

Journal Of Transport Geography Ub

Current Geographical Publications
Evaluating High-Speed Rail
Air Transport and Regional Development
Case Studies
Mass-transport Deposits in Deepwater Settings
Index of Economic Journals
Physical Geography
Parking Regulation and Management
A New Procedure for the Determination of Unsaturation of Organic Compounds by Bromination
Library Catalogue: Author catalogue
Shrinking Cities
On the Classification of Books
Religious Telescope
Journals of the House of Commons of Canada
Issues in Transportation Research and Application: 2013 Edition
The New Encyclopedia of Southern Culture
The Economics and Politics of High-Speed Rail
The Leather Workers' Journal
Canadian Geographical Journal
Pitman's Journal of Commercial Education
Global Displacements
Geographies of Mobility
Robot-Proof
Microsimulation of Household and Firm Behaviors
Trade and Transportation
U.B. Phillips, a Southern Mind
On the classification of books. A paper
Acronyms, Initialisms & Abbreviations Dictionary
Trade Facilitation and Regional Cooperation in Asia
Southeastern Geographer
Trade-marks Journal
Index of Economic Articles in Journals and Collective Volumes
Federation Proceedings
Catalogue of Periodicals and Continuations
The Privatisation and Nationalisation of European Roads
Decision-making on Mega-projects
A Fragmented Landscape
Research Catalogue of the American Geographical Society
Geography Against Development
International Handbook of Globalization and World Cities
The Publisher

Current Geographical Publications

This book is one of three inter-connected books related to a four-year European Cooperation in Science and Technology (COST) Action established in 2015. The Action, called Air Transport and Regional Development (ATARD), aimed to promote a better understanding of how the air transport related problems of core regions and remote regions should be addressed in order to enhance both economic competitiveness and social cohesion in Europe. This book focuses on case studies in Europe related to air transport and regional development. It is divided into four geographical regions after a general chapter that compares regional air transport connectivity between remote and central areas in Europe. The first region is Northern and Western Northern Europe (case studies related specifically to Norway, Finland, the United Kingdom, and Ireland); the second is Central and Eastern Europe, (Bulgaria, Bosnia and Herzegovina, and Poland); the third is Central Western Europe (Belgium and Switzerland); and finally, the fourth is Southern Europe (Portugal, Spain, and Italy). There is no other single source publication that currently covers this topic area in such a comprehensive manner by considering so many countries. The book aims at becoming a major reference on the topic, drawing from experienced researchers in the field, covering the diverse experience and knowledge of the members of the COST Action. The book will appeal to academics, practitioners, and policymakers who have a particular interest in acquiring detailed comparative knowledge and understanding of air transport and regional development in many different European countries. Together with the other two books (Air Transport and Regional Development Methodologies and Air Transport and Regional Development Policies), it fills a much-needed gap in the literature.

Evaluating High-Speed Rail

Shrinking Cities: Understanding Shrinkage and Decline in the United States offers a contemporary look at patterns of shrinkage and decline in the United States. The book juxtaposes the complex and numerous processes that contribute to these patterns with broader policy frameworks that have been under consideration to address shrinkage in U.S. cities. A range of methods are employed to answer theoretically-grounded questions about patterns of shrinkage and decline, the relationships between the two, and the empirical associations among shrinkage, decline, and several socio-economic variables. In doing so, the book examines new spaces of shrinkage in the United States. The book also explores pro-growth and decline-centered governance, which has important implications for questions of sustainability and resilience in U.S. cities. Finally, the book draws attention to U.S.-wide demographic shifts and argues for further research on socio-economic pathways of various groups of population, contextualized within population trends at various geographic scales. This timely contribution contends that an understanding of what the city has become, as it faces shrinkage, is essential toward a critical analysis of development both within and beyond city boundaries. The book will appeal to urban and regional studies scholars from a variety of disciplinary backgrounds, as well as practitioners and policymakers.

Air Transport and Regional Development Case Studies

The Economics and Politics of High Speed Rail: Lessons from Experiences Abroad, by Daniel Albalade and Germà Bel, introduces the main questions policy makers and scholars should examine when considering and studying HSR implementation, with particular emphasis on the US's recent interest in this technology and possible application in California. This study is a rigorous investigation of the economic and political challenges and ramifications of implementing new public transportation technology and its effects on taxpayers.

Mass-transport Deposits in Deepwater Settings

'Building on the seminal work of Bent Flyvbjerg, this book is a collection of expert contributions that will prove essential to anyone wanting to understand why mega-projects go wrong and how they can be made to work better.' - Professor Sir Peter Hall, University College London, UK 'This book offers a refreshing and fascinating look at mega-projects from the perspective of public evaluation and planning. With the changing role of the public sector in planning and implementing large-scale projects and a subsequent strong emergence of private-public modes of operation, mega-projects have become a problematic phenomenon. This volume is a major source of information and reference. It provides the reader with unique insights and caveats in mega-projects planning.' - Peter Nijkamp, Free University, Amsterdam, The Netherlands This book aims to enlarge the understanding of decision-making on mega-projects and suggest recommendations for a more effective, efficient and democratic approach. Authors from different scientific disciplines address various aspects of the decision-making process, such as management characteristics and cost-benefit analysis, planning and innovation and competition and institutions. The subject matter is highly diverse, but certain

questions remain at the forefront. For example, how do we deal with protracted preparation processes, how do we tackle risks and uncertainties, and how can we best divide the risks and responsibilities among the private and public players throughout the different phases of the project? Presenting a state-of-the-art overview, based on experiences and visions of authors from Europe and North America, this unique book will be of interest to practitioners of large-scale project management, politicians, public officials and private organisations involved in mega-project decision-making. It will also appeal to researchers, consultants and students dealing with substantial engineering projects, complex systems, project management and transport infrastructure.

Index of Economic Journals

Physical Geography

Parking Regulation and Management

This book seeks to bring together different philosophical, theoretical, and methodological approaches to the study of human mobility within the discipline of geography. With five thematic sections – conceptualizing and analyzing mobility, inequalities of mobility, politics of mobility, decentering mobility, and qualifying abstraction – and 27 substantive chapters by leading researchers in the field, it provides a comprehensive overview of the latest thinking about human mobility and related issues. The contributors discuss mobility issues as diverse as everyday mobilities of young people, migrants and refugees, and sex workers; the relationships between citizenship and mobility; and the potential and pitfalls of big data for understanding mobility. This, coupled with a broad international focus, means that Geographies of Mobility will not only encourage and enrich dialogue on a theme that is of major importance to varied geographic research communities, but will also be of great interest to students and researchers across the wider social sciences. This book was originally published as a special issue of Annals of the American Association of Geographers.

A New Procedure for the Determination of Unsaturation of Organic Compounds by Bromination

Historically, submarine-mass failures or mass-transport deposits have been a focus of increasingly intense investigation by academic institutions particularly during the last decade, though they received much less attention by geoscientists in the energy industry. With recent interest in expanding petroleum exploration and production into deeper water-depths globally and more widespread availability of high-quality data sets, mass-transport deposits are now recognized as a major component of most deep-water settings. This recognition has led to the realization that many aspects of these deposits are still unknown or poorly understood. This volume contains twenty-three papers that address a number of topics critical to further understanding mass-transport deposits. These topics include general overviews of these deposits, depositional settings on the seafloor

and in the near-subsurface interval, geohazard concerns, descriptive outcrops, integrated outcrop and seismic data/seismic forward modeling, petroleum reservoirs, and case studies on several associated topics. This volume will appeal to a broad cross section of geoscientists and geotechnical engineers, who are interested in this rapidly expanding field. The selection of papers in this volume reflects a growing trend towards a more diverse blend of disciplines and topics, covered in the study of mass-transport deposits.

Library Catalogue: Author catalogue

How to educate the next generation of college students to invent, to create, and to discover--filling needs that even the most sophisticated robot cannot. Driverless cars are hitting the road, powered by artificial intelligence. Robots can climb stairs, open doors, win Jeopardy, analyze stocks, work in factories, find parking spaces, advise oncologists. In the past, automation was considered a threat to low-skilled labor. Now, many high-skilled functions, including interpreting medical images, doing legal research, and analyzing data, are within the skill sets of machines. How can higher education prepare students for their professional lives when professions themselves are disappearing? In *Robot-Proof*, Northeastern University president Joseph Aoun proposes a way to educate the next generation of college students to invent, to create, and to discover--to fill needs in society that even the most sophisticated artificial intelligence agent cannot. A "robot-proof" education, Aoun argues, is not concerned solely with topping up students' minds with high-octane facts. Rather, it calibrates them with a creative mindset and the mental elasticity to invent, discover, or create something valuable to society--a scientific proof, a hip-hop recording, a web comic, a cure for cancer. Aoun lays out the framework for a new discipline, humanics, which builds on our innate strengths and prepares students to compete in a labor market in which smart machines work alongside human professionals. The new literacies of Aoun's humanics are data literacy, technological literacy, and human literacy. Students will need data literacy to manage the flow of big data, and technological literacy to know how their machines work, but human literacy--the humanities, communication, and design--to function as a human being. Life-long learning opportunities will support their ability to adapt to change. The only certainty about the future is change. Higher education based on the new literacies of humanics can equip students for living and working through change.

Shrinking Cities

On the Classification of Books

Religious Telescope

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Issues in Transportation Research and Application: 2013 Edition

The New Encyclopedia of Southern Culture

The Economics and Politics of High-Speed Rail

The Leather Workers' Journal

Canadian Geographical Journal

Pitman's Journal of Commercial Education

Current Geographical Publications (CGP) is a non-profit service to the scholarly community initiated in 1938 by the American Geographical Society of New York. Beginning in 2006, the format changed to include the tables of contents of current geographical journals. The journal titles listed link to web pages or PDF scans of the current issue's contents.

Global Displacements

Geographies of Mobility

Containing some of the most recent and original studies on parking regulation and management from different disciplines, this book offers rigorous analysis from top researchers with a clear intention to deliver policy implications and provide information to the public. The book is organized according to a variety of key topics. Among others, it covers the interaction of parking with other modes of transportation and its demand, its pricing and external effects, the role of information and digitalization, and the effects of regulation and its enforcement. Also, it includes the views of practitioners, who discuss present parking in cities and the future of its management. Written primarily for scholars interested in transportation, mobility, planning and urban affairs, this book is also directly relevant to practitioners and policymakers in government with responsibilities in mobility. Additionally, the book will be of interest to the private sector as it offers a practical link between rigorous academic analyses and the needs of practitioners.

Robot-Proof

Microsimulation of Household and Firm Behaviors

Landlocked countries are among the most disadvantaged countries in the world. This publication analyses the impact of geographical handicaps on the external trade and economic development of landlocked developing countries, and identifies practical solutions to address them. It examines the corridor approach for establishing efficient transit systems and outlines the challenges faced and responses of different landlocked subregions. It considers major international conventions essential for securing freedom of transit and outlines international support measures for establishing efficient transit systems.

Trade and Transportation

Issues in Transportation Research and Application: 2013 Edition is a ScholarlyEditions™ book that delivers timely, authoritative, and comprehensive information about Transport Geography. The editors have built Issues in Transportation Research and Application: 2013 Edition on the vast information databases of ScholarlyNews.™ You can expect the information about Transport Geography in this book to be deeper than what you can access anywhere else, as well as consistently reliable, authoritative, informed, and relevant. The content of Issues in Transportation Research and Application: 2013 Edition has been produced by the world's leading scientists, engineers, analysts, research institutions, and companies. All of the content is from peer-reviewed sources, and all of it is written, assembled, and edited by the editors at ScholarlyEditions™ and available exclusively from us. You now have a source you can cite with authority, confidence, and credibility. More information is available at <http://www.ScholarlyEditions.com/>.

U.B. Phillips, a Southern Mind

Providing a chronological and interpretive spine to the twenty-four volumes of The New Encyclopedia of Southern Culture, this volume broadly surveys history in the American South from the Paleoindian period (approximately 8000 B.C.E.) to the present. In 118 essays, contributors cover the turbulent past of the region that has witnessed frequent racial conflict, a bloody Civil War fought and lost on its soil, massive in- and out-migration, major economic transformations, and a civil rights movement that brought fundamental change to the social order. Charles Reagan Wilson's overview essay examines the evolution of southern history and the way our understanding of southern culture has unfolded over time and in response to a variety of events and social forces--not just as the opposite of the North but also in the larger context of the Atlantic World. Longer thematic essays cover major eras and events, such as early settlement, slave culture, Reconstruction, the New Deal, and the rise of the New South. Brief topical entries cover individuals--including figures from the Civil War, the civil rights movement, and twentieth-century politics--and organizations such as the Southern Christian Leadership Conference, Daughters of the Confederacy, and Citizens' Councils, among others. Together, these essays offer a sweeping reference to the rich history of the region.

On the classification of books. A paper

Acronyms, Initialisms & Abbreviations Dictionary

Trade Facilitation and Regional Cooperation in Asia

Southeastern Geographer

Trade-marks Journal

Households and firms are key drivers of urban growth, yet models for forecasting travel demand often ignore their dynamic evolution and several key decision processes. An understanding of household and firm behavior over time is critical in anticipating urban futures and addressing transportation, land use and other concerns. Birth and death, migration and location choice are defining events in a household's and firm's life cycle, and a study of household and firm evolution requires the estimation and application of models for each of these. Such an exercise is hindered primarily by a lack of quality micro-data. This thesis develops a basic framework for modeling household and firm demographics using microsimulation. Year 2005 zonal household population and employment point data for the Austin, Texas region, coupled with various, more aggregate data sets, are used to simulate household and firm evolution over time and space. The model consists of household evolution, firm evolution, location choice and travel demand models. Household and firm simulation models are run at one-year time steps, in order to forecast Austin's future. The household simulation component is made up of models for birth (of children and of households), death of individuals (and other forms of household dissolution), migration, children leaving home, vehicle ownership, and location choice. These models are estimated using multinomial logit and Poisson specifications. The firm simulation component consists of firm birth, death, growth and location choice models. A Markovian process is assumed in order to anticipate firm growth and contraction (across firm-size categories), along with logit and Poisson model specifications for firm location choice. Firms are categorized based on number of jobs (6 categories) and industry sector (4 sectors) they belong to. Austin's household and commercial vehicle travel survey data were used to estimate trip generation and distribution models. Simulation results for multiple growth-rate scenarios suggest a roughly 180% increase in the Austin population over a 30-year period, 210% increase in vehicle ownership, a 230% increase in jobs, and more than a 300% increase in vehicle-miles traveled. When a 10-cent/mile flat-rate toll is applied over all links, the year 2035 VMT is predicted to be just 3% less than under the no-toll scenario. A fixed toll of 10-cents-per-mile shows a very low impact on VMT over a 30 year period than expected. To ensure a jobs-worker balance, the model may well merit greater synchronization of the population and firm synthesis models. The simulations also suggest a clear shift of firms and households towards more central zones, in part because of the cross-sectional nature of the data sets used to calibrate the location choice models and the lack of density restrictions or other reflections of land-availability constraints on new development. Essentially, households and firms exhibit a strong centralizing tendency, that Austin's land market simply cannot allow, due to space

and other constraints on new building. Explicit expressions of such constraints should prove helpful in future implementations of this work. While microsimulation of urban systems is data and computing intensive, it provides a flexible tool for analyzing the impacts of various policy decisions as well as other, demographic, environmental and system changes. It allows transportation planners explore the potential responses of individuals to changes in their environments and predict the long-term implications of policy decisions. This thesis seeks to be a bridge for further integrated travel demand and land use models of this type.

Index of Economic Articles in Journals and Collective Volumes

Presenting an evaluation of the critical elements of the contractual and regulatory design of the public-private collaboration that determines the likelihood of success and failure, this unique book will be of special interest to academics, graduate st

Federation Proceedings

Challenging the main ways we debate globalization, *Global Displacements* reveals how uneven geographies of capitalist development shape—and are shaped by—the aspirations and everyday struggles of people in the global South. Makes an original contribution to the study of globalization by bringing together critical development and feminist theoretical approaches Opens up new avenues for the analysis of global production as a long-term development strategy Contributes novel theoretical insights drawn from the everyday experiences of disinvestment and precarious work on people's lives and their communities Represents the first analysis of increasing uneven development among countries in the Caribbean Calls for more rigorous studies of long accepted notions of the geographies of inequality and poverty in the global South

Catalogue of Periodicals and Continuations

The Privatisation and Nationalisation of European Roads

Table of Contents for Volume 52, Number 3 (Fall 2012) Cover Art Co-producing Space Along the Sweetgrass Basket Makers' Highway in Mount Pleasant, South Carolina Brian Grabbatin Introduction David M. Cochran, Jr. and Carl A. Reese Part I: Papers Pet Ownership and the Spatial and Temporal Dimensions of Evacuation Decisions Courtney N. Thompson, David M. Brommer, and Kathleen Sherman-Morris Salinity Assessment in Northeast Florida Bay Using Landsat TM Data Caiyun Zhang, Zhixiao Xie, Charles Roberts, Leonard Berry, and Ge Chen An Assessment of Human Vulnerability to Hazards in the US Coastal Northeast and mid-Atlantic Shivangi Prasad Black, White or Green?: The Confederate Battle Emblem and the 2001 Mississippi State Flag Referendum Jonathan I. Leib and Gerald R. Webster The Role of Landscape in the Distribution of Deer-Vehicle Collisions in South Mississippi Jacob J. McKee and David M. Cochran, Jr. Part II: Geographical Notes Dr. John J. Winberry, Jr. (1945–2012) Gregory J. Carbone Part III: Reviews Removing Mountains: Extracting Nature and Identity in the Appalachian Coalfields Rebecca R. Scott Reviewed by Sarah A. Watson Mobile Urbanism: Cities and Policymaking in

the Global Age Eugene McCann and Kevin Ward, eds. Reviewed by Brian K. Blickenstaff

Decision-making on Mega-projects

Since World War II, abortion policies have remained remarkably varied across European nations, with struggles over abortion rights at the forefront of national politics. This volume analyses European abortion governance and explores how social movements, political groups, and individuals use protests and resistance to influence abortion policy. Drawing on case studies from Italy, Spain, Norway, Poland, Romania, Russia, Sweden, Switzerland, the United Kingdom and the European Union, it analyses the strategies and discourses of groups seeking to liberalise or restrict reproductive rights. It also illuminates the ways that reproductive rights politics intersect with demographic anxieties, as well as the rising nationalisms and xenophobia related to austerity policies, mass migration and the recent terrorist attacks in Europe.

A Fragmented Landscape

This Handbook offers an unrivalled overview of current research into how globalization is affecting the external relations and internal structures of major cities in the world. By treating cities at a global scale, it focuses on the 'stretching' of urban functions beyond specific place locations, without losing sight of the multiple divisions in contemporary world cities. The book firmly bases city networks in their historical context, critically discusses contemporary concepts and key empirical measures, and analyses major issues relating to world city infrastructures, economies, governance and divisions. The variety of urban outcomes in contemporary globalization is explored through detailed case studies. Edited by leading scholars of the Globalization and World Cities (GaWC) Research Network and written by over 60 experts in the field, the Handbook is a unique resource for students, researchers and academics in urban and globalization studies as well as for city professionals in planning and policy.

Research Catalogue of the American Geographical Society

of California, Berkeley, USA --

Geography Against Development

International Handbook of Globalization and World Cities

High-speed Rail (HSR) is a technological transportation advance that has raised the interest of policy makers and researchers worldwide. The study of High-speed Rail is a recent phenomenon but has received increasing attention due to the extension of this mode of transportation around the globe. Evaluating High-Speed Rail contains some of the most recent and cutting edge studies on HSR from different disciplines. The book is organized around a variety of key topics related to the evaluation of High Speed Rail projects and experiences. These topics include: the

economic appraisal and evaluation of High-Speed Rail projects; the evaluation of indirect and direct effects of High-Speed Rail; its territorial, redistributive and environmental impacts; its contribution or limitation to urban growth; and the management of challenges created by the arrival of High-Speed Rail lines to core cities. It also covers the contribution of High-Speed Rail to tourism and its impact on intermodal competition, with especial consideration to air transportation. Chapters analyse the expected effects of introducing on-track competition and designing public-private contracts to develop new lines. This cutting-edge volume offers rigorous analysis from top researchers in the field with a clear intention to deliver policy implications and provide the latest analysis on the impact of High Speed Rail. This book is suitable for students and academics interested in transportation infrastructure, economic impacts of public investments, mobility, planning and urban affairs, as well as researchers and policy makers in the transportation and infrastructure sector.

The Publisher

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