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Low Carbon Mobility Transitions, D. Hopkins, J. Higham (Eds.), Goodfellow Publishers Ltd, Oxford (2016). 280 pp., (Hbk) £85.00 ISBN: 978-1-910158-64-7, (e-book) £41.99 ISBN: 978-1-910158-65-4

This edited book critically engages with a series of drivers, challenges, opportunities and threats of low carbon mobility transition, whilst also includes travel and tourism issues. It aims to provide the reader the way and extent these transitions can occur with special reference to the progression of a low carbon future. The book is divided in three sections including thirteen chapters and six case studies (two in each section). Its editors (Debbie Hopkins and James Higham) provide an additional introductory and conclusive chapter about the incorporated aspects. The introductory chapter (as the conclusive one) is written by both editors and discusses the main aspects concerning the transition to low carbon mobility.

The first section of the book consists of four chapters and discusses issues relevant with people and place. Its first chapter is written by Stewart Barr and Gareth Shaw, and deals with knowledge co-production and behavioural change through the provision of collaborative approaches able to sufficiently promote low carbon mobility. Alexa Delbosc highlights the fundamental role of mobility and accessibility throughout the life course, and incorporates generational mobilities with special emphasis on generation Y (millennials). Alex Macmillan and Hamish Mackie interestingly discuss the optimisation of low carbon mobility concerning health and equity, drawing examples from Auckland, New Zealand. The last chapter of the first section is written by Scott A. Cohen and discusses the two types of corporeal mobility (leisure-motivated mobility; frequent business travel) in terms of the extent they

might undergo low carbon mobility transitions. At the end of this section, two case studies are provided. The first case study (written by Sophie-May Kerr, Natasha Klocker and Gordon Waitt) sufficiently presents the aspects of low carbon mobilities in Sydney, Australia, with special reference to Chinese migrant communities. The second case study (written by Leanne Seelinger and Lisa Kane) presents the aspects of low carbon emissions in Cape Town, South Africa.

The second section consists of five chapters and focuses on transitional structures. Its first chapter is written by Michael Hall and provides a brief presentation of the aspects of regime change and transition and the complexity of multiscale transitions, and discusses their association with carbon mobility transitions. Muhammad Imran and Jane Pearce discuss the relationship towards institutions, path dependency and public transport through the provision of a historical overview of urban transport policies in Auckland, New Zealand, and the investigation of the nature concerning the institutional barriers and opportunities for change since 2000. Mobility structures and the Indian challenges of low carbon transitions are discussed by Rutul Joshi, Yogi Joseph and Vivek Chandran. They argue that, in the case of India, the translation of progressive policies into action have been marred by confusion and ad-hocism, something that has harmed the cause of low carbon transitions even further. Paula Kivimaa and Armi Temmes provide a very good analysis concerning the Finnish low carbon transition mobility, and they examine the clash of experimental transport governance and the practices that have been established. Finally, Peter Newman provides an understanding on the way mobility structures, both existing and new, assist or hinder low carbon transitions. His evaluation is based on the transport structural changes of peak car use, rail revolution, and the decoupling of wealth and

car use. The first case study of the second section is written by Tobias Kuhnimhof and Christine Weiss. It focuses on the Brazilian case that cars are considered as the key to low carbon mobility. Melanie Stroebel sufficiently explains in the second case study the potentials and limitations of low carbon transitions for tour operators.

The final section of this edited book deals with innovations for low carbon mobility and consists of four chapters. Craig Morton and David Beeton focus on Scotland and provide an overview of socio-technical transition theory and the relevant literature. They discuss the governance of transition before its strategic development and implementation by the Scottish government in an effort to support the transition to e-mobility. Tim Schwanen argues that the nature of innovation processes in personal mobility are social and geographical. As the author indicates, this is the reason that innovation processes require the bringing together of thinking of innovation studies with theorising from geography and urban studies. The complexity of interrelationships concerning internet technologies and transport behaviour is very well discussed by Stefan Gossling, whilst the developments and trends are incorporated with regard to their implications for low carbon mobility transitions. In the last chapter of the third section Rob Bongaerts, Jeroen Nawijn, Eke Eijgelaar and Paul Peters join forces in order to discuss the transition in aeromobilities with special reference to tourism. The first case study in this section is written by David Tyfield and Dennis Zuev, and adequately focuses on the Chinese low carbon mobility transitions. In the last case study of this edited book, Shigemi Kagawa, Daisuke Nishijima and Yuya Nakamoto present the case of the reduction of carbon emissions in Japan, with special reference to the role of motor vehicle lifetime.

As a conclusion, the editors discuss in the final book chapter the urgent futures and radical transition of low carbon mobility. This edited book is a comprehensive work covering several aspects of low carbon mobility transitions. Even if it does not have a special focus on travel and tourism industry, several chapters incorporate the aspects of low carbon emissions in the service sector, also including travel and tourism dimensions. Still, some significant aspects of low carbon mobility transitions such as risk and crisis management, and the use of marketing and Information Technology for the promotion of mobility transition responsibility are under-discussed. In addition, most of the book chapters provide a limited in-depth analysis for the presented aspects. Conversely, the provision of the two case studies per book section substantially enhances the understanding of the discussed issues. Nevertheless, this book can provide adequate knowledge to scholars and practitioners focusing in travel and tourism environmental sustainability as well as responsible travel and tourism. Furthermore, the introductory and conclusive chapters written by the editors, deliver a very useful summary of the aspects presented and analysed in the book. They also provide the reader with the fundamental understanding of the aspects concerning low carbon mobility transitions.

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