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Two Billion Cars: Driving Toward Sustainability. by: Daniel Sperling (Foreword), Deborah Gordon. , Arnold Schwarzenegger (Foreword) 3.60 - Rating details - 67 ratings - 7 reviews. Today there are over a billion vehicles in the world, and within twenty years, the number will double, largely a consequence of China's and India's explosive growth.

Two Billion Cars: Driving Toward Sustainability by Daniel ...

Buy [Two Billion Cars: Driving Toward Sustainability] (By: Daniel Sperling) [published: July, 2010] by Daniel Sperling (ISBN:) from Amazon's Book Store. Everyday low prices and free delivery on eligible orders.

[Two Billion Cars: Driving Toward Sustainability] (By ...

Two Billion Cars Driving Toward Sustainability Daniel Sperling, Deborah Gordon, and Foreword by Arnold Schwarzenegger. Features a preface penned by eco-friendly Governor of California, Arnold Schwarzenegger; Presents a timely and engaging look at the pollution caused by worldwide car usage and what can be done to combat it

Two Billion Cars - Daniel Sperling; Deborah Gordon; Arnold ...

Arnold Schwarzenegger's enlightened embrace of eco-friendly fuel policies, which he discusses in the foreword to Two Billion Cars, and China's forthright recognition that it needs far-reaching...

Two Billion Cars: Driving Toward Sustainability | Request PDF

Two Billion Cars: Driving Toward Sustainability. Daniel Sperling, Deborah Gordon, Arnold Schwarzenegger. I dig this book. I grew up in the heart of Los Angeles and remember days when I could not run outside because the smog level was so bad that 10 minutes of running would do the lung damage of a pack of cigarettes.

Two Billion Cars: Driving Toward Sustainability | Daniel ...

Two Billion Cars: Driving Toward Sustainability, by Sperling and Gordon, to be published by Oxford Uni-versity Press in 2009. For statistics cited in this article and for references to source materials, please see Two Billion Cars. M ore than one billion motorized vehi-cles are driven on the earth today. The United States, birthplace of the car

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Two Billion Cars is a very informative book on transportation and sustainability issues. The premise of the book is that currently we have one billion cars, but in twenty years, the planet will have about two billion cars. If there are no changes, this growth in cars will be disastrous in terms of energy usage, congestion, and global warming.

Two Billion Cars: Driving Toward Sustainability: Amazon ...

Today there are over a billion vehicles in the world, and within twenty years, the number will double, largely a consequence of China's and India's explosive growth. Given that greenhouse gases are already creating havoc with our climate and that violent conflict in unstable oil-rich nations is on the rise, will matters only get worse?

Two Billion Cars en Apple Books

Two Billion Cars: Driving Toward Sustainability. Two Billion Cars : Daniel Sperling, Deborah Gordon. Oxford University Press, Jan 13, 2009 - Business & Economics - 320 pages. 6 Reviews. Today...

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sustainability free download ebook two billion cars driving toward sustainability at here two billion cars driving toward sustainability at present there are roughly a billion cars in the world yet within twenty years the number will double to 2 billion largely a consequence of chinas and indias explosive growth thus a change of course towards

Two Billion Cars Driving Toward Sustainability

At present, there are roughly a billion motor vehicles in the world. Within twenty years, the number will double to 2 billion, largely a consequence of China's and India's explosive growth. Given that greenhouse gases are already creating havoc with our climate and that violent conflict in oil-rich nations is on the rise, does this mean that matters will only get worse?

Examines how the economic rise of other nations, such as China and India, is resulting in a boom of car ownership and the impact this major increase will have on the world in the near future with regard to emissions, pollution, global warming, oil shortages, and the auto industry.

Today there are over a billion vehicles in the world, and within twenty years, the number will double, largely a consequence of China's and India's explosive growth. Given that greenhouse gases are already creating havoc with our climate and that violent conflict in unstable oil-rich nations is on the rise, will matters only get worse? Or are there hopeful signs that effective, realistic solutions can be found? Blending a concise history of cars and their impact on the world, leading transportation experts Daniel Sperling and Deborah Gordon explain how we arrived at this state, and what we can do about it. Sperling and Gordon assign blame squarely where it belongs-on the auto-industry, short-sighted government policies, and consumers. They explore such solutions as getting beyond the gas-guzzler monoculture, re-inventing cars, searching for low-carbon fuels, and more. Promising advances in both transportation technology and fuel efficiency together with shifts in traveler behavior, they suggest, offer us a way out of our predicament. The authors conclude that the two places that have the most troublesome emissions problems--California and China--are the most likely to become world leaders on these issues. Arnold Schwarzenegger's enlightened embrace of eco-friendly fuel policies, which he discusses in the foreword, and China's forthright recognition that it needs far-reaching environmental and energy policies, suggest that if they can tackle the issue effectively and honestly, then there really is reason for hope. Updated with a new afterword that sheds light on the profound changes in the global economy in the last year, Two Billion Cars makes the case for why and how we need to transform transportation now more than ever. "Authoritatively prescriptive." --Tom Vanderbilt, *Wilson Quarterly* "Provocative and pleasurable, far-seeing and refreshing, fact-based and yet a page-turner, global in scope but rooted in real places. The authors make a convincing case that smart consumers driving smart electric-drive cars can find the critical path to a safer planet." --Robert Socolow, Princeton University "In this insightful and persuasive book, Sperling and Gordon highlight one of the biggest environmental challenges of this century: two billion cars. They rightly contend that we cannot avert the worst of global warming without making our cars cleaner and petroleum-free. Luckily the authors also offer a roadmap for navigating this problem that is both visionary and achievable." --Frances Beinecke, President, Natural Resources Defense Council

Americans are voting with their feet to abandon strip malls and suburban sprawl, embracing instead a new type of community where they can live, work, shop, and play within easy walking distance. In *The Option of Urbanism* visionary developer and strategist Christopher B. Leinberger explains why government policies have tilted the playing field toward one form of development over the last sixty years: the drivable suburb. Rooted in the driving forces of the economy—car manufacturing and the oil industry—this type of growth has fostered the decline of community, contributed to urban decay, increased greenhouse gas emissions, and contributed to the rise in obesity and asthma. Highlighting both the challenges and the opportunities for this type of development, *The Option of Urbanism* shows how the American Dream is shifting to include cities as well as suburbs and how the financial and real estate communities need to respond to build communities that are more environmentally, socially, and financially sustainable.

Tomas Sedlacek has shaken the study of economics as few ever have. Named one of the "Young Guns" and one of the "five hot minds in economics" by the *Yale Economic Review*, he serves on the National Economic Council in Prague, where his provocative writing has achieved bestseller status. How has he done it? By arguing a simple, almost heretical proposition: economics is ultimately about good and evil. In *The Economics of Good and Evil*, Sedlacek radically rethinks his field, challenging our assumptions about the world. Economics is touted as a science, a value-free mathematical inquiry, he writes, but it's actually a cultural phenomenon, a product of our civilization. It began within philosophy--Adam Smith himself not only wrote *The Wealth of Nations*, but also *The Theory of Moral Sentiments*--and economics, as Sedlacek shows, is woven out of history, myth, religion, and ethics. "Even the most sophisticated mathematical model," Sedlacek writes, "is, de facto, a story, a parable, our effort to (rationally) grasp the world around us." Economics not only describes the world, but establishes normative standards, identifying ideal conditions. Science, he claims, is a system of beliefs to which we are committed. To grasp the beliefs underlying economics, he breaks out of the field's confines with a tour de force exploration of economic thinking, broadly defined, over the millennia. He ranges from the epic of Gilgamesh and the Old Testament to the emergence of Christianity, from Descartes and Adam Smith to the consumerism in *Fight Club*. Throughout, he asks searching meta-economic questions: What is the meaning and the point of economics? Can we do ethically all that we can do technically? Does it pay to be good? Placing the wisdom of philosophers and poets over strict mathematical models of human behavior, Sedlacek's groundbreaking work promises to change the way we calculate economic value.

This detailed overview and analysis of the results of Barack Obama ' s historic 2008 presidential win gives us the inside state-by-state guide to how Obama achieved his victory, and allows us to see where the country stood four years ago. Although much has changed in the nearly four years since, How Barack Obama Won remains the essential guide to Obama ' s electoral strengths and offers important perspective on his 2012 bid. The votes in each state for Obama and McCain are broken down by percentage according to gender, age, race, party, religious affiliation, education, household income, size of city, and according to views about the most important issues (the economy, terrorism, Iraq, energy, healthcare), the future of the economy (worried, not worried) and the war in Iraq (approve, disapprove).

Paul Orfalea's entrepreneurial philosophy melds business, personal finances, lifelong learning, and the pursuit of happiness.

"While getting into his car on the evening of February 16, 1979, the chief of the CIA's Moscow station was handed an envelope by an unknown Russian. Its contents stunned the Americans: details of top-secret Soviet research and development in military technology that was totally unknown to the United States. From 1979 to 1985, Adolf Tolkachev, an engineer at a military research center, cracked open the secret Soviet military research establishment, using his access to hand over tens of thousands of pages of material about the latest advances in aviation technology, alerting the Americans to possible developments years in the future. He was one of the most productive and valuable spies ever to work for the United States in the four decades of global confrontation with the Soviet Union. Tolkachev took enormous personal risks, but so did his CIA handlers. Moscow station was a dangerous posting to the KGB's backyard. The CIA had long struggled to recruit and run agents in Moscow, and Tolkachev became a singular breakthrough. With hidden cameras and secret codes, and in face-to-face meetings with CIA case officers in parks and on street corners, Tolkachev and the CIA worked to elude the feared KGB. Drawing on previously secret documents obtained from the CIA, as well as interviews with participants, Hoffman reveals how the depredations of the Soviet state motivated one man to master the craft of spying against his own nation until he was betrayed to the KGB by a disgruntled former CIA trainee. No one has ever told this story before in such detail, and Hoffman's deep knowledge of spycraft, the Cold War, and military technology makes him uniquely qualified to bring readers this real-life espionage thriller"--Provided by publisher.

This publication has been designed to assist member States in integrating transport, health, quality of life and environmental objectives into urban and spatial planning policies. It provides many references to case studies, good practices and examples from cities across the Euro-Asian region (and beyond) covering a wide array of thematic areas, including: the future of sustainable urban mobility; spatial planning in function of sustainable urban mobility and accessibility; public transport planning as a cornerstone of sustainable urban mobility; active mobility and how it promotes health and the environment; and the potential of Intelligent Transport Systems in an urban context. The publication puts forward a methodology for sustainable urban transport planning and introduces a concise set of key messages and recommendations as an input to the Fifth High-level Meeting on Transport, Health and Environment which takes place in Vienna from 26-27 November 2020.

Deforestation. Desertification. Species extinction. Global warming. Growing threats to food and water. The driving issues of our times are the result of one huge problem: Us. As the population continues to grow, our problems will increase. And this means that every way we look at it, a planet of ten billion people is likely to be a nightmare. Stephen Emmott, a scientist whose lab is at the forefront of research into complex natural systems, sounds the alarm. TEN BILLION is a snapshot of our planet, and our species, approaching a crisis, and a stark analysis of where this leaves us. TEN BILLION is not another climate book. TEN BILLION is a book about us.

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