



Call for Contributions

Sustainable Transportation: Harnessing Financial and Human Capital for a Green and Equitable Mobility Transition

An edited collection to be published by Palgrave Macmillan

Co-edited by:

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The John Molson School of Business and the Jacques Ménard - BMO Centre for Capital Markets at Concordia University and the Sustainable Finance Research Centre at Corvinus University of Budapest kindly invite contributions to the edited book collection, entitled *Sustainable Transportation: Harnessing Financial and Human Capital for a Green and Equitable Mobility Transition*, to be published by **Palgrave Macmillan**.

ABOUT THE BOOK:

Sustainable Transportation is an edited collection positioned at the intersection of three fields – finance, management, and social/spatial equity as central, yet often overlooked, dimensions of green urban mobility interventions. Whereas most existing studies focus on technology, engineering, or urban planning, this book examines the financial architectures, governance models, and social/spatial impacts that ultimately determine whether low-carbon transitions in mobility succeed or fail. The volume argues that the pressing questions of our time are not only how to electrify fleets, build new transit-oriented communities, or deploy digital platforms, but also how to finance these initiatives, how risks are shared between public and private actors, and how their benefits and costs are distributed across society.

The scope of the project is intentionally multidisciplinary, combining financial innovation with managerial practice and social/spatial equity analysis. Contributors will explore how instruments such as green and transition bonds, land value capture, and blended finance are shaping the future of mobility investments, while also investigating the governance arrangements through which governments, pension funds, private operators, and community organizations negotiate responsibility for large-scale projects. Equally important, the book highlights the societal dimensions of green urban mobility, from climate gentrification and housing affordability around new transit hubs to the broader question of whether and how decarbonized systems can be designed to support accessibility and equity. The book presents decision-support frameworks and optimization models alongside narrative case studies, ensuring both academic rigor and practical relevance.

By combining these elements, the book fills an urgent gap in the literature. It offers the first comprehensive account of low-carbon urban mobility from a finance- and management-centered perspective, while also recognizing that such transitions cannot be divorced from questions of equity and social acceptability. The collection thus satisfies the need for a single, accessible resource that bridges finance, governance, and society, making it valuable both for academic teaching and for professionals tasked with designing, funding, and implementing the next generation of mobility systems.

CALL FOR CONTRIBUTIONS:

Given the global nature of our book's subject matter, the co-editors welcome contributions from scholars and industry experts around the world who work at the intersection of finance, transportation, urban planning, and policy. The contributions as a whole will address one of the most urgent global challenges: how to finance and manage the transition to low-carbon urban mobility systems in ways that are socially equitable.

Due to the interconnected and intricate nature of the topic, the editors encourage contributions that take a multidisciplinary approach. *Sustainable Transportation* will be a resource that not only advances scholarly debate but also provides policymakers, investors, and civil society actors with practical instruments for evaluating financing viability, managing risks, and promoting socially-just outcomes transport decarbonization. Consequently, we seek a diverse range of chapters that incorporate theoretical analysis, applied decision-making tools, and empirical case studies.

Submitted chapters must be original and exclusively prepared for the book, with no part of the article having been published elsewhere. Finally, although the book can be used as a reference book in academic courses, it is not explicitly organized as a textbook.

POTENTIAL TOPICS FOR CHAPTERS:**1. INTRODUCTION**

- Introduction to the book (background, objectives, and contributions)

2. FINANCING THE LOW-CARBON TRANSITION

- Financing the Mobility Transition: Risk, Return, and Policy Certainty
- Public–Private Partnerships, Pension Funds, and New Infrastructure Governance
- Land Value Capture and Real Estate Dynamics in Transit-Oriented Development
- Green Bonds, Transition Bonds, and Blended Finance Instruments for Transport

3. MANAGING SYSTEMS, COSTS, AND UNCERTAINTY

- Decision-Support Models for Fleet Electrification: Multicriteria Approaches
- System Dynamics of Transit Electrification: Grid, Policy, and Economic Shocks
- Artificial Intelligence and Predictive Analytics for Shared Electric Mobility Services
- Managing Lifecycle and Supply Chain Costs in Sustainable Transit Systems

4. SOCIETAL PERSPECTIVES AND EQUITY

- Equity and affordability in Sustainable Transit Finance
 - Transit-Induced and Climate Gentrification: Real Estate and Social Justice Implications
 - Multimodal Integration and the First/Last Mile: Experiences of Equity and Access
 - The Just Transition in Mobility: Labor, Communities, and Accessibility
5. **CASE STUDIES AND GLOBAL PERSPECTIVES**
- Municipal Finance for Transit Electrification: Lessons from Canadian Cities
 - Private Sector Investment and Intellectual Property Commercialization Models
 - Community and Citizen Finance in Transit Advocacy and Implementation
 - International Lessons: Scaling Canadian Insights to Emerging Economies
6. **FUTURE DIRECTIONS**
- Integrating Renewable Energy into Transit-Oriented Developments
 - Governance and Project Management Innovations for Sustainable Transport
 - Policy Blueprints for Financing Equitable Transport Transitions
 - Conclusion: Toward an Equitable, Bankable, and Replicable Mobility Transition

IMPORTANT DATES:

We currently anticipate the following timeline for the project:

- Abstract and CV submission deadline - February 28th, 2026
- Selection of abstracts and notification to successful contributors – March 31st, 2026
- Full chapter submission - May 31st, 2026
- Revised chapter submission – July 31st, 2026
- Manuscript delivery – September 30th, 2026
- Publication (tentative date) – Fall 2026/Winter 2027

GUIDELINES FOR CONTRIBUTORS:

Submissions should be written in English using a non-technical writing style. The contributions may include diagrams/illustrations in order to present data, or photographs/figures (all in black & white) to better illustrate the topic of discussion. Submitted chapters should be original and exclusively prepared for the present book. No part of the article should be published elsewhere. Chapters must not exceed 7,000 words

(including all references, appendices, biographies, etc.), must use 1.5-line spacing and 12 pt. Times New Roman font, and must use the APA 7th edition reference style.

To conform to the policies of Palgrave Macmillan on AI use (which you can read in full here: <https://www.springernature.com/it/authors/publish-a-book/manuscript-guidelines>) we do not accept AI models as authors of content, we require any use of large language models (LLMs) to be documented in an acknowledgement section, and we do not accept figures created by generative AI. Please note that all chapters will be checked for plagiarism and AI use.

Researchers and practitioners are invited to submit abstracts of no more than 500 words, a bibliography for their proposed chapter, and a CV. Abstract submissions are expected by **February 28th, 2026**. Submissions should be sent via email to: sustainable.transportation@concordia.ca

Authors will be notified about the status of their proposals and will be sent complete chapter guidelines. Full chapters are expected to be submitted by **May 30th, 2026**.

Please note that there are no submission or acceptance fees for the manuscripts.

ABOUT THE EDITORS:

Thomas Walker¹

Thomas Walker holds an MBA and PhD degree in Finance from Washington State University. Prior to his academic career, he worked for several years in the German consulting and industrial sector. His research interests are in banking, emerging risk management, fintech, and sustainable finance, and he has published over seventy journal articles in these areas. He is the lead editor of seventeen books on sustainable financial systems, sustainable real estate, sustainable aviation, environmental policy, emerging risk management, innovations in social finance, and water risk management (among others). In 2018, Dr. Walker founded the Emerging Risks Information Center which conducts targeted research on environmental, technological, and societal risks that affect our world today. In 2021, he became the director for the Jacques Ménard - BMO Centre for Capital Markets at Concordia University and the Concordia University Research Chair in Emerging Risk Management (Tier 1). Since 2025, he serves as the executive director (academic) of the Institute for Sustainable Finance (ISF).

Govind Gopakumar²

Govind Gopakumar is at present Associate Professor and Chair of the Centre for Engineering in Society at Concordia University. He is also a co-director of the Mobile Secure and Sharing Cities cluster at the Next Generation Cities Institute at Concordia University. Govind's work is located at the intersection of interdisciplinary fields of scholarship of science and technology studies, and urban environmental studies. His major research interest is to understand the challenges of sustainability of environmental

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infrastructures such as the technological networks of water supply, sanitation, and mobility in cities. The current focus of his research is on understanding the underlying politics of the growing predominance of private automobiles around the world as a means of moving around in cities and its implications for sustainable and inclusive cities. Govind received his doctoral degree in Science and Technology Studies from Rensselaer Polytechnic Institute, New York. He recently published *Installing Automobility* with MIT Press. His research has been supported by various agencies including FRQSC, SSHRC, IC-IMPACT, SICI, and Volt-Age CFREF.

Moein Karami³

Moein Karami is a Postdoctoral Fellow at Concordia University. He holds a BSc in Mechanical Engineering and an MBA in Strategy. In 2021, he graduated with a doctoral degree in Finance from the John Molson School of Business (Concordia University). His PhD research was funded through several prestigious awards including the National Bank Initiative in Entrepreneurship and Family Business Fellowship. He has served as the instructor of numerous finance courses at Concordia University since 2016. He has published in journals such as the *Journal of Business Ethics* and *Finance Research Letters*. His main research interests include corporate finance, entrepreneurial finance, fintech, and sustainable finance.

Hanna Murray⁴

Hanna Murray is a third-year PhD student in the Department of History at Concordia University. Her research interests focus primarily on twentieth century U.S. history, the American empire in the Philippines, and the early twentieth century conservation movement. She supports the team at the Emerging Risks Information Centre (ERIC) as both an editor and research associate.

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