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Autore	Wijaya Suryani Eka
Titolo	Moving the Masses: Bus-Rapid Transit (BRT) Policies in Low Income Asian Cities [[electronic resource] ] : Case Studies from Indonesia // by Suryani Eka Wijaya, Muhammad Imran
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Descrizione fisica	1 online resource (216 pages)
Disciplina	300
Soggetti	Sociology, Urban Public policy Urban Studies/Sociology Urban Geography / Urbanism (inc. megacities, cities, towns) Public Policy
Lingua di pubblicazione	Inglese
Formato	Materiale a stampa
Livello bibliografico	Monografia
Nota di contenuto	List of abbreviations -- Indonesian terms -- Introduction -- Chapter 1 Complexities of urban transport in low-income Asian (LIA) cities -- 1.1 Urban transport and climate change issues -- 1.2 Features and characteristics of medium-sized low-income Asian cities -- 1.2.1 Urbanisation in LIA cities -- 1.2.2 Compact urban forms and travel characteristics -- 1.2.3 Transport and environmental characteristics in LIA cities -- 1.2.4 Solutions offered to urban transport problems in LIA cities -- 1.3 Governance and multi-level governance -- 1.3.1 Governance -- 1.3.2 Multi-level governance -- 1.4 The challenges of multi-level governance for LIA cities -- 1.5 Multi-level planning policy issues and responses in Indonesia -- 1.5.1 System for the development of planning and policies -- 1.5.2 Spatial and sectoral planning -- 1.5.3 Urban transport projects -- 1.6 Summary -- Chapter 2 Conceptualising policy tensions in LIA cities -- 2.1 Power, communication, and participation -- 2.1.1 Power in multi-level governance structure -- 2.1.2 Legitimacy, communication, and participation -- 2.2 Multi-level governance in Europe and LIA -- 2.2.1 Multi-level governance in the EU -- 2.2.2 Multi-level governance in the Low-Income Asia -- 2.2.3

Comparison of multi-level governance in Europe and LIA cities -- 2.3 Theoretical framework -- 2.4 Research design -- 2.4.1 Data collection methods -- Chapter 3 Transport planning and policies in Indonesia -- 3.1 Transport and climate change decision-making in Indonesia -- 3.1.1 Government organisations -- 3.1.2 International organisations -- 3.1.3 Non-government organisations -- 3.2 Transport and climate change policies in Indonesia -- 3.2.1 Environment and climate change policy -- 3.2.2 National development planning system -- 3.2.3 Transport policy -- 3.2.4 Spatial planning policy -- 3.2.5 Energy policy -- 3.2.6 Economic policies -- 3.3 Summary -- Chapter 4 Transport planning and policies in Bandung -- 4.1 Personal experience of commuting in Bandung -- 4.2 Bandung urban transport challenges and emerging opportunities -- 4.2.1 Economic growth, urbanization, and urban form -- 4.2.2 Increasing road construction and motorization -- 4.2.3 Air pollution problems -- 4.2.4 Declining public transport patronage -- 4.3 Transport decision-making in Bandung -- 4.3.1 Stakeholders in the decision-making -- 4.3.1.1 International development agencies -- 4.3.1.2 Central government organisations -- 4.3.1.3 Provincial government organisations -- 4.3.1.4 City government organisation -- 4.3.1.5 Public transport operators -- 4.3.1.6 Non-government organisations -- 4.3.2 BRT decision-making in Bandung -- 4.4 Bandung transport policy review -- 4.4.1 Urban spatial planning policy -- 4.4.2 Urban development planning policy -- 4.4.3 Climate change policy -- 4.4.4 Urban transport policy -- 4.4.5 Bandung BRT studies -- 4.5 Policy tensions in the BRT project -- 4.5.1 Institutional-financial power of higher level governments -- 4.5.2 Socio-political power -- 4.5.3 Discourse in advancing BRT in Bandung -- 4.5.4 Communication and participation gaps -- 4.6 Summary -- Chapter 5 Transport planning and policies in Surabaya -- 5.1 Personal experience of communicating in Surabaya -- 5.2 Surabaya urban transport challenges and opportunities -- 5.2.1 Economic role of Surabaya -- 5.2.2 Urban form and transport system -- 5.2.3 Transport externalities -- 5.2.4 Urban public transport system -- 5.3 Transport decision-making process -- 5.3.1 Stakeholders in the decision-making -- 5.3.1.1 International development agencies -- 5.3.1.2 Central government organisations -- 5.3.1.3 Provincial government organisations -- 5.3.1.4 City government organisations -- 5.3.1.5 Public transport operators -- 5.3.1.6 Non-government organisations -- 5.3.2 BRT decision-making in Surabaya -- 5.4 Surabaya transport policy review -- 5.4.1 Urban spatial planning policy -- 5.4.2 Urban development planning policy -- 5.4.3 Climate change policy -- 5.4.4 Infrastructure development policy -- 5.4.5 Urban transport policy -- 5.4.6 Surabaya BRT studies -- 5.5 Policy tensions in urban transport in Surabaya -- 5.5.1 Institutional and financial power at different levels -- 5.5.2 Socio-political power in Surabaya -- 5.5.3 Discursive power in the selection and rejection of the BRT in Surabaya -- 5.5.3.1 Low-cost storyline -- 5.5.3.2 Modern and practical storylines -- 5.5.3.3 Environmentally sustainable storyline -- 5.5.4 Community participation and consultation gaps -- 5.6 Summary -- Chapter 6 Identifying policy tensions in transport planning and policies -- 6.1 Explaining the dynamics of transport and climate change policies -- 6.2 Explaining policy tensions in BRT projects in Bandung and Surabaya -- 6.2.1 Financial-institutional tensions -- 6.2.2 Socio-political tensions -- 6.2.3 Discursive tensions -- 6.2.4 Communication and public participation tensions -- 6.3 The importance of multi-level governance framework -- Chapter 7 Conclusion -- 7.1 Directions for future research -- References -- Appendices.

mobility needs, generates high greenhouse gas (GHG) emissions and worsens social exclusion. Following successful Bus Rapid Transit (BRT) projects in Bogota and Curitiba, LIA countries promoted BRT in their large to medium-sized cities. However, the political and institutional structure distinctive to LIA cities makes their implementation difficult. This book investigates policy tensions by examining the planning and attempted implementation of BRT projects, taking Bandung and Surabaya in Indonesia as case studies. It analyses BRT to understand how power and communication gaps in institutional relationships between different actors at multiple levels of governance create conflict, and concludes that top-down policies and funding mechanisms cause tension in intergovernmental relationships. It also found that BRT solutions generated socio-political tension arising from the socio-economic realities and local political dynamics that shaped city structure, mobility patterns and capacity in resolving conflicts. The superimposed BRT solution generated discursive tension because conflicting discourses were not aligned with local economic, social, and environmental issues. The book highlights the need to take into consideration the vital role of local social and political actors, institutions and planning processes as they respond to and shape policies that are imposed by higher levels.

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2. Record Nr.	UNINA9910811497803321
Autore	Pelkmans Jacques
Titolo	Tomorrow's silk road : assessing an EU-China free trade agreement // Jacques Pelkmans , and Joseph Francois
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ISBN	1-78660-788-3
Descrizione fisica	1 online resource (344 pages)
Disciplina	382.730724
Soggetti	Free trade - Mathematical models Reciprocity (Commerce) China Foreign economic relations European Union countries European Union countries Foreign economic relations China European Union countries Commerce China China Commerce European Union countries European Union countries Economic policy China Economic policy Pays de l'Union europeenne Relations economiques exterieures Chine Pays de l'Union europeenne Commerce Chine Pays de l'Union europeenne Politique economique Chine Politique economique China European Union countries
Lingua di pubblicazione	Inglese
Formato	Materiale a stampa
Livello bibliografico	Monografia
Nota di contenuto	Tomorrow's Silk Road; TABLE OF CONTENTS; List of Figures; List of Tables; List of Abbreviations; Preface; Executive Summary; Introduction; Part I. The Global and Bilateral Context; 1. Why an EU-China free trade area?; 1.1 The context for a free trade area study; 1.2 Is there a case for an EU-China FTA?; 2. China and the EU in a rapidly changing world economy; 2.1 Chinese weight as an EU trade partner: Anticipate 2030; 2.2 Competitiveness and reforms in the EU and China; 2.3 Comparing China and the EU's trade strategies: Multilateral, plurilateral and

bilateral.

3. Bilateral economic relations: Trade and investments  
4. Global value chains: Significance for the EU and China; Part II. Design and Substance of an EU-China FTA; 5. What would an EU-China FTA look like?; 6. Market access in industrial goods: An analysis of tariffs; 6.1 Analysing bilateral trade and its sectoral composition; 6.2 Industrial tariff profiles of the EU and China; 6.3 Where China and the EU differ: Tariff peaks; 7. Market access in goods: Trade defence remedies; 7.1 Relevance of trade defence for an FTA; 7.2 Recent bilateral application of trade defence.  
7.3 The 2017 revision of EU trade defence measures and the status of China  
8. Market access in agriculture: Tariffs and tariff-rate quotas; 8.1 Bilateral agro-food trade and its composition; 8.2 Tariff and TRQ barriers in bilateral agro-food trade; 8.3 Tariff peaks in agro-food; 8.4 Tough barriers: Tariff rate quotas; 9. Technical barriers to trade; 9.1 Mapping bilateral TBTs and their scope; 9.2 TBTs between China and the EU: Empirical evidence at sector and product levels; 9.3 Transforming China's technical regulation, standards and conformity assessment.  
9.4 Some inferences about lowering TBTs in an EU-China FTA  
10. Reducing SPS barriers in an EU-China FTA; 10.1 Market access barriers of the Chinese SPS regime; 10.2 Concerns from China and WTO partners about EU SPS barriers; 10.3 Lowering SPS barriers in an EU-China FTA; 11. Market access in services: China and the EU; 11.1 Introduction; 11.2 Measuring the extent of market access in services: China and the EU; 11.3 Sectoral services market access: China and the EU; 11.4 Potential value added of an EU-China FTA, based on prior experiences; 12. Public procurement.  
12.1 China's offers to accede to the WTO GPA  
12.2 Barriers to EU public procurement as seen by Chinese investors in Europe; 12.3 Possible directions for EU-China negotiations on public procurement; 13. Intellectual property rights and geographical indications; 13.1 Introduction; 13.2 EU-China IP Dialogue; 13.3 China's IPR legislation and enforcement; 13.4 IPR protection and enforcement measures in China's FTAs; 13.5 IPR protection and enforcement measures in EU FTAs; 13.6 Geographical Indications; 14. State-owned enterprises (SOEs) and competition policy.

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Sommario/riassunto

The first comprehensive and in-depth economic and regulatory analysis of a possible Free Trade Area (FTA) between China and the EU.

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3. Record Nr.	UNISALENTO991002128729707536
Autore	Giannone, Antonio Lucio
Titolo	Futurismo e dintorni / Antonio Lucio Giannone
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Descrizione fisica	135 p. ; 21 cm
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Disciplina	850.90091
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Lingua di pubblicazione	Italiano
Formato	Materiale a stampa
Livello bibliografico	Monografia