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50 Simple Steps to Save the Earth from Global Warming The Green Patriot Working Group,2012-05-30 Today many Americans are concerned about global warming According to a March 2007 MSNBC poll 86% of Americans believe global warming is a critical or important threat and according to an April 2007 ABC News The Washington Post Stanford University poll 80% of Americans say they are willing to make changes in their lives to help the environment even if it means personal inconvenience This guide of 50 practical steps is a positive and uplifting presentation of a serious subject organized in a fun easy to read format Each step is a simple way you can help in the fight against global warming and feel good about being part of the solution to the current environmental crisis Sample steps include Determine Your Carbon Footprint Buy Green Energy Plant a Rooftop Garden Take an Eco Vacation Check Your Tire Pressure Compost Your Food Waste Recycle Your Shoes Use Petrochemical Free Cosmetics Buy Locally Grown Foods Wear Organic Clothing Go Vegetarian for a Day Invest in the Solution Lemon-Aid New and Used Cars and Trucks 2007-2017 Phil Edmonston,2017-03-11 Steers buyers through the the confusion and anxiety of new and used vehicle purchases like no other car and truck book on the market Dr Phil along with George Iny and the Editors of the Automobile Protection Association pull no punches **Fuel Economy Guide ,2007**
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purchase and the time of driving This utility consistent model allows for the analysis of the welfare implications to consumers and government of a variety of different policies including gasoline taxes and feebates I find that consumers are responsive to changing gasoline prices in both vehicle choice and driving decisions with more responsiveness than in many recent studies in the literature I estimate a medium run i e roughly two year elasticity of fuel economy with respect to the price of gasoline for new vehicles around 0.1 for California a response that varies by whether the vehicle manufacturer faces a tightly binding fuel economy standard I estimate a medium run elasticity of driving with respect to the price of gasoline around 0.15 for new personal vehicles in the first six years Older vehicles are driven much less but tend to be more responsive with an elasticity of roughly 0.3 I find that the vehicle level responsiveness in driving to gasoline price changes varies by vehicle class income geographic and demographic groups I also find that not including controls for economic conditions and not accounting for selection into different types of new vehicles based on unobserved driving preference tend to bias the elasticity of driving away from zero implying a greater responsiveness than the true responsiveness This is an important methodological point for much of the literature estimating similar elasticities ignores these two issues These results have significant policy implications for policies to reduce gasoline consumption and greenhouse gas emissions from transportation The relatively inelastic estimated responsiveness on both margins suggests that a gasoline tax policy may not lead to dramatic reductions in carbon dioxide emissions but is a relatively non distortionary policy instrument to raise revenue When the externalities of driving are considered an increased gasoline tax may not only be relatively non distortionary but even economic efficiency improving However I find that the welfare changes from an increased gasoline tax vary significantly across counties in California an important consideration for the political feasibility of the policy Finally I find suggestive evidence that the rebound effect of a policy that works only on the extensive margin such as a feebate or CAFE standards may be closer to zero than the elasticity of driving with respect to the price of gasoline This suggestive finding is particularly important for the analysis of the welfare effects of any policy that focuses entirely on the extensive margin

Mass Affluence Paul Nunes, Brian Johnson, 2004 This is the first book to explain how the fundamentals of marketing strategy must change in response to this broad based increase in wealth The authors specifically addresses how to fine tune a mass marketing approach that captures the value created from greater consumer affluence After years of expensive and largely ineffective attempts at one to one marketing and other complex varieties of microsegmentation the business environment is ripe for a switch back to the relative simplicity of a mass marketing mindset Flouts conventional wisdom the authors in depth research uncovered that today's moneyed masses are completely different than the mass market of decades past in terms of how much they have to spend and what they are willing to spend it on Reveals the mass marketing strategies a range of companies have already successfully used to hit pay dirt with products ranging from oral care to laundry detergent to exotic automobiles

Federal Register ,2014-02

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