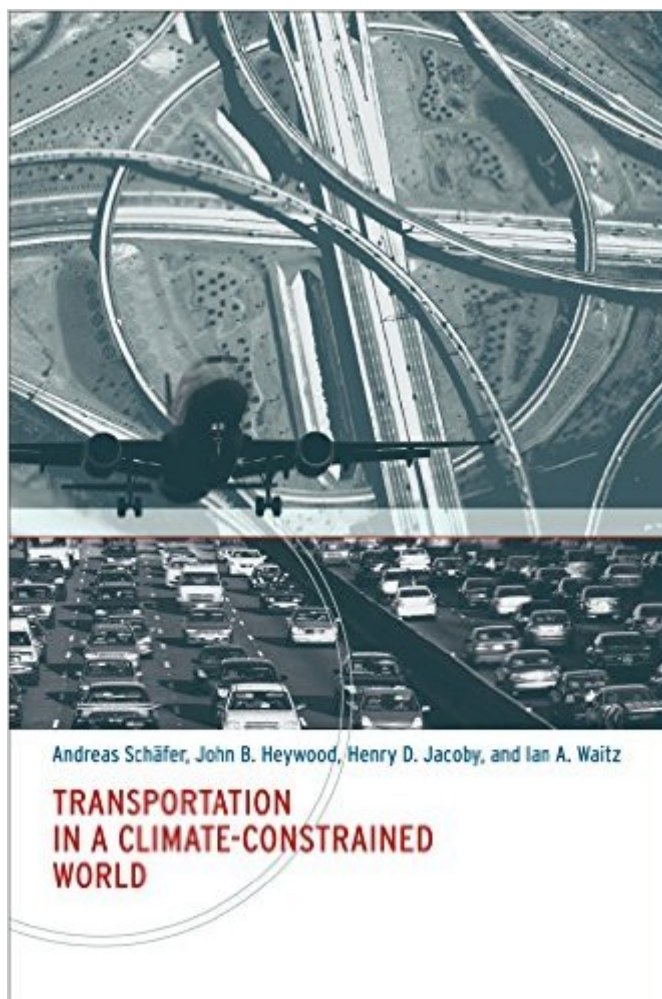


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# Transportation In A Climate-Constrained World (MIT Press)



## Synopsis

In the nineteenth century, horse transportation consumed vast amounts of land for hay production, and the intense traffic and ankle-deep manure created miserable living conditions in urban centers. The introduction of the horseless carriage solved many of these problems but has created others. Today another revolution in transportation seems overdue. Transportation consumes two-thirds of the world's petroleum and has become the largest contributor to global environmental change. Most of this increase in scale can be attributed to the strong desire for personal mobility that comes with economic growth. In *Transportation in a Climate-Constrained World*, the authors present the first integrated assessment of the factors affecting greenhouse gas (GHG) emissions from passenger transportation. They examine such topics as past and future travel demand; the influence of personal and business choices on passenger travel's climate impact; technologies and alternative fuels that may become available to mitigate GHG emissions from passenger transport; and policies that would promote a more sustainable transportation system. And most important, taking into account all of these options are taken together, they consider how to achieve a sustainable transportation system in the next thirty to fifty years.

## Book Information

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## Customer Reviews

This book does go into great detail, but at the end of the day gets nowhere beyond what we already know. It is as much a political position as it is a study into the current and prospective states of transportation. It is unfortunate that right up front it is completely dismissive of any transportation other than that which takes place for the sole purpose of moving people, as doing so is to ignore the other elephant in the room. I would not recommend it to those familiar with these matters, because almost no new information is compiled. I would not recommend it to those who would use this as their introduction to these matters, as it has a combination of definite political bias and a lack of complete treatment of the fundamentals, which tends to promote more individuals with strong opinions but lacking strong supporting arguments. All that said, I am sure there are others who liked it.

This very well-researched and technically replete book outlines the options for mitigating greenhouse gas emissions in the transportation sector, primarily vehicles (cars and light trucks) and aircraft. In this, it does an excellent job and is invaluable; but I'm not sure it really takes the "climate-constrained" qualifier in its title as seriously as it should. Emblematic of this is the fact that in the final chapter, one scenario for future transportation-related GHG emissions assumes an atmospheric CO<sub>2</sub> target level of 550 ppm by volume. We are already at 380 today; many climate scientists think that if we reach 550, we will already be risking environmental Armageddon. Thus this tome is invaluable for evaluating policy options and promising transportation-related technologies if one eschews full-crisis mode. But those of us convinced that the climate crisis really IS a crisis, requiring fundamental changes in behavior that cannot be easily extrapolated from historical data, will probably not be satisfied to stop at the authors' conclusions.

This book provides an interesting, very thoroughly researched, and highly insightful review of the growth of transportation, its climate impact, and the policy approaches designed to mitigate it. It gives a clear picture of the problems faced, and the best ways to deal with them. It takes climate-change seriously, but is also realistic about the potential effectiveness of different options available to deal with it, in transportation. Importantly, I feel that the book is objective, and not overly optimistic or pessimistic. The book is also easy to read, but dense, so whilst it is interesting for general readers, it is also very useful for researchers and policy makers, and should be a bench

mark for transportation policy analysis. I would strongly recommend this book.

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