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

National Academies Press 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 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.

Reducing Fuel Consumption and Greenhouse Gas Emissions of Medium- and Heavy-Duty Vehicles, Phase Two

Final Report

National Academies Press Medium- and heavy-duty trucks, motor coaches, and transit buses - collectively, "medium- and heavy-duty vehicles", or MHDVs - are used in every sector of the economy. The fuel consumption and greenhouse gas emissions of MHDVs have become a focus of legislative and regulatory action in the past few years. This study is a follow-on to the National Research Council's 2010 report, Technologies and Approaches to Reducing the Fuel Consumption of Medium-and Heavy-Duty Vehicles. That report provided a series of findings and recommendations on the development of regulations for reducing fuel consumption of MHDVs. On September 15, 2011, NHTSA and EPA finalized joint Phase I rules to establish a comprehensive Heavy-Duty National Program to reduce greenhouse gas emissions and fuel consumption for on-road medium- and heavy-duty vehicles. As NHTSA and EPA began working on a second round of standards, the National Academies issued another report, Reducing the Fuel Consumption and Greenhouse Gas Emissions of Medium- and Heavy-Duty Vehicles, Phase Two: First Report, providing recommendations for the Phase II standards. This third and final report focuses on a possible third phase of regulations to be promulgated by these agencies in the next decade.

The Global Rise of the Modern Plug-In Electric Vehicle

Public Policy, Innovation and Strategy

Edward Elgar Publishing We may be standing on the precipice of a revolution in propulsion not seen since the internal combustion engine replaced the horse and buggy. The anticipated proliferation of electric cars will influence the daily lives of motorists, the economies of different countries and regions, urban air quality and global climate change. If you want to understand how quickly the transition is likely to occur, and the factors that will influence the predictions of the pace of the transition, this book will be an illuminating read.

Review of the Research Program of the U.S. DRIVE Partnership

Fifth Report

National Academies Press Review of the Research Program of the U.S. DRIVE Partnership: Fifth Report follows on four previous reviews of the FreedomCAR and Fuel Partnership, which was the predecessor of the U.S. DRIVE Partnership. The U.S. DRIVE (Driving Research and Innovation for Vehicle Efficiency and Energy Sustainability) vision, according to the charter of the Partnership, is this: American consumers have a broad range of affordable personal transportation choices that reduce petroleum consumption and significantly reduce harmful emissions from the transportation sector. Its mission is as follows: accelerate the development of pre-competitive and innovative technologies to enable a full range of efficient and clean advanced light-duty vehicles (LDVs), as well as related energy infrastructure. The Partnership focuses on precompetitive research and development (R&D) that can help to accelerate the emergence of advanced technologies to be commercialization-feasible. The guidance for the work of the U.S. DRIVE Partnership as well as the priority setting and targets for needed research are provided by joint industry/government technical teams. This structure has been demonstrated to be an effective means of identifying high-priority, long-term precompetitive research needs for each technology with which the Partnership is involved. Technical areas in which research and development as well as technology validation programs have been pursued include the following: internal combustion engines (ICEs) potentially operating on conventional and various alternative fuels, automotive fuel cell power systems, hydrogen storage systems (especially onboard vehicles), batteries and other forms of electrochemical energy storage, electric propulsion systems, hydrogen production and delivery, and materials leading to vehicle weight reductions.

Trends and Drivers of the Performance

Fuel Economy Tradeoff in New Automobiles

Cars sold in the United States have steadily become more fuel-efficient since the 1970s, and assessments of emerging technologies demonstrate a significant potential for continued evolutionary improvements. However, historic efficiency improvements have not always translated into reduced rates of fuel consumption. Instead, most of the technological progress of the past 20 years has been dedicated to offsetting increased acceleration performance, while fuel consumption has languished. This work addresses the questions of (1) why new technology is dedicated to performance rather than fuel consumption, and (2) what policy structures and stringencies can most effectively encourage new technology to be dedicated to reducing fuel consumption. A technology allocation model was developed which couples projections of fuel consumption and performance tradeoffs to consumers' willingness to pay for these attributes, in order to maximize the combined value of these attributes to consumers. The model was calibrated using stated willingness to pay, car price data, and historic trends in performance and fuel consumption. The model was used to investigate the effects of various policies on the balance between performance and fuel consumption. Particular attention was paid to the Emphasis on Reducing Fuel Consumption (ERFC), which quantifies the amount of technology dedicated to improving fuel consumption rather than other attributes. Under baseline conditions of constant gasoline price and no policy intervention, the majority of new technology continues to flow to increasing performance. The performance-fuel consumption balance is sensitive to policy signals. Fuel taxes, incentives (e.g. feebates), and fuel economy standards are all shown to be effective for increasing ERFC, although they have different implications for consumers' costs and automakers' profitability. Policies that merely increase the rate of technology deployment are found to be less effective for increasing emphasis on reducing fuel consumption.

Assessment of Fuel Economy Technologies for Light-Duty Vehicles

National Academies Press 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.

Examining Federal Vehicle Technology Research and Development Programs

Hearing Before the Subcommittee on Energy and Environment, Committee on Science and Technology, House of Representatives, One Hundred Eleventh Congress, First Session, March 24, 2009

Transitions to Alternative Vehicles and Fuels

National Academies Press For a century, almost all light-duty vehicles (LDVs) have been powered by internal combustion engines operating on petroleum fuels. Energy security concerns about petroleum imports and the effect of greenhouse gas (GHG) emissions on global climate are driving interest in alternatives. Transitions to Alternative Vehicles and Fuels assesses the potential for reducing petroleum consumption and GHG emissions by 80 percent across the U.S. LDV fleet by 2050, relative to 2005. This report examines the current capability and estimated future performance and costs for each vehicle type and non-petroleum-based fuel technology as options that could significantly contribute to these goals. By analyzing scenarios that combine various fuel and vehicle pathways, the report also identifies barriers to implementation of these technologies and suggests policies to achieve the desired reductions. Several scenarios are promising, but strong, and effective policies such as research and development, subsidies, energy taxes, or regulations will be necessary to overcome barriers, such as cost and consumer choice.

Energy and Water Development Appropriations for 2010

Hearings Before a Subcommittee of the Committee on Appropriations, House of Representatives, One Hundred Eleventh Congress, First Session

Energy Efficiency

Building a Clean, Secure Economy

Hoover Press The entire world, especially the United States, is in the midst of an energy revolution. Since the oil embargo of 1973, individuals, corporations, and other organizations have found ways to economically reduce energy use. In this book, Jim Sweeney examines the energy policies and practices of the past forty years and their impact on three crucial systems: the economy, the environment, and national security. He shows how energy-efficiency contributions to the country's overall energy situation have been more powerful than all the increases in the domestic production of oil, gas, coal, geothermal energy, nuclear power, solar power, wind power, and biofuels. The author details the impact of new and improved energy-efficient technologies, the environmental and national security benefits of energy efficiency, ways to amplify energy efficiency, and more. Energy Efficiency: Building a Clean, Secure Economy reveals how the careful nurturing of private- and public-sector energy efficiency--along with public awareness, appropriate pricing, appropriate policies--and increased research and development, the trends of decreasing energy intensity and increasing energy efficiency can be beneficially accelerated.

Increased automobile fuel efficiency and synthetic fuels : alternatives for reducing oil imports.

DIANE Publishing

Technologies and Approaches to Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles

National Academies Press 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 as 35 percent in the same time frame.

Climate and Clean Energy Policy

State Institutions and Economic Implications

Taylor & Francis State climate and clean energy policy will play a critical role in the future of the political dialogue and economic development. Policymakers from around the world already recognize the leadership of American states in this domain. Rooted in public policy theory, and employing a mixed-methods approach that includes advanced economic analysis and qualitative research, Benjamin H. Deitchman explores the policy tools that address the politics and economics of clean energy development and deployment across all 50 states. Deitchman includes in his analysis international case studies of this policy context in Canada, Germany, and Australia to reveal different state-level policy tools, the politics behind the tools, and the economic implications of alternative approaches. The rigorous analysis of the politics of state level institutions and economic implications of subnational climate and clean energy actions offers researchers, students, and policymakers with practical information to advance their understanding of these options in the policy process.

Current Energy Bills

Hearing Before the Subcommittee on Energy of the Committee on Energy and Natural Resources, United States Senate, One Hundred Eleventh Congress, Second Session, on S. 679, S. 2900, S. 3233, S. 3251, S. 3396, S. 3460, June 15, 2010

Public Roads

Implementing a US Carbon Tax

Challenges and Debates

Routledge Although the future extent and effects of global climate change remain uncertain, the expected damages are not zero, and risks of serious environmental and macroeconomic consequences rise with increasing atmospheric greenhouse gas concentrations. Despite the uncertainties, reducing emissions now makes sense, and a carbon tax is the simplest, most effective, and least costly way to do this. At the same time, a carbon tax would provide substantial new revenues which may be badly needed, given historically high debt-to-GDP levels, pressures on social security and medical budgets, and calls to reform taxes on personal and corporate income. This book is about the practicalities of introducing a carbon tax, set against the broader fiscal context. It consists of thirteen chapters, written by leading experts, covering the full range of issues policymakers would need to understand, such as the revenue potential of a carbon tax, how the tax can be administered, the advantages of carbon taxes over other mitigation instruments and the environmental and macroeconomic impacts of the tax. A carbon tax can work in the United States. This volume shows how, by laying out sound design principles, opportunities for broader policy reforms, and feasible solutions to specific implementation challenges.

Government Regulation of the Automobile Industry

Hearing Before the Subcommittee on Economic Stabilization of the Committee on Banking, Housing, and Urban Affairs, United States Senate, Ninety-sixth Congress, First Session ... April 26, 1979

The DOE FY 99 Budget Authorization Request ; H.R. 1806, to Provide for the Consolidation of the DOE Offices of Fossil Energy, Renewable Energy, and Energy Efficiency ; S. 965, to Amend Title II of the Hydrogen Future Act of 1996

Hearing Before the Subcommittee on Energy and Environment of the Committee on Science, U.S. House of Representatives,

One Hundred Fifth Congress, Second Session

Vehicle Fuel Economy

NHTSA and EPA's Partnership for Setting Fuel Economy and Greenhouse Gas Emissions Standards Improved Analysis and Should be Maintained

DIANE Publishing In May 2009, the U.S. announced plans to increase the Nat. Highway Traffic Safety Admin. (NHTSA) corp. average fuel econ. (CAFE) standards and establish the EPA greenhouse gas emissions standards for vehicles. NHTSA redesigned CAFE standards for light trucks for model years 2008-11. Experts raised questions about the rigor of the computer modeling NHTSA used to develop these standards. This report reviewed: (1) the design of NHTSA and EPA's standards; (2) how they are collaborating to set these standards; (3) improvements compared to a previous rulemaking NHTSA made to the modeling; and (4) the extent to which NHTSA analyzed the effects of past light truck standards and the accuracy of data used to set them. Charts and tables.

Advanced Energy Technologies

Hearing Before the Committee on Energy and Natural Resources, United States Senate, One Hundred Tenth Congress, First Session, to Investigate Market Constraints on Large Investments in Advanced Energy Technologies and Investigate Ways to Stimulate Additional Private Sector Investment in the Deployment of These Technologies, March 7, 2007

Land Tax Issues

Hearing Before the Subcommittee on Taxation and IRS Oversight of the Committee on Finance, United States Senate, One Hundred Sixth Congress, Second Session, July 25, 2000

Transportation Sector Fuel Efficiency

Hearing Before the Committee on Energy and Natural Resources, United States Senate, One Hundred Tenth Congress, First Session, on Transportation Sector Fuel Efficiency, Including Challenges to and Incentives for Increased Oil Savings Through Technological Innovation Including Plug-in Hybrids, January 30, 2007

Automotive Fuel Efficiency

Hearing Before the Subcommittee on Energy and Power of the Committee on Energy and Commerce, House of Representatives, One Hundred First Congress, First Session, July 13, 1989

Energy Tax Incentives Driving the Green Job Economy

Hearing Before the Committee on Ways and Means, U.S. House of Representatives, One Hundred Eleventh Congress, Second

Session, April 14, 2010

Energy and Water Development Appropriations for 2013: Dept. of Energy FY 2013 justifications

TURKEY ENERGY OUTLOOK 2020

Sabancı University Istanbul International Center for Energy and Climate The Turkey Energy Outlook (TEO) proposes energy policies to further improve energy security, increase use of domestic energy resources, advance energy efficiency, build clean energy infrastructure, develop a more competitive energy market with cost-reflective energy pricing and also to support all necessary steps towards achieving a sustainable energy system in Turkey. The main themes include increased energy efficiency, higher use of renewable energy, improving electricity and natural gas markets, building Turkey's first nuclear power plants, increased energy technology R&D and continuing and expanding the recent efforts to discover and produce more natural gas and oil. Turkey's per capita energy and electricity consumption are less than half of the OECD average. As a country that is still developing, compared to Turkey's OECD peers, the growth of energy services per capita will be much higher. This is necessary to accommodate increasing incomes, population growth, industrialization, urbanization, increased mobility and wider access to modern energy services. The Turkey Energy Outlook (TEO) provides an independent assessment of changing technological opportunities and policy priorities to secure an efficient, competitive and sustainable energy future. Two TEO Scenarios quantify the consequences of two different policy pathways out to 2040.

National Assessment of Energy Policies

Significant Achievements Since the 1970s and an Examination of U.S. Energy Policies and Goals in the Coming Decades :
Hearing Before a Subcommittee of the Committee on Appropriations, United States Senate, One Hundred Eleventh Congress,
Second Session, Special Hearing, April 28, 2010, Washington, DC.

Automaker Technology Strategy and the Cost of Complying with the Corporate Average Fuel Economy Standards

In this paper, I examine the question of how the technology choices of automakers, responding to the regulatory obligations placed on them by policymakers, influence the trajectory of technology diffusion and the cost of compliance with CAFE Standards for Light Duty Vehicles (LDVs). Automakers have two main strategies to close the gap between current new vehicle fuel economy and the fuel economy mandated by CAFE: (1) deployment of fuel saving technologies to improve the fuel economy of conventional internal combustion engine (ICE) vehicles; or (2) increasing the share of high-efficiency electric vehicles (EVs) in the sales mix. I develop a model of the LDV fleet to determine the long term CAFE target compatible with limit global warming to two degrees Celsius. I then use this result to study the options for automaker strategy, and I optimize the strategy for both the short term (2012-2025) and long term (2012-2050) compliance cost for two CAFE regulatory regimes. I find that the extent to which automakers use the two main compliance strategies impacts the cumulative cost of complying with the CAFE standards to 2025, the cost of meeting long-term climate change goals, and the pace at which EVs penetrate the U.S. fleet. Specifically, I find that early emphasis on EVs reduces the overall cost of CAFE compliance through 2050 by allowing automakers benefit from time-dependent learning feedbacks. Although the pace of EV penetration into the market varies with automaker strategy, the 2050 market share of EVs reaches or very nearly reaches 100 percent under a 2050 CAFE target that is compatible with limiting global warming to two degrees Celsius.

Energy Resources

Availability, Management, and Environmental Impacts

CRC Press The Energy Problem Energy Resources: Availability, Management, and Environmental Impacts identifies historical increases in demand and a continuing lack of viable management policies for regional and global energy problems. Considering the state and consumption of energy resources on a worldwide level, the authors outline and address three primary issues that they view as growing concerns: the exploitation of current forms of energy, the environmental consequences, and the social and economic ramifications involved. The initial chapters offer an overview of energy management, providing an introduction to energy, energy-related engineering principles, regulations, energy conservation, and sustainability. The book discusses all energy resource forms from fossil fuels to renewable resources. The authors introduce an energy matrix providing an analytical structure that quantitatively can be used to evaluate resource options and their impacts. The concluding chapters provide insight into the driving forces that have shaped energy policy to date and the uncertainties that face future policymakers. The book analyzes various aspects of energy management. It poses concerns and offers solutions, including a proposed approach for developing, organizing, and implementing a national energy plan for the U.S. A Template for Developing an Energy Policy Examines the issues involved with energy management Explores the best options for achieving energy independence Provides quantitative approaches to energy policy development Discusses specific structural and analytical approaches to solving energy management problems The book considers conservation and the development of new, less expensive energy forms, and the impact these can make in slowing growth in demand while fueling efficiency. It analyzes the availability of traditional energy resources and a method of quantifying their energy, economic, and environmental impacts to provide adequate, inexpensive, long-term energy supplies. It also examines the feasibility of solar power, wind, tidal, geothermal, nuclear, and other less traditional sources of energy.

Advanced Vehicle Technologies

Hearing Before the Committee on Energy and Natural Resources, United States Senate, One Hundred Twelfth Congress, First Session, to Receive Testimony on Policies to Reduce Oil Consumption Through the Promotion of Advanced Vehicle Technologies

and Accelerated Deployment of Electric-drive Vehicles, as Proposed in S. 734 and S. 948, May 19, 2011

Hearings Before and Special Reports Made by Committee on Armed Services of the House of Representatives on Subjects Affecting the Naval and Military Establishments

Hearings on the Posture of Military Airlift Before the Research and Development Subcommittee of the Committee on Armed Services, House of Representatives, Ninety-fourth Congress, First Session

Departments of Transportation and Treasury, and Independent Agencies Appropriations for 2005

Hearings Before a Subcommittee of the Committee on Appropriations, House of Representatives, One Hundred Eighth Congress, Second Session

Distributed to some depository libraries in microfiche.

Quadrennial Energy Review Act

Hearing Before the Committee on Energy and Natural Resources, United States Senate, One Hundred Twelfth Congress, First Session, to Receive Testimony on the Department of Energy's Quadrennial Technology Review (QTR) and Two Bills Pending Before the Committee: S. 1703--Quadrennial Energy Review Act of 2011, and S. 1807--Energy Research and Development Coordination Act of 2011, November 15, 2011

Prioritizing Climate Change Mitigation Alternatives

Comparing Transportation Technologies to Options in Other Sectors

Fiscal Year 2001 Budget Authorization Request

Department of Energy--Offices of Science; Environment, Safety, and Health; and Environmental Management; and Offices of Energy Efficiency and Renewable Energy; Fossil Energy; and Nuclear Energy, Science, and Technology : Hearing Before the Subcommittee on Energy and Environment of the Committee on Science, House of Representatives, One Hundred Sixth Congress, Second Session, March 1 and March 16, 2000

Fundamentals of Materials for Energy and Environmental Sustainability

Cambridge University Press How will we meet rising energy demands? What are our options? Are there viable long-term solutions for the future? Learn the fundamental physical, chemical and materials science at the heart of: • Renewable/non-renewable energy sources • Future transportation systems • Energy efficiency • Energy storage Whether you are a student taking an energy course or a newcomer to the field, this textbook will help you understand critical relationships between the environment, energy and sustainability. Leading experts provide comprehensive coverage of each topic, bringing

together diverse subject matter by integrating theory with engaging insights. Each chapter includes helpful features to aid understanding, including a historical overview to provide context, suggested further reading and questions for discussion. Every subject is beautifully illustrated and brought to life with full color images and color-coded sections for easy browsing, making this a complete educational package. *Fundamentals of Materials for Energy and Environmental Sustainability* will enable today's scientists and educate future generations.

Highway Congestion

Intelligent Transportation Systems' Promise for Managing Congestion Falls Short, and Dot Could Better Facilitate Their Strategic Use

DIANE Publishing Congestion is a serious & growing transport. problem for the nation. Many strategies -- like adding new lanes -- have the potential to alleviate congestion but can be costly & have limited application. Another strategy is the use of communications, electronics, & computer technologies -- intelligent transport. systems (ITS) -- to more effectively utilize existing transport. infrastructure by improving traffic flow. Congress estab. an ITS program in 1991, & the DoT subsequently set an ITS deployment goal. This report: describes the fed. role in deployment; assesses DoT's ITS goal & measurement efforts; identifies what ITS studies have found regarding the impacts of ITS deployment; & identifies the barriers to ITS deployment & use. Illustrations.

Countdown to Kyoto, Parts I-III

Hearings Before the Subcommittee on Energy and Environment of the Committee on Science, U.S. House of Representatives, One Hundred Fifth Congress, First Session, October 7, 9, and November 6, 1997

Department of Defense Authorization for Appropriations for Fiscal Year 2014 and the Future Years Defense Program

Hearings Before the Committee on Armed Services, United States Senate, One Hundred Thirteenth Congress, First Session, on S. 1197, to Authorize Appropriations for Fiscal Year 2014 for Military Activities of the Department of Defense, for Military Construction, and for Defense Activities of the Department of Energy, to Prescribe Military Personnel Strengths for Such Fiscal Year, and for Other Purposes