

Review: Integrating Climate, Energy and Air Pollution

By Gary Bryner with Robert J. Duffy

Reviewed by David E. Toohey

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Bryner, Gary with Duffy, Robert J. *Integrating Climate, Energy, and Air Pollution*. Cambridge, Massachusetts, The MIT Press, 2012. 252pp. 9780262517874, \$23.00, paperback, alk. paper.

The late Gary Bryner's book *Integrating Climate, Energy, and Air Pollution* provides a well-researched and innovative way to help the United States implement neglected, overdue climate change strategies. Public policy and political economy analyses are supported by substantive scientific data. Bryner develops an alternative to U.S. politics whose "federal system" is "famous for decentralized and fragmented policy making with multiple decision points that provide ample opportunities for those seeking to derail policy change" (p. 23) This is supported by frequent descriptions of U.S. policies designed to help the climate that are either put off into the future or abandoned during economic downturns.

In the context, Bryner advocates for policy integration, i.e. ensuring that climate policies are created and managed in collaboration with other policies such as energy, transportation, and agriculture. He sees the implementation of climate friendly practices as more likely to occur in less contentious policy sectors like agricultural (p. 158)—i.e. through planting winter crops and forests (pp. 162-163) or more efficient fertilizer use (p. 164). Climate change has considerable overlap with other problems (acid rain, public health, and air pollution) and is embedded in other policies (energy, transportation, and agricultural) (p. 180). Changes in any of these sectors significantly influence the success or failure of climate change policy.

Bryner begins with an overview of policy integration and U.S climate politics. The book then looks at different policy sectors including electricity generation, alternative energy, and agricultural policy. Action and inaction in all of these sectors are argued to affect policies designed to mitigate climate change. These sectors are related. Bryner also shows how political concerns for economic efficiency influence continued burning of carbon fuels such as coal (pp. 71-72), using oil and gas instead of renewable energy (p. 120), driving cars (p 149), and not creating carbon taxes that would make biomass fuels financially viable (p. 171). Bryner provides suggestions for how to solve these problems.

This book will appeal to academics, policy makers, and activists who want to change U.S. climate change policy. It references academic debates but also includes in depth description of policy and reference to scientific and ecological facts. It briefly explores the history of widespread use of renewable energy until the mid-Nineteenth Century, the development of U.S. oil consumption, and agricultural policy though not in enough detail to appeal to historians. While providing a useful overview of climate change policy, scientific and policy data are often explained through abbreviations that may be difficult for undergraduate students. A glossary of terms would make this data more accessible.

This book is unique in bridging multiple industries, sectors, and policies in an empirical fashion. There are other well-researched recent books that bridge corporate responses to the regulation of different pollutants like Robert Falkner's *Business Power and Conflict in International Environmental Politics* (2008) or focus on historical developments and socio-political implications of single industries like Timothy Mitchell's *Carbon Democracy: Political Power in the Age of Oil* (2011). Bryner provides a broad analysis that goes well with such books by analyzing both how different industries are regulated and the social implications of policies and helping the reader to strategize ways to mitigate climate change.

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