CIRAN: Reconciling diverging societal needs and expectations

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Credits: S. Henley
Process

System-oriented approach

- Capturing and assessing best-practice
  - Enabling factors, metrics, benchmarks

Social-oriented approach

- Engagement and dialogue for knowledge co-creation
  - Exploring new social contracts and business models

Cross-sectoral approach

- Logical framework for policy-making
  - Policy recommendations

Capacity building

- Creation of a Community of Practice
  - Peer learning

- Performance appraisals
- Exploring new social contracts and business models
- Logical framework for policy-making
Preliminary results: CRM occurrences in PAs
Stakeholders’ views

- **Environmental** interest groups and **NGOs** highlight the adverse environmental effects of mining, advocating for sustainability, environmental justice, and protection of the environment.

- Local and national **politicians** prioritise economic competitiveness, innovation, security, geopolitical concerns, and the environmental impacts of raw materials extraction.

- **Communities’** narratives reflect their concerns and values, focusing on economic opportunities, health and social impacts, land use and rights, as well as transparency and public participation.
Patterns

- The distance of the stakeholder to the planned mine site directly influences the degree of its rejection or acceptance.

- Environmental groups find themselves trapped in contradictions: advocating decarbonisation, while opposing mining and rejecting global south extractivism, yet also resisting domestic mining.

- Politicians often exploit communities' fear of change for their own gain in the political arena.

- Rural populations express disillusionment with the trajectory of Europe's development.
Ongoing activities

Public consultations: exploring new social contracts
Rolls-Royce aims to manage supply risk through increased efficiency and material stewardship — such as retaining the materials in closed-loop supply chains using a variety of options for material flow management, chiefly the Revert programme. In this programme, wastes are returned to the alloy supplier for reprocessing in aerospace-grade material. In return, Rolls-Royce receives clean alloys at a discounted rate. The discount is greater than the scrap value of the waste on the open market. This is economically beneficial for both parties.

Source: https://aviationbenefits.org/case-studies/investment-in-recycling-engine-parts-pays-off/
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