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Book Review

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Book review

Automated and Autonomous Spatial Mobilities

A. Kellerman (ed.). Edward Elgar Publishing, Cheltenham, UK, 2018, ISBN 978 1 78643 848 5, £22 (eBook), 202 pp, <http://www.e-elgar.com/>.

The book 'Automated and Autonomous Spatial Mobilities' provides an overview of self-driving cars or driverless cars. It comprises of 202 pages and 8 chapters. After the introductory chapter on spatial mobility, automation and autonomy, Chapters 2 and 3 describe autonomous self-moving/mobility and traffic control. Chapter 4 describes automated and autonomous public transportations of transit systems, trolleybuses, trains, airplanes, ships and passenger reservation interfaces. Chapter 5 presents automated and autonomous information on transmission in which operations of fixed-line telephone systems, mobile telephone systems and the Internet are described. In Chapter 6, prospects and pitfalls for autonomous vehicles, and implications of autonomous vehicle adaptation for individuals and society are discussed. Chapter 7 provides an overview of the autonomously mobile city in terms of recreational, touristic and environmental dimensions. Chapter 8 draws some conclusions on the levels of autonomous operations, and development process for spatial mobilities for future society.

The book provides a milestone in the development of autonomous vehicles, and its implications on individual, societal and environmental impacts. It foresees that the possibly successful adoption of autonomous vehicles may potentially serve as a stimulus for additional automation

processes in other branches of mechanised physical mobility. It is also stated that beyond the wider field of mobility, the future successful implementation of full automation for car operations may amplify and extend similar processes in other systems, for instance, an even wider use of robots in manufacturing and services.

It is expected as mentioned in Chapters 6 and 7 that autonomous vehicles would be fully adopted by 2040s. However, it is between 2020 and 2040, during which autonomous vehicles will be introduced and diffused, which would require some special and additional attention to be adopted and disseminated in better ways. A leading question in this regard is the way, the order and the pace for the materialisation of the several observations proposed in this book during the transitional period. There are possible differences in autonomous vehicles adoption patterns and pace. The book mentions that it is important to consider a change of balance between private and public transportation by emerging of personal mobility by way of autonomous vehicles. In this context, public transport is required to reinvent itself in order to present advantages over the upcoming autonomous personal mobility by way of numerous options for their use. Alternately, autonomous vehicle taxis and minibuses may complement metro and full-size bus services in their provision of first and last mile services. Overall, the book provides a well-organised means for readers to rapidly gain an insight into current status and future development, and its implications of autonomous vehicles, automation and autonomy.

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