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Urban Transport XXI contains the proceedings of the 21st International Conference on Urban Transport and the Environment. The series of annual conferences organised by the Wessex Institute was first held in 1995.

Transportation in urban areas, with its related environmental and social impacts, is a topic of significant concern for policymakers in both municipal and central government and for the urban citizens who need effective and efficient transport systems. Urban transport systems require considerable studies to devise and then safeguard their operational use, maintenance and safety. Transportation systems produce significant environmental impacts and can enhance or degrade the quality of life in urban centres. Clearly the challenge of providing effective and efficient transport systems in urban

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Management.

Rising energy prices and concerns about climate change are driving us towards a new kind of economy - a low-carbon economy. What will this low-carbon economy be like, and what does your business have to do to prosper in this new business environment? Larry Reynolds shows how successful organisations are already learning to be more energy efficient, manage their carbon footprint, adapt to climate change and become truly sustainable. As well as explaining how to future-proof your organisation against possible threats, *The Business Leader's Guide to the Low-carbon Economy*, tells you how to make the most of the many opportunities that the low-carbon economy will bring, especially in growing profits from new products and services. It is your guide to creating an organisation that will

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thrive in the twenty-first century. While there are plenty of published books about 'going green', there are none which explain the low-carbon economy and how to thrive in it. This book will fill that important gap. Drawing on examples from across industries, including businesses such as Asda, BT, Cargill, Coca Cola, Co-operative Group, Eurostar, Marks and Spencer, Tesco, Tesla, Walker's Crisps, Walmart and ZipCar, Larry Reynolds shows how today's successful organisations are already benefiting from the coming low-carbon economy.

The Handbook of Lithium-Ion Battery Pack Design: Chemistry, Components, Types and Terminology offers to the reader a clear and concise explanation of how Li-ion batteries are designed from the perspective of a manager, sales person, product manager or entry level engineer

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who is not already an expert in Li-ion battery design. It will offer a layman's explanation of the history of vehicle electrification, what the various terminology means, and how to do some simple calculations that can be used in determining basic battery sizing, capacity, voltage and energy. By the end of this book the reader has a solid understanding of all of the terminology around Li-ion batteries and is able to do some simple battery calculations. The book is immensely useful to beginning and experienced engineer alike who are moving into the battery field. Li-ion batteries are one of the most unique systems in automobiles today in that they combine multiple engineering disciplines, yet most engineering programs focus on only a single engineering field. This book provides you with a reference to the history, terminology and design criteria

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needed to understand the Li-ion battery and to successfully lay out a new battery concept. Whether you are an electrical engineer, a mechanical engineer or a chemist this book helps you better appreciate the inter-relationships between the various battery engineering fields that are required to understand the battery as an Energy Storage System. Offers an easy explanation of battery terminology and enables better understanding of batteries, their components and the market place. Demonstrates simple battery scaling calculations in an easy to understand description of the formulas Describes clearly the various components of a Li-ion battery and their importance Explains the differences between various Li-ion cell types and chemistries and enables the determination which chemistry and cell type is appropriate for which application Outlines the differences between battery

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types, e.g., power vs energy battery
Presents graphically different vehicle
configurations: BEV, PHEV, HEV
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electrification and its future

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Information

Consumer demand for plug-in vehicles remains very low and the Government grant to encourage demand may not be proving effective. The Government must do more to show that its plug-in vehicle strategy is a good use of public money. Carbon emissions from transport must be reduced if the UK is to meet its climate change targets, but public money must be

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targeted on effective policies. So far, Department for Transport expenditure on plug-in cars - some £11 million - has benefited just a handful of motorists. There is a risk that the Government is basically subsidising second cars for affluent households. It is also unclear whether the provision of public charging infrastructure encourages demand for plug-in cars. Indeed, the Government does not even have a register of all the chargepoints installed at public expense

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