main entries that comprise the bulk of the book, there were groups described in standard reference works that appeared to qualify them for inclusion in this work but for which there was minimal information; these groups are listed in Appendix A. The questionnaire used to query the groups is included in Appendix B. As a reference tool, this volume will be useful for libraries, as well as for organizations interested in the fields of energy and environment. Without the effective participation of developing Asia, a climate crisis is certain. Within developing Asia, the key to averting such a crisis lies in low carbon transport. China, India and Asia's other emerging economies could promote fuel efficient vehicles, public transport, and sustainable urban planning. Or they could become locked into inefficient vehicles, energy intensive infrastructure, and suburban sprawl. The path they choose will have long-term implications for the entire world. And it will depend upon the extent to which they adopt a co-benefit approach. A co-benefit approach involves recognizing that some transport policies mitigate greenhouse gases while simultaneously improving urban air quality, commuting times and energy security. Accounting for these additional benefits can overcome a reluctance to bear the costs of climate actions. But it also presents unique technical, financial, and institutional

challenges to decision-makers unaccustomed to optimizing multiple benefits. The book represents a pioneering effort to identify and remove barriers to a co-benefit approach in developing Asia's transport sector. The introductory section makes the case for co-benefits in developing Asia's transport sector. The second section features analytical frameworks to identify strategies with potential co-benefits, offering new findings on black carbon and dieselization. The third section grounds the analytic work in case studies on fuel switching in Pakistan, urban planning in Bandung, Indonesia, congestion charges in Beijing, vehicle restraints in Hanoi and bus rapid transit in Jakarta. A final section examines whether a post-2012 climate regime can help transform a rapidly motorizing Asia into a low carbon Asia. This book is essential reading for transport policy makers, planners, and researchers concerned with low carbon transport, climate change and development in Asia and the wider world. Drawn from the experience of environmental workers, a look at the battlegrounds where business engages the environment

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