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Bachus

BUCKUS, BAKOS. Bacchus is a lyrical name for Dionysus, the Thracian fertility god. Son of Zeus, he later became the god of wine. Zeus visited Semele, Princess of Thebes, at night, and when she became pregnant, she asked to see his face. As he showed himself in lightning and lightning, he caught fire; as a result, Zeus tore the infant from her uterus and placed it on his thigh, where it remained until it reached maturity. Ovid calls Bacchus son of lightning, twice born (Met IV.9-17; OM IV.1-118). Alice of Bath observes that after wine comes Venus, for a librous mouth moste han a librous tayl, WBP 464-466, echoing the art of love (Ars Amatoria) l.229-244. Petrus Berchorius says that passion has a female face and women's desires are born through wine in intoxication (De formis figurisque deorum, fol. 9ra. 37-38). Fulgentius says that lust is the third stage of poisoning (Mythologies II.xii). Bacchus pours wine at Januarië's wedding celebration, MerchT 1722. He has no power over Virginia's mouth, Phist 58-59. Bacchus can make Ernest out of the game, MancP 99-100. Bacchus sits next to Venus in her temple, PF 275. Bacchus gives gifts in autumn, Bo I, Metr 6.15.7. At first age, men did not know how to mix bacchus gifts with honey, Bo II, Metr 5. Troilus curses Bacchus, Ceres, and Cipris, Tr V.204-210, the gods of wine, food, and love. Proklene tells Tereo, King of Thrace, that he goes on a pilgrimage to the temple of Vakos, LGW 2373-2378. in fact, she goes into the woods to save her sister Philomela. [Ceres: Cipride: Venus] Bacchus, the ME, of, and medieval Latin variant, appears in the Mediterranean, PF 275 and LGW 2376, Bacchus, a variant of the classical Latin Bacchus, appears initially, MerchT 1722 and PhysT 58, in the prose of Boece, and in the medium, MancP 99 and Tr V.208. Peter Berhorios, Ovidius Moramizatos, N. I. Engels, 42; Fulgendijs, Fulgendijs the Mythographer, Trans L. Whitbread, 77? ibid., Mythographi Latini, ed. Ovid, The Art of Love (Ars Amatoria), ed. and trans. J.H. Mozley, 2d ed., 28-29; ibid., Met, ed. and trans. F.J. Miller, l: 178-179; O.M., ed. C. de Boer, II, deel 21: 13-15. By LEXICO NAME CHAUCER Copyright © 1988, 1996 Jacqueline de Weever Published by Garland Publishing, Inc. New York and London. Main menu | List of entries | finished Na 20 jaar afvalonderzoek mag dat terminology naar de prullenmand: tijd voor de circulatoire economy! Kris Bachus is principal in toegepaste economy en in de arbeidswetenschappen, milieukundige en doctor in de sociale wetenschappen. Hij is onderzoeksleider klimaat en duurzame ontwikkeling aan het HIVA sinds 2002. Onderzoek over afval en materialen lopt als een rode draad his career, ranging from reuse, municipal waste policy, evaluatie van environmentale en waste policy, economic environmental policy instruments for the circular economy, delfstoffeleneid delfstoffeleneid werkgelegenheid in de circulaire economie. Daarnaast heeft Kris ook een erk curriculum opgebouwd in een race palet van andere onderzoeksthema, zoals economische belidsinstrumenten (belastingen, subsidies, verhandelbare emissierechten), financier van duurzaamheidstransities, milieubeleidsituatie, voor duurzame ontwikkeling, klimaatbeleid en klimaatfinanciering. Ten slotte heeft hij ook ervaring in onderzoek over Chinees milieubeleid, lokale transitie en klimaatneutraliteit en adaptatiebeleid. 1 tot 20 van 81 resultaten Metta, Julie; Buckus, Chris. 2020. Mapping the manufacturer's circular movement: from a bibliographical review to a manufacturer's circular passport. n.a. Publisher: Pop-Machina keyboard_arrow_down LIRIAS3068783 beschrijving The Pop-Machina project is an EU-funded research project aimed at exploring how the manufacturers' movement can contribute to the transition of cities to the circular economy. This report provides a response to task 2.1. Based on an intensive bibliometric review and interviews of experts and professionals, the deliverable draws on a collection of definitions to characterize the manufacturer's circular motion. A set of original tools, including a decision tree, a classification, indicators and maps of manufacturer circular motion are developed to delineate manufacturer circular movement, with a focus on pop-Machina seven pilot cities. Eventually, pilot story-boards present the current state of the circular maker movement in the city, with the unveiling of circular maker passports, featuring movement in each pilot. Published online Metta, Julie; Buckus, Chris. 2020. Pop-

Machina: The revolution of the circular movement of manufacturers in Europe. Open access government; 2020; Iss. April 2020; p. 1 - 7 keyboard_arrow_down LIRIAS3013999 beschrijving Kris Bachus and Julie Metta from the HIVA Research Institute of KU Leuven, Belgium, present Pop-Machina, a Horizon 2020 innovation program that promotes circular manufacturer communities in urban areas Published online Huyse, Huib; Buckus, Chris. Merlevene, Tom. Delanoije, Johnny? Knipprath, Heidi? 2019. Social impact of the scientific project CurieuzenNeuzen Vlaanderen. Publisher: HIVA-KU Leuven keyboard_arrow_down LIRIAS2947920 beschrijving This report documents and analyzes the social impact of the scientific work of the citizens CurieuzenNeuzen Vlaanderen, which has mapped air quality in unprecedented spatial analysis throughout the Flanders region (Belgium). The project mobilised 20,000 citizens to measure no2 air quality levels in front of their homes, and included a unique collaboration between the Antwerp, the Flanders Environment Agency (VMM), the national newspaper De Standaard, the Research Institute for Work and Society (HIVA-KU Leuven) and the Flemish Institute for Technological Research (VITO). In addition to the scientific objectives, Kiuruznn Flanders Flanders awareness of air quality and sustainable mobility. An overall social impact assessment was carried out. A longitudinal survey-based data collection strategy was developed for three different groups: (1) participants in the measurement campaign (n = 20,000); (2) persons who had applied to participate in the project but were not selected due to the overwhelming success of the assistance (33,000) and (3) of the Flemish population (representative sample n = 1,000 through the IVOX online panel). This was supplemented by interviews of key informants and a review of relevant sources and documents. Published Carmen, Raïssa; Chapman, Donald. Van Acker, Carell. Aikmans, Johan. Roussus, Sandra. Buckus, Chris. Van Otegem, Luke? 2019. Car sharing in Flanders. Car Sharing in Flanders Publisher: CE Center for Circular Economy Policy Research Center LIRIAS3151428 beschrijving Published online chapter Bachus, Kris; 2019. Sociale rechtvaardigheid van een klimaatshift. Klimaat en sociale rechtvaardigheid: 2019; Sna. 329 - 348 Publisher: Gompel & Svacina; Oud-Turnhout LIRIAS2891577 beschrijving Published Alaerts, Luc; Van Acker, Carell. Roussus, Sandra. De Jaeger, Simon. Moraga, Gustavo. Diulph, Joe. De Mester, Steven. Van Passell, Steven. Cobernone, Tine? Buckus, Chris. Vranken, Carl. Aikmans, Johan. 2019. Towards more direct policy feedback on monitoring the circular economy through a social needs perspective. conservation and recycling of resources; 2019; Volume 149; Sna. 363 - 371 LIRIAS2814509 beschrijving Publisher: Elsevier Published online chapter Bachus, Kris; Gao, Ping? 2019. The use of effective carbon rates as an indicator for climate mitigation. environmental budgetary challenges for cities and transport; 2019; Volume 21; Sna. 226 - 240 Publisher: Edward Elgar Publishing; Cheltenham, Southampton keyboard_arrow_down LIRIAS2891576 beschrijving In 2016, the Organisation for Economic Co-operation and Development (OECD) introduced the Actual Carbon Rate (ECR). This innovative indicator measures the combined value set on carbon dioxide emissions from energy taxes and emissions trading schemes. In this chapter, we first calculate the national weighted ECR average for a selection of case countries (not provided by the OECD), including China, the US, Japan, the United Kingdom, France, Germany and Belgium. Secondly, a comparative case study is being carried out for Belgium and China, including explaining the differences between them and the prospects of both countries for the near future. Finally, the chapter draws conclusions at two levels. Firstly, the lessons learned from the comparative analysis policy recommendations. Secondly, there is a debate on the possibilities of the ECR as an indicator for measuring both the use of economic instruments for the environment and the levels of ambition of countries in terms of climate mitigation policy. Published Chris, what are you doing here? Van Otegem, Luke? Verhoffstadt, Elsie? 2019. No taxation without mortgages: towards a better understanding of the acceptance of an environmental tax reform. Journal of Environmental Policy & Planning; 2019; Volume 21; Iss. 4; p. 1 - 12 keyboard_arrow_down LIRIAS2807083 beschrijving Although it is widely recognized that taxation is a powerful means of combating environmental problems, environmental taxation is still underused. Public acceptance of regulatory taxes appears to be low, to the extent that a trade-off between acceptance and effectiveness of policy instruments can be observed. This document examines the determinants and conditions for public support and willingness to pay for environmental taxation, based on survey data of 1308 citizens. The results show that education and environmental awareness are key factors in support and that initial low support can be significantly improved by making tax revenues available to the environment. Other ways of recycling revenue, such as environmental tax reform, can be classified on the basis of acceptance. We call this ranking Approval ladder of revenue recycling options (LARRO). Well-chosen design options for environmental tax reform can further improve its acceptance. Publisher: Taylor & Francis (Routledge) Published online Bachus, Kris; 2019. Werkgelegenheid in de circulaire economie. Over.Werk - Tijdschrift van het Steunpunt Werk; 2019; Iss. 1; Sna. 136 - 143 LIRIAS2824169 beschrijving Publisher: Acco Published Bachus, Kris; 2019. Een klimaatxshift is niet asociaal. Samenleving en Politiek; 2019; Iss. 10; Sna. 54 - 55 LIRIAS2909025 beschrijving Publisher: Stichting Gerrit Kreveld Published magazine-article Biedenkopf, Katja; Van Eide, Sarah. Buckus, Chris. 2019. Environmental, Climate and Social Leadership of Small Enterprises: Fairphone's gradual approach. Environmental Policy? 2019; Volume 28; Iss. 1; Sna. 43 - 63 keyboard_arrow_down LIRIAS2336036 Achieving sustainable consumption and production requires a halt in rental practices in many sectors, including the smartphone sector. Leaders are central players in addressing this change by developing, implementing and promoting innovative ideas, products and practices. Not only large but also small businesses can aspire to take the lead in sustainability. This scam explores the environmental, climate and social leadership of social enterprise Fairphone which seeks to launch a movement towards a more sustainable smartphone sector. Gifted with almost no structural relies on other types of leadership, especially business leadership, which is based on dialogue, persuasion and coalition building. Small businesses can be leaders, but pursuing a goal like transforming the smartphone sector takes a gradual targeting approach monitoring groups from suppliers, competitors and consumers to end-of-life processors and policy makers. These different groups of followers are sensitive to different (combinations) of leadership types. Publisher: Taylor & Francis (Routledge) Published Mayeres, Inge; Van Zeebroek, Bruno. Vanderliden, Sebastian. Buckus, Chris. From Ootegem, Luc? 2018. Background document solution instructions for the mobility system. Reference document Solution guidelines for the mobility system Publisher: VMM keyboard_arrow_down LIRIAS2341173 description Introduction The mobility of people and goods brings significant benefits to the residents of Flanders and to the Flemish economy. The mobility of individuals contributes to the fact that the inhabitants of Flanders can realize an income from work, that they can grow and relax in person, and that they can have a network of social contacts. The mobility of goods ensures that companies can effectively organise their production process and easily reach their customers. However, mobility also leads to a number of persistent, interrelated problems falling within the area of external costs. These include damage from greenhouse gas emissions and air pollution, reduced quality of life, congestion, noise pollution, road safety and inefficient use of space. The level of ambition for the sustainability of mobility is high and there is a great need for solutions for the transport sector. Smaller solutions will not be enough and more fundamental changes should be supported to achieve the objectives. In other words, there is a need for a transition to the sustainability of the mobility system. Purpose and scope of the study This study is part of Environmental Exploration 2018 of the MIRA section of the Flemish Environmental Society. The aim is to provide an overview of the innovations/solutions that can contribute to the transition to the ecological sustainability of the mobility system, their potential and the levers by which this potential can be realised and the obstacles that can be reduced by it. In parallel with this study, similar studies were carried out on the Energy System and the Food System for Environmental Exploration 2018. The link to the transitions in these two systems is mentioned as much as possible in this report. However, for the specific elements of these systems, reference is made to these two studies. There is also an important interaction between developments in the mobility system and spatial developments. This interaction is most highlighted in research on the Environmental Exploration Area. The strong relationship between the mobility system and other social systems An important feature of the Flemish mobility system is that it does not closely linked to other social systems at home and abroad. On the one hand, the multiplicity of connections make the sustainability of the mobility system complex. On the other hand, they can also offer opportunities to meet the challenges of the mobility system through other social systems. For example, by better organising the use of space, the need for transport can be reduced or better met by public transport. An additional observation is that there are many new initiatives, products and services that are gushing, which may be relevant to the mobility system. Some are already finding an enthusiastic market (e.g. electric bikes), others are successful with a motivated group of users (e.g. car sharing), while others are still at an earlier stage (e.g. hydrogen cars). In many cases, these are niches. These are still in full development, but could potentially play a role or in some cases play an important role in the transition to a sustainable mobility system, provided that the necessary conditions are met. How such niches can lead to system change is an important issue in transition thinking that looks at how to accelerate and support system changes through transition governance. The ultimate goal is to change the mobility system by replacing (gradually) sovereign but unsustainable regimes with other, more sustainable alternatives. This study aims to discover/explain some of these niches and analyse their potential for a more sustainable mobility system. Innovations and solutions for the mobility system: from the list to the list of candidates In the social debate on the sustainability of the mobility system in Flanders and the rest of the world, various solutions and innovations are discussed. As a first step in the study, a long list of possible innovations and solutions was drawn up. They were part of the three general solutions of the European Environment Agency: Avoidance: it refers to solutions and innovations that make the mobility system more sustainable by reducing the number of trips or reducing the distance travelled per trip (e.g. electronic projects). -'Shift' refers to solutions and innovations that encourage the use of other, more environmentally friendly modes of transport (e.g. replacing the car with an electric bike for various journeys). -Improvement means solutions and innovations that improve the environmental performance of transport equipment, e.g. through technology, through better use of means of transport, etc. combustion engine in fossil fuels). The link was also made to five general categories of solutions and innovations identified in a recent transition document for the Flemish Government entitled Working towards a smooth and secure mobility system as potential game changers or discoveries: - Linked mobility and (partially) autonomous means of transport - Combined mobility - Common mobility - Personalised mobility services (or mobility as a service) - Green mobility The long list was drawn up on the basis of information through talks with experts in this field. This long list then included a list consisting of ten groups of solutions. The selection of the ten groups is based on an initial assessment of the environmental potential and the extent to which innovations involve a transition, as the experts also show in the bibliographical study. In addition, the choice was intended to include examples of the three solutions proposed by the European Environment Agency (Avoidance, Displacement, Improvement). The following table summarizes the list of ten groups. Some groups concern only passenger transport (group 1, 2, 6). Group 3 focuses on freight transport. Other solution groups may have applications in both passenger and freight transport. Shortlist with ten groups of solutions Umbrella Group category transition paper Flemish government Avoidance /Displacement /Displacement/1: Work, learning, Remote meetings Other passenger transport Avoidance 2: Passenger parts Common mobility Passenger transport 3: Logistics improvements Personalised mobility services Combimobility Avoid/Shift/Improvement 4: (Electric) bicycles and new light electric vehicles Green mobility Passenger and freight transport 5: Common mobility Common mobility Distribution of mobility Avoiding passenger and freight transport/Displacement/Improvement 6: Execution of mobility services or Mobility as a service Personalised mobility services Common mobility Passenger transport Shift 7: Autonomous vehicles Connected mobility and autonomous vehicles Passenger and freight transport Shifts 8: Electric vehicles with battery Green mobility Passenger and freight transport Improvement 9: Electric vehicles with hydrogen fuel cell Green mobility Passenger and freight transport 10: Advanced biofuels Green mobility Passenger and freight transport Improving the environmental potential of the ten solution groups in the list The following table summarises the overall conclusions on the environmental potential of innovations and Short-listed. One can distinguish between three categories in the list. Firstly, there are a number of innovations and solutions that can have beneficial environmental impacts on a particular part of the mobility system. This applies to the top six groups on the list. The way these beneficial effects occur varies between the six groups and is always summarized in the table below. An important condition is that additional transport policies are introduced to keep the undesirable recovery effects under control as much as possible. The additional policy ideally treats transport users as much as possible with the social costs of their transport decisions. In the absence of this, the positive results will be lower and in some cases significantly lower or almost non-existent (e.g. in the case of electronic projects). The second category consists of innovations and solutions that can have much greater environmental potential because they can respond to a larger part of the mobility system. This applies to alternative drive technologies and, where appropriate, advanced biofuels. But here too there is an important condition, namely that energy production and biofuel production is done in a sustainable way, which is not (yet) the case or is not yet the case. The possibilities for this in the Flemish energy system are examined in more detail in the parallel study on the energy system. The third category includes autonomous vehicles. Developments in this area may have a significant impact on the mobility system. However, it is difficult to assess at this stage the impact on mobility demand and the associated environmental impact. Here too, the need for a good policy framework to achieve positive environmental impacts and control any recovery impacts can be stressed, but it is even more uncertain whether the policy will be able to respond quickly enough to the new framework created by these developments. Published online Willeghems, Gwen; Buckus, Chris. 2018. Impact of the circular economy in Flanders on the social economy and employment of opportunity groups. Publisher: Flemish government. Department of Labour and Social Economy keyboard_arrow_down LIRIAS2791133 description In this survey, which is a collaboration between the Centre for the Support of the Circular Economy and a mission of the Department of Labour and Social Economy of the Flemish Government, we examine the impact of the transition to a circular economy in Flanders on employment. The study consists of four parts. In the first part, we set out the most important trends in the transition to a circular economy in the by 2030, as levensduur van producten en meer circulair design. In het tweede deel berekenden we via input-outputanalyse dat de transitie naar een circulaire economie in Vlaanderen netto 30.000 bijkomende jobs kan opleveren, vooral voor sectoren die verband houden met reparatie, afvalverwerking en hergebruik. In het derde deel vonden we dat de circulaire economie kansen biedt voor laaggeschoolde mannen, een profiel dat elders op de arbeidsmarkt als kwetsbaar wordt beschouwd. In het vierde en laatste deel focusten we op de mogelijke samenwerking tussen de sociale economie en de circulaire economie. We identificeerden kansen tot samenwerking tussen kleine circulaire bedrijven en (veelal grote) bedrijven uit de sociale economie. In het algemeen kunnen we besluiten dat de transitie naar een circulaire economie in Vlaanderen eerder een kans dan een bedreiging vormt voor de sociale economie. Veel circulaire activiteiten lenen zich goed voor doelgroepwerknemers, zoals sorteren, onderhoud, reparatie en mogelijk ook renovatie. Published Bachus, K; Vanswijgenhoven, F; 2018. The use of regulatory taxation as a policy instrument for sustainability transitions: old wine in new bottles or unexplored potential?. Journal of Environmental Planning and Management; 2018; Volume 61; Iss. 9; p. 1469 - 1486 keyboard_arrow_down LIRIAS1547054 beschrijving © 2017 Newcastle University The growing literature on sustainable transitions persistently links environmental problems to the functioning of sociotechnical systems. Conventional policy instruments, such as environmental taxation, are often rejected by transition scholars, but in-depth studies of their potential are rare. This document explores the potential of the environmental tax instrument to influence sustainability transitions. The multi-layered perspective and multi-phase perspective from the transitional thinking and approach of social practices are combined with the theories of the environmental economy of Pigos and Koase. Our analysis shows that the greatest impact of regulatory taxation will be achieved at the end of the take-off phase and in the transition acceleration phase. Although there are significant obstacles and many conditions apply, regulatory environmental taxation, particularly in the context of a smart policy mix, has more potential to contribute to sustainability transitions than we have assumed to date. Publisher: Taylor & Francis (Routledge) Published Bachus, Kris; Paultet, Ignas? Steinbergen, Therese? Hhuiss, Huib. 2018. SDDs as a lever to change policy practices. Publisher: HIVA LIRIAS2899076 beschrijving Published Bachus, Kris; The use of environmental taxation as a regulatory policy instrument. keyboard_arrow_down LIRIAS1867629 beschrijving This doctoral study makes an in-depth the use of environmental taxation as a regulatory policy instrument. It is based on knowledge from both social and political science and economics. The central research question is How can the use of ET as a regulatory policy instrument be explained, measured and optimised? This question includes several underlying research questions, which are developed in an introductory chapter, four academic publications and one final chapter. In the introduction, an analysis of the most important policy models is carried out, which explain how policy decisions are taken. The instrument of environmental taxation fits these models. A classification of policy instruments is then developed, based on different criteria, such as the control model. Finally, it explains the choice of instruments by policy makers, both in theory and in practice. In Document 1, the tax instrument is compared to emissions trading in the context of climate policy, both theoretically and in a case study on China. Although the theoretical potential of both instruments is similar, carbon taxation seems to be the best option in China's case, given the complexity of the design and limited institutional capacity and experience. In document 2, the existing indicators for measuring the ecological design of a tax system are evaluated and a new type of aggregated index is developed, based on the index theory. Although the validity of the new overall index is higher than the revenue-based indicators used in a dominant position, there are still some validity issues and complexity can be a burden for its use by government agencies. Ideally, the eco-definition of a tax system will be assessed using a set of indicators, including revenue-based indicators, single tax rates, the new comprehensive tax rate-based index and the indirect energy tax rate. In document 3, the theory of environmental taxation is confronted with the theory of sustainable transition thinking. It was found that environmental taxation has the greatest potential for making long-term changes in technological development and social practices. In addition, the best impact is expected to occur when environmental taxation is used in a policy mix, along with other policy instruments, policy strategies and policy processes. In Document 4, public support for environmental taxation is studied, both theoretically and empirically, on the basis of a survey in Flanders. Support is lower for taxes specified in detail. Education, income and environmental concern were found to be determining factors for higher support. Revenue recycling options can be ranked on the Revenue Recycling Options Acceptance Ladder (LARRO), with environmental costs receiving the highest support. The last chapter presents cross-cutting conclusions on the use of environmental taxation as a regulatory instrument. There were agreements between effectiveness, on the one hand, and acceptance, equality, competitiveness and long-term long-term Other hand. The use of policy mixes and precise policy planning are critical success factors for environmental taxation. A future research agenda could be set up through an integrated and integrated research programme, which analyses all the symmetrical and gathers empirical evidence to improve knowledge about the use of environmental taxation as a regulatory policy instrument. Published Bachus, Kris; Bécault, Emilie; 2017. Reporting on climate finance in Belgium: towards a more integrated reporting system. BeFinD Working Paper Publisher: BeFinD keyboard_arrow_down LIRIAS1864102 beschrijving There is currently no agreed comprehensive methodology for how to monitor and report on public climate finance. National actors must therefore agree on their own methodologies. In this working document, we mention the result of the support offered by researchers to Belgian actors active (or could be) in providing public climate funding to developing countries. A second part of the working document describes the results of the process of supporting a Belgian actor, Credando, at a more in-depth level. Recommendations are made for future reporting procedures, both for Credando and for all Belgian stakeholders active in this field. Published Bachus, Kris; Bécault, Emilie; 2017. Public funding for climate: the challenge of reporting on equality. keyboard_arrow_down LIRIAS1864105 beschrijving There is currently no agreed overall methodology for how to monitor and report on public climate funding. One of the difficulties - in addition to determining the relationship of the projects financed to parts of the climate - is the valuation of financial instruments other than grants (e.g. loans, guarantees, equity). As far as loans are said, the calculation of the grant equivalent of the financial flow is relatively simple, but for equity, it is not clear what is the best way to value the grant equivalent. Therefore, the primary objective of this research paper is to provide an overview of the variety of methods that can be used to assess the provision of public climate finance to developing countries through equity investments. In this effort, particular attention will be paid to the recent discussions taking place in the context of the modernisation of the OECD EDB statistical system on how to better represent the efforts of donors involved in the expansion of private sector and in particular equity investments. Published Cliquot, Nathalie? Buckus, Chris. Van, Liz. Cook, Phillip. Frey, Francesca. Megnagi, Michela? Bar, Jonathan. 2017. Strengthening skills for greener jobs in Flanders, Belgium. Publisher: OECD; Paris LIRIAS1896513 beschrijving Published Van Acker, Karel; Alakker, Karen. Buckus, Chris. Biedenkov, What? Binnemans, Koen; Dewilf, Wim; Dubois, Maarten. Dufu, Just. Aikmans, Johan. Mujez, Philippe. Pantelaers, Leven. Van Calster, Geert? Van Gerwen, Gerwen, Vranken, Lisbet. 2017. What about recycling?. Publisher: LannooCampus; Leuven keyboard_arrow_down LIRIAS1674917 description Even with current recycling efforts, 88 to 94% of all products are still manufactured from new raw materials. The answer to the threat of lack of materials is the answer that many thinkers find in the circular economy: the closure of material cycles, so that the value of raw materials is maintained in the best way. This idea raises a number of questions, such as: - Is the circular economy possible? - How can technology and new business models help the circular economy succeed? - Should the government intervene to save resources? What about recycling? gathers interdisciplinary knowledge on how to reduce the mountain of waste and avoid a lack of resources. In addition, the book raises critical questions needed to increase understanding of the circular economy and its feasibility. Posted

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