

2009 Fuel Economy Guide

Oak Ridge National Laboratory's (ORNL's) Sustainable Transportation Program (STP) works with government and industry to develop scientific knowledge and new technologies that accelerate the deployment of energy-efficient vehicles and intelligent, secure, and accessible transportation systems. Scientists are tackling complex challenges in transportation using comprehensive capabilities at ORNL's National Transportation Research Center and the laboratory's signature strengths in high-performance computing, neutron sciences, materials science, and advanced manufacturing. Research focuses on electrification, efficiency of combustion and emissions, data science and automated vehicles, and materials for future systems. Highlights from 2016 include: Electrification, Efficiency of combustion and emission controls, Data science and automated vehicles, and Materials for future systems. This annual report is a short summary and snapshot featuring several other accomplishments from the STP team. From motors that achieve higher power density without rare earth materials to thought leadership on combustion as a continuum to new technologies in multimaterial joining and vehicle cybersecurity, ORNL researchers are shaping the future of transportation. Related items: Transportation & Navigation publications can be found here: <https://bookstore.gpo.gov/catalog/transportation-navigation> Biofuels & Renewable Energy publications can be found here: <https://bookstore.gpo.gov/catalog/biofuels-renewable-energy> Energy & Fuels publications can be found here: <https://bookstore.gpo.gov/catalog/energy-fuels> Engineering publications can be found here: <https://bookstore.gpo.gov/catalog/engineering>

Model Year 2009 Fuel Economy Guide EPA Fuel Economy Estimates

Competition for energy resources worldwide will almost certainly increase because of population growth and economic expansion, especially in countries such as China and India, with large populations. In addition, environmental concerns with the use of certain energy sources add a complicating factor to decisions about energy use. Therefore there is likely to be an increased commitment around the world to invest in energy systems. The World Scientific Handbook of Energy provides comprehensive, reliable and timely sets of data on energy resources and uses; it gathers in one publication a concise description of the current state-of-the-art for a wide variety of energy resources, including data on resource availability worldwide and at different cost levels. The end use of energy in transportation, residential and industrial areas is outlined, and energy storage, conservation and the impact on the environment included. Experts and key personnel straddling academia and related agencies and industries provide critical data for further exploration and research. Experts in these various areas who provide relevant data for further exploration and research include former Head of the Nuclear Reactors Directorate of the CEA; Director of the Potential Gas Agency, who leads a team of 100 geologists, geophysicists and petroleum engineers; former CEO of an Icelandic engineering company that specializes in the design, construction and operation of “Kalina” binary power plants for geothermal, biomass and industrial waste heat recovery applications; Chairman of

the Scottish Hydrogen and Fuel Cells Association; former Director of the Geo-Heat Center at the Oregon Institute of Technology, who received the Patricius Medal from the German Geothermal Association for “his pioneer work in the direct use of geothermal energy”; Division Director of NETL's Strategic Center for Coal, who provides expert guidance and consultation to major DOE-funded clean coal technology and carbon sequestration demonstration projects; an internationally recognized expert in the physics and technology of Inertial Confinement Fusion (ICF); former Senior Scientist and Director of the Center for Distributed Generation and Thermal Distribution with Washington State University, who was responsible for state policy, technical assistance to resource developers and investigations related to geothermal energy development; a main author on the 2005 Billion Ton Report and 2011 Billion Ton Update; and many more extremely well published and well known individuals straddling academia and related agencies and industries.

Emerging Technology Opportunities for the Tianjin Binhai New Area (TBNA) and the Tianjin Technological Development Area (TEDA)

Exploring the Skyrocketing Price of Oil

Bmw I3, Bolloré Bluecar, Cadillac Urban Luxury Concept, Citycar, General Motors En-V, Hyundai I10, Innovative Mobility Colibri, Mi

The Facts behind the Headlines

Code of Federal Regulations

U.S. Federal Government Online 2009

Johnson provides a comprehensive, accurate introduction to statistics for business professionals who need to learn how to apply key concepts. The chapters have been updated with real-world data to make the material more relevant. The revised pedagogy will help them contextualize statistical concepts and procedures. The numerous examples clearly demonstrate the important points of the methods. New What Will We Learn opening paragraphs set the stage for the material being discussed. Using Statistics Wisely boxes summarize key lessons. In addition, Statistics in Context sections give business professionals an understanding of applications in which a statistical approach to variation is needed.

Highly praised for its exceptional clarity, technical accuracy, and useful examples, Weiers' INTRODUCTION TO BUSINESS STATISTICS, Seventh Edition, introduces fundamental statistical concepts with an engaging, conversational presentation and a strong emphasis on the practical relevance of course material to students' lives and careers. The text's outstanding illustrations, friendly language, non-technical terminology, and current examples involving real-world business and personal settings will capture students' interest and prepare them for success from day one. Continuing cases, contemporary business applications, and more than 300 new or revised exercises and problems reflect important trends

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and the latest developments in today's dynamic business environment -- all with an accuracy you and your students can trust. Important Notice: Media content referenced within the product description or the product text may not be available in the ebook version.

Various combinations of commercially available technologies could greatly reduce fuel consumption in passenger cars, sport-utility vehicles, minivans, and other light-duty vehicles without compromising vehicle performance or safety. Assessment of Technologies for Improving Light Duty Vehicle Fuel Economy estimates the potential fuel savings and costs to consumers of available technology combinations for three types of engines: spark-ignition gasoline, compression-ignition diesel, and hybrid. According to its estimates, adopting the full combination of improved technologies in medium and large cars and pickup trucks with spark-ignition engines could reduce fuel consumption by 29 percent at an additional cost of \$2,200 to the consumer. Replacing spark-ignition engines with diesel engines and components would yield fuel savings of about 37 percent at an added cost of approximately \$5,900 per vehicle, and replacing spark-ignition engines with hybrid engines and components would reduce fuel consumption by 43 percent at an increase of \$6,000 per vehicle. The book focuses on fuel consumption--the amount of fuel consumed in a given driving distance--because energy savings are directly related to the amount of fuel used. In contrast, fuel economy measures how far a vehicle will travel with a gallon of fuel. Because fuel consumption data indicate money saved on fuel purchases and reductions in carbon dioxide emissions, the book finds that vehicle stickers should provide consumers with fuel consumption data in addition to fuel economy information.

Principles and Methods

Model Year 2009

Code of Federal Regulations, Title 40, Protection of Environment, PT. 425-699, Revised as of July 1, 2011

Model Year 2009 Fuel Economy Guide

Technologies and Approaches to Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles Transport, the Environment and Security

The power of the bicycle to impact mobility, technology, urban space and everyday life.

Special edition of the Federal Register, containing a codification of documents of general applicability and future effect ... with ancillaries.

The Fuel Economy Guide is published by the U.S. Department of Energy as an aid to consumers considering the purchase of a new vehicle. The Guide lists estimates of miles per gallon (mpg) for each vehicle available for the new model year. These estimates are provided by the U.S. Environmental Protection Agency in compliance with Federal Law. By using this Guide, consumers

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can estimate the average yearly fuel cost for any vehicle. The Guide is intended to help consumers compare the fuel economy of similarly sized cars, light duty trucks and special purpose vehicles. The vehicles listed have been divided into three classes of cars, three classes of light duty trucks, and three classes of special purpose vehicles.

OECD Studies on Environmental Innovation Invention and Transfer of Environmental Technologies
Encyclopedia of Automotive Engineering
Introduction to Business Statistics

e-Government and Web Directory

Oil Demand

Chinese Energy Futures and Their Implications for the United States, by George Eberling, shows how China will most likely address its growing oil energy dependence. Eberling's study uses scenario analysis and the PRINCE model to determine what will be the most likely U.S. foreign policy consequences, stemming from the most current literature available on energy security and foreign policy. Chinese Energy Futures also contributes to the literature on Chinese and United States energy security, foreign policy, political economy, and political risk analysis.

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.

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

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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.

Production, Conversion, Storage, Conservation, and Coupling

Saving Energy Guide

Fuel Economy Guide 2009

One Less Car

Your Guide to Getting Off the Grid

Environmental Economics and Management: Theory, Policy, and Applications

Inducing environmental innovation is a significant challenge to policy-makers. This book examines the challenges and illustrates them in three sectoral studies: alternative fuel vehicles, solid waste management and recycling, and green chemistry.

Understanding the sustainable use of energy in various processes is an integral part of engineering and scientific studies, which rely on a sound knowledge of energy systems. Whilst many institutions now offer degrees in energy-related programs, a comprehensive textbook, which introduces and explains sustainable energy systems and can be used across engineering and scientific fields, has been lacking. Energy: Production, Conversion, Storage, Conservation, and Coupling provides the reader with a practical understanding of these five main topic areas of energy including 130 examples and over 600 practice problems. Each chapter contains a range of supporting figures, tables, thermodynamic diagrams and charts, while the Appendix supplies the reader with all the necessary data including the steam tables. This new textbook presents a clear introduction of basic vocabulary, properties, forms, sources, and balances of energy before advancing to the main topic areas of: □ Energy production and conversion in important physical, chemical, and biological processes, □ Conservation of energy and its impact on sustainability, □ Various forms of energy storage, and □ Energy coupling and bioenergetics in living systems. A solution manual for the practice problems of the textbook is offered for the instructor. Energy: Production, Conversion, Storage, Conservation, and Coupling is a comprehensive source, study guide, and course supplement for both undergraduates and graduates across a range of engineering and scientific disciplines. Resources

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including the solution manual for this textbook are available for instructors on sending a request to Dr. Yaoar Demirel at ydemirel@unl.edu

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 Homeowner's Energy Handbook

NADA's AutoExec

Energy and Water Development Appropriations for 2011: Pt. 1A. (p. 1-1762) Corps of Engineers, Civil works FY 2011 budget justification information

Part 1: Engines - Fundamentals

The Global Technology Revolution, China, In-depth Analyses

Energy Aware Planning Guide

From A-to-Z, the politics of these and similar "green" issues are thoroughly explored via 150 signed entries.

Are you looking for creative ways to lower your energy costs, generate more of your own power, or become less reliant on the grid? Paul Scheckel offers practical advice for taking matters into your own hands. Explaining the fundamentals of solar, wind, water, and biofuel energy production, Scheckel shows you how to build and maintain a wide variety of energy-saving and energy-producing equipment, ranging from thermosiphon solar hot water collectors to bicycle-powered generators. Use less energy, save money, and help preserve the environment.

'This book is a tremendous information resource, and Dr. Zimmerman is a true data "guru". Informed by her unique combination of interests, Transport, the Environment and Security represents a giant leap forward in understanding this previously understudied confluence of forces, encompassing topics as diverse as how transportation affects the environment and how security problems can affect transportation.' – Vicki Bier, University of Wisconsin-Madison, US 'Zimmerman's book is a much needed addition to our scientific understanding of the nexus between environment and security within a transportation context. Transportation networks

(rail and road) are the quintessential American lifeline and disruptions through episodic natural hazards, terrorist activities, or longer term climate changes will have profound changes on society – presently and in the future. Zimmerman illustrates the synergies between environment, transport networks, security, social justice and urban places in a masterful and thoughtful synthesis that underscores the interdependencies within the transportation infrastructure, the nation's vulnerability to transport disruptions, and offers ideas for increasing the resilience of the transportation infrastructure. It will become a standard reference as we re-imagine transport in the 21st century under changing climate, security, environment, and living conditions.' – Susan L. Cutter, University of South Carolina, US 'Transportation planning and policy making have followed a particular model for more than fifty years. Rae Zimmerman begins with the premise that we are in a rut and that the old ways of thinking need to be replaced. An enormous amount of evidence is presented that together argues a strong case for the systematic integration of planning for transportation, the environment, and security. While the book does not get us to an integrated process, it points us to one and starts us down a creative path. A great introduction to the complexities of these relationships.' – Martin Wachs, RAND Corporation, US Effective means of transport are critical under both normal and extreme conditions, but modern transport systems are subject to many diverse demands. This path-breaking book uniquely draws together the typically conflicting arenas of transport, the environment and security, and provides collective solutions to their respective issues and challenges. From a primarily urban perspective, the author illustrates that the fields of transportation, environment (with an emphasis on climate change) and security (for both natural hazards and terrorism) and their interconnections remain robust areas for policy and planning. Synthesizing existing data, new analyses, and a rich set of case studies, the book uses transportation networks as a framework to explore transportation in conjunction with environment, security, and interdependencies with other infrastructure sectors. The US rail transit system, ecological corridors, cyber security, planning mechanisms and the effectiveness of technologies are among the topics explored in detail. Case studies of severe and potential impacts of natural hazards, accidents, and security breaches on transportation are presented. These cases support the analyses of the forces on transportation, land use and patterns of population change that connect, disconnect and reconnect people from their environment and security. The book will prove a fascinating and insightful read for academics, students, and practitioners across a wide range of fields including: transport, environmental economics, environmental management, urban planning, public policy, and terrorism and security.

Green Logistics

Assessment of Fuel Economy Technologies for Light-Duty Vehicles

Green Alternatives and National Energy Strategy

The World Scientific Handbook Of Energy

Making the Connection

Energy and the New Reality 1 - Energy Efficiency and the Demand for Energy Services

Discover the breadth and depth of government information and services available online. The e-Government

and Web Directory: U.S. Federal Government Online (formerly the United States Government Internet Manual) serves as a guide to the changing landscape of government information online. The Directory is an indispensable guidebook for anyone who is looking for official U.S. government resources on the Web. The U.S. government's information online is massive and can be difficult to locate. The subject-based approach of this book allows you to browse for relevant sites in your field of interest rather than sift through hundreds of search results or try to guess which federal agency to consult. Researchers, business people, teachers, students, and citizens in the United States and around the world can navigate the labyrinthine federal Web with this book, e-Government and Web Directory.

This book on road traffic congestion in cities and suburbs describes congestion problems and shows how they can be relieved. The first part (Chapters 1 - 3) shows how congestion reflects transportation technologies and settlement patterns. The second part (Chapters 4 - 13) describes the causes, characteristics, and consequences of congestion. The third part (Chapters 14 - 23) presents various relief strategies - including supply adaptation and demand mitigation - for nonrecurring and recurring congestion. The last part (Chapter 24) gives general guidelines for congestion relief and provides a general outlook for the future. The book will be useful for a wide audience - including students, practitioners and researchers in a variety of professional endeavors: traffic engineers, transportation planners, public transport specialists, city planners, public administrators, and private enterprises that depend on transportation for their activities. Watch a video introduction here. Statistics Through Applications (STA) is the only text written specifically for high school statistics course. Designed to be read, the book takes a data analysis approach that emphasizes conceptual understanding over computation, while recognizing that some computation is necessary. The focus is on the statistical thinking behind data gathering and interpretation. The high school statistics course is often the first applied math course students take. STA engages students in learning how statisticians contribute to our understanding of the world and helps students to become more discerning consumers of the statistics they encounter in ads, economic reports, political campaigns, and elsewhere. New and improved! STA 2e features expanded coverage of probability, a reorganized presentation of data analysis, a new color design and much more. Please see the posted sample chapter or request a copy today to see for yourself.

EPA Fuel Economy Estimates

Hearing Before the Committee on Energy and Natural Resources, United States Senate, One Hundred Tenth

Congress, Second Session, to Review the Status of Existing Federal Programs Targeted at Reducing Gasoline Demand in the Near Term and to Discuss Additional Proposals for Near Term Gasoline Demand Reductions, July 23, 2008

Hearing Before the Committee on the Judiciary, United States Senate, One Hundred Tenth Congress, Second Session, May 21, 2008

Commission Report

Sustainable Transportation Program 2016 Annual Report

2000-

Please note that the content of this book primarily consists of articles available from Wikipedia or other free sources online. Pages: 37. Chapters: BMW i3, Bollore Bluecar, Cadillac Urban Luxury Concept, CityCar, General Motors EN-V, Hyundai i10, Innovative mobility colibri, Mia electric, Mitsubishi i-MiEV, Mitsuoka Like, Nissan Nuvu, Personal Urban Mobility and Accessibility, Renault Twizy, Renault Zoe, REVAi, Scottish Aviation Scamp, Smart electric drive, Subaru R1e, Tata Indica, Tropical EC-60043, Wheego Whip.

Excerpt: The Mitsubishi i-MiEV (MiEV is an acronym for Mitsubishi innovative Electric Vehicle) is a five-door hatchback electric car produced by Mitsubishi Motors, and is the electric version of the Mitsubishi i. The i-MiEV is also sold in Europe rebadged by PSA Peugeot Citroen (PSA) as the Peugeot iOn and Citroen C-Zero. The i-MiEV was launched for fleet customers in Japan in July 2009, and on April 1, 2010, for the wider public.

International sales to Asia, Australia and Europe started in 2010, with further markers in 2011 including Central and South America. Fleet and retail customer deliveries in the U.S. and Canada began in December 2011. The American-only version, called "i," is larger than the Japanese version and has several additional features. According to the manufacturer, the i-MiEV all-electric range is 160 kilometres (100 mi) on the Japanese test cycle. The range for the 2012 model year American version is 62 miles (100 km) on the United States Environmental Protection Agency's (US EPA) cycle. In November 2011 the Mitsubishi i ranked first in EPA's 2012 Annual Fuel Economy Guide, and became the most fuel efficient EPA certified vehicle in the U.S. for all fuels ever, until it was surpassed by the Honda Fit EV in June 2012. As of December 2012, more than 22,000 i-MiEV

family vehicles have been sold worldwide. Europe is the leading market, with 5,017 Peugeot iOns, 4,977 Citroen C-Zeros and 4,244 Mitsubishi i MiEVs sold through... In 2007, the Tianjin Binhai New Area (TBNA) and one of its administrative zones, the Tianjin Economic-Technological Development Area (TEDA), in northeast China commissioned the RAND Corporation to perform a technology-foresight study to help them develop and implement a strategic vision and plan for economic growth through technological innovation. The principal objectives were to identify the most-promising emerging technology applications for TBNA and TEDA to pursue as part of their plan for growth, to analyze the drivers and barriers they would face in each case, and to recommend action plans for each technology application (TA). Seven TAs should form a pivotal part of TBNA's comprehensive strategic plan: cheap solar energy; advanced mobile communications and radio-frequency identification; rapid bioassays; membranes, filters, and catalysts for water purification; molecular-scale drug design, development, and delivery; electric and hybrid vehicles; and green manufacturing. The specific action plans can be integrated into an overarching strategic plan that rests on three legs: building a state-of-the-art R & D program; updating and expanding TBNA and TEDA's manufacturing base; and positioning TBNA and TEDA for the global marketplace. The plan offers TBNA a wealth of opportunities that will position it for the future development it envisions, and each TA emerges from one or more of TEDA's current pillar industries, making for a fluid transition that builds on existing strengths.

Provides an applied, practical approach to environmental economic theory that is accessible to students who have had minimal exposure to economics as well as those with an advanced understanding. With a strong focus on policy and real-world issues, Callan/Thomas's ENVIRONMENTAL ECONOMICS AND MANAGEMENT: THEORY, POLICY AND APPLICATIONS, Fifth Edition, complements economic theory with timely, real-world applications.

Undergraduate or MBA students gain a clear perspective of the relationship between market activity and the environment. This text integrates a strong business perspective into the development of environmental decision making for a unique vantage point often overlooked in more conventional approaches. Students learn to use economic analytical tools, such as

market models, benefit-cost analysis, and risk analysis, effectively to assess environmental problems and to evaluate policy solutions. With a proven, modular structure, this edition provides a well-organized presentation with the flexibility to tailor the presentation to your needs. Important Notice: Media content referenced within the product description or the product text may not be available in the ebook version.

An A-to-Z Guide

Bicycling and the Politics of Automobility

Energy

Cost, Effectiveness, and Deployment of Fuel Economy Technologies for Light-Duty Vehicles

Energy and Water Development Appropriations for 2011: Dept. of Energy fiscal year 2011

justifications

Statistics Through Applications

It is no secret that the United States' dependence on oil -- mostly foreign -- puts the country in a precarious position. The United States needs innovative ways not only to power millions of automobiles on its highways but also to secure sustainable sources of fuel for the future. This book presents the latest facts and figures about alternative energy to any physicist, engineer, policymaker, or concerned citizen who needs a reliable source of information on the nation's looming energy crisis. Philip G. Gallman focuses especially on green vehicles and the interrelationship between their design and various energy sources. He explains simply and clearly the complex energy and automotive engineering issues involved in developing green vehicles, measures their likely effect on energy resource demand, and considers what they might mean for national energy strategy. Addressing problems associated with renewable resources often overlooked or ignored in the popular press, Gallman explains what replacing oil with alternative sources of energy realistically entails. Can the nation satisfy its energy demands with wind turbines, solar power, hydroelectric power, or geothermal power? Is biodiesel or electricity the answer to our gas-guzzling ways? Organized logically and with an accessible narrative, *Green Alternatives and National Energy Strategy* guides readers through the essential questions and hurdles the United States must answer and overcome to transition from a petroleum-dependent nation to one that runs on sustainable, renewable energy.

The transport, storage and handling of goods impose a heavy burden on the environment. As concern for the environment rises, companies must take more account of the external costs of logistics associated mainly with climate change, air pollution, noise, vibration and accidents. Leading the way in current thinking on environmental logistics, *Green Logistics* provides a unique insight on the environmental

impacts of logistics and the actions that companies and governments can take to deal with them. It is written by a group of leading researchers in the field and provides a comprehensive view of the subject for students, managers and policy-makers. Fully updated and revised, the 3rd Edition of Green Logistics takes a more global perspective than previous editions. It introduces new contributors and international case studies that illustrate the impact of green logistics in practice. There is a new chapter on the links between green logistics and corporate social responsibility (CSR) and a series of postscripts examining the likely effects of new developments, such as 3D printing and distribution by drone, on the environmental footprint of logistics. Other key topics examined in the book include: carbon auditing of supply chains; transferring freight to greener transport modes; reducing the environmental impact of warehousing; improving the energy efficiency of freight transport; making city logistics more environmentally sustainable; reverse logistics for the management of waste; role of government in promoting sustainable logistics. Ideal for use on related courses, the 3rd Edition of Green Logistics includes indispensable online supporting materials, including graphics, tables and chapter summaries, as well as technical information and guidelines for teachers and lecturers. The book is endorsed by the Chartered Institute of Logistics and Transport (CILT).

Electric City Cars

MPG and Fuel Cost Estimates

Chinese Energy Futures and Their Implications for the United States

Improving the Environmental Sustainability of Logistics

Green Politics

Fuel Economy Guide