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Classroom climate refers to the prevailing mood, attitudes, standards, and tone that you and your students feel when they are in your classroom. A negative classroom climate can feel hostile, chaotic, and out of control. A positive classroom climate feels safe, respectful, welcoming, and supportive of student learning.

Key Factors in Creating a Positive Classroom Climate ...

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This book addresses some of the controversies and uncertainties associated with reducing the extensive exploitation of fossil fuels due to their role in global warming. Elisabeth Marta Tómmerbakk explores why a transition towards a post-carbon society is so difficult to accomplish by examining how the relationship between petroleum production and climate change is politically framed and negotiated in contested cases. This question is approached through a process-oriented comparative case study of Lofoten, located in the Norwegian Sea above the Arctic Circle, and Yasuní-ITT (Ishpingo, Tambococha, and Tiputini) located in the Ecuadorian Amazon: regions that both belong to oil-exporting countries with highly oil-dependent economies. Tómmerbakk draws on rich empirical data that includes qualitative interviews with subjects in both countries and applies an Actor-Network Theory framework to show that oil and climate are intricately entangled in knowledge and policy practices. Overall, *Assembling Petroleum Production and Climate Change in Ecuador and Norway* provides an in-depth examination of how climate science and petroleum extraction are negotiated, adapted, assembled, and coordinated with other national policies and political aims. This book will be of great interest to students and scholars of petroleum production, climate change, environmental policy, and environmental sociology.

Making Climate Compatible Development Happen introduces readers to the concept of climate compatible development (CCD) through exploring what it might look like, how it could be achieved in practice and identifying challenges and dilemmas raised by CCD. The book brings together research that explores the assumptions underlying CCD and applies the concept in a range of geographic and sectoral settings. The volume makes a significant contribution to the theorisation and evidence-base for how development efforts can be made more climate resilient and with lower greenhouse gas emissions than a 'business as usual' approach. It provides critical reflections on the vision and conceptualisation of CCD, exploring how to encourage it, and what trade-offs and challenges may be encountered. The contributions discuss the feasibility of achieving CCD, mechanisms that may support progress towards it, challenges that may be experienced and the roles of, and impacts on, different stakeholder groups. Following a critical reflection on the concept of CCD, the potential nature of, and barriers to, CCD, it is examined in relation to agriculture, renewable energy, forestry, pastoralism, coastal areas and fisheries, with case studies taken from countries including Ghana, India, Kenya, Mongolia, Mozambique and Peru. The book provides a valuable cross-sectoral and international critical reflection on the theory and practice of CCD, and will be a resource for postgraduates, established scholars and undergraduates from any social science discipline, policymakers and practitioners studying or working on areas related to the interface between environment (climate change) and international development.

Climate Adaptation Engineering defines the measures taken to reduce vulnerability and increase the resiliency of built infrastructure. This includes enhancement of design standards, structural strengthening, utilisation of new materials, and changes to inspection and maintenance regimes, etc. The book examines the known effects and relationships of climate change variables on infrastructure and risk-management policies. Rich with case studies, this resource will enable engineers to develop a long-term, self-sustained assessment capacity and more effective risk-management strategies. The book's authors also take a long-term view, dealing with several aspects of climate change. The text has been written in a style accessible to technical and non-technical readers with a focus on practical decision outcomes. Provides climate scenarios and their likelihoods, hazard modelling (wind, flood, heatwaves, etc.), infrastructure vulnerability, resilience or exposure (likelihood and extent of damage) Introduces the key concepts needed to assess the risks, costs and benefits of future proofing infrastructures in a changing climate Includes case studies authored by experts from around the world

This long-anticipated monograph honoring scientist and teacher Fred Sanders includes 16 articles by various authors as well as dozens of unique photographs evoking Fred's character and the vitality of the scientific community he helped develop through his work. Editors Lance F. Bosart (University at Albany/SUNY) and Howard B. Bluestein (University of Oklahoma at Norman) have brought together contributions from luminary authors-including Kerry Emanuel, Robert Burpee, Edward Kessler, and Louis Uccellini-to honor Fred's work in the fields of forecasting, weather analysis, synoptic meteorology, and climatology. The result is a significant volume of work that represents a lasting record of Fred Sanders' influence on atmospheric science and legacy of teaching.

'This book is a tremendous information resource, and Dr. Zimmerman is a true data "guru". Informed by her unique combination of interests, *Transport, the Environment and Security* represents a giant leap forward in understanding this previously understudied confluence of forces, encompassing topics as diverse as how transportation affects the environment and how security problems can affect transportation.' – Vicki Bier, University of Wisconsin-Madison, US 'Zimmerman's book is a much needed addition to our scientific understanding of the nexus between environment and security within a transportation context. Transportation networks (rail and road) are the quintessential American lifeline and disruptions through episodic natural hazards, terrorist activities, or longer term climate changes will have profound changes on society – presently and in the future. Zimmerman illustrates the synergies between environment, transport networks, security, social justice and urban places in a masterful and thoughtful synthesis that underscores the interdependencies within the transportation infrastructure, the nation's vulnerability to transport disruptions, and offers ideas for increasing the resilience of the transportation infrastructure. It will become a standard reference as we re-imagine transport in the 21st century under changing climate, security, environment, and living conditions.' – Susan L. Cutter, University of South Carolina, US 'Transportation planning and policy making have followed a particular model for more than fifty years. Rae Zimmerman begins with the premise that we are in a rut and that the old ways of thinking need to be replaced. An enormous amount of evidence is presented that together argues a strong case for the systematic integration of planning for transportation, the environment, and security. While the book does not get us to an integrated process, it points us to one and starts us down a creative path. A great introduction to the complexities of these relationships.' – Martin Wachs, RAND Corporation, US Effective means of transport are critical under both normal and extreme conditions, but modern transport systems are subject to many diverse demands. This path-breaking book uniquely draws together the typically conflicting arenas of transport, the environment and security, and provides collective solutions to their respective issues and challenges. From a primarily urban perspective, the author illustrates that the fields of transportation, environment (with an emphasis on climate change) and security (for both natural hazards and terrorism) and their interconnections remain robust areas for policy and planning. Synthesizing existing data, new analyses, and a rich set of case studies, the book uses transportation networks as a framework to explore transportation in conjunction with environment, security, and interdependencies with other infrastructure sectors. The US rail transit system, ecological corridors, cyber security, planning mechanisms and the effectiveness of technologies are among the topics explored in detail. Case studies of severe and potential impacts of natural hazards, accidents, and security breaches on transportation are presented. These cases support the analyses of the forces on transportation, land use and patterns of population change that connect, disconnect and reconnect people from their environment and security. The book will prove a fascinating and insightful read for academics, students, and practitioners across a wide range of fields including: transport, environmental economics, environmental

management, urban planning, public policy, and terrorism and security.

This book explores economic concepts related to disaster losses, describes mechanisms that determine the economic consequences of a disaster, and reviews methodologies for making decisions regarding risk management and adaptation. The author addresses the need for better understanding of the consequences of disasters and reviews and analyzes three scientific debates on linkage between disaster risk management and adaptation to climate change. The first involves the existence and magnitude of long-term economic impact of natural disasters on development. The second is the disagreement over whether any development is the proper solution to high vulnerability to disaster risk. The third debate involves the difficulty of drawing connections between natural disasters and climate change and the challenge in managing them through an integrated strategy. The introduction describes economic views of disaster, including direct and indirect costs, output and welfare losses, and use of econometric tools to measure losses. The next section defines disaster risk, delineates between “good” and “bad” risk-taking, and discusses a pathway to balanced growth. A section entitled “Trends in Hazards and the Role of Climate Change” sets scenarios for climate change analysis, discusses statistical and physical models for downscaling global climate scenarios to extreme event scenarios, and considers how to consider extremes of hot and cold, storms, wind, drought and flood. Another section analyzes case studies on hurricanes and the US coastline; sea-level rises and storm surge in Copenhagen; and heavy precipitation in Mumbai. A section on Methodologies for disaster risk management includes a study on cost-benefit analysis of coastal protections in New Orleans, and one on early-warning systems in developing countries. The next section outlines decision-making in disaster risk management, including robust decision-making, No-regret and No-risk strategies; and strategies that reduce time horizons for decision-making. Among the conclusions is the assertion that risk management policies must recognize the benefits of risk-taking and avoid suppressing it entirely. The main message is that a combination of disaster-risk-reduction, resilience-building and adaptation policies can yield large potential gains and synergies.

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