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200000.00380.00SET SCANIA P380 CRANE HMF + TRAILER 200 000 km|- year 2009|- engine power 279 kW / 380 HP|- engine capacity 11 705 cm³|- maximum allowed mass 26 000 kg|- empty weight 12 650 kg|- CRANE HMF 1820-K2 with max. height 8.3 m|- max. load capacity 3 820 kg|- body internal dimensions (LxWxH) 644 x 247 x 77 cm|- sleeping cabin|- manual gearbox|- 1 owner|- very well mantained|- 100% ...

The scattered research history of the Old Frisian runic inscriptions dating to the early Medieval period (ca. AD 400–1000) calls for a comprehensive and systematic reprocessing of these objects within their socio-cultural context and against the backdrop of the Old English Runic tradition. This book presents an annotated edition of 24 inscriptions found in the modern-day Netherlands, England and Germany. It provides the reader with an introduction to runological methodology, a linguistic commentary on the features attested in the inscriptions, and a detailed catalogue which outlines the find history of each object and summarizes previous and new interpretations supplemented by pictures and drawings. This book additionally explores the question of Frisian identity and an independent Frisian runic writing tradition and its relation to the contemporary Anglo-Saxon runic culture. In its entirety, this work provides a rich basis for future research in the field of runic writing around the North Sea and may therefore be of interest to scholars of historical linguistics and early Medieval history and archaeology.

International Marketing is an adaptation of a best-selling German text, which considers the global marketing arena from a new and original perspective. It

focuses upon international marketing primarily as the coordination of a company's different national marketing programmes. How can for example an exchange of marketing knowledge across borders add value to a company's position in other markets? What impact does the exchange of goods and information across borders by customers have? What effect can 'going international' have on an international cost position? How can lead markets act as a guide to future developments in other countries? International Marketing takes a comprehensive look at all the underlying concepts, using a wealth of truly European examples and substantial case studies.

"The merchants of the medieval Hanse monopolised trade in the Baltic and North Sea areas. The authors describe the structure of their trade system in terms of network organisation and attempts to explain, on the grounds of institutional economics, the coordination of the merchants' commercial exchange by reputation, trust and culture. The institutional economics approach also allows for a comprehensive analysis of coordination problems arising between merchants, towns and the 'Kontore.' Due to the simplicity and flexibility of network trade, the Hansards could bridge the huge gap in economic development between the West and the East. In the changing economic conditions around 1500, however, exactly these characteristics proved to be a serious limit to further retain their trade monopoly"--Provided by publisher.

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The story of how diesel engines and gas turbines, used to power cargo ships and jet airplanes, made today's globally integrated economy possible. The many books on globalization published over the past few years range from claims that the world is flat to an unlikely rehabilitation of Genghis Khan as a pioneer of global commerce. Missing from these accounts is a consideration of the technologies behind the creation of the globalized economy. What makes it possible for us to move billions of tons of raw materials and manufactured goods from continent to continent? Why are we able to fly almost anywhere on the planet within twenty-four hours? In Prime Movers of Globalization, Vaclav Smil offers a history of two key technical developments that have driven globalization: the high-compression non-sparking internal combustion engines invented by Rudolf Diesel in the 1890s and the gas turbines designed by Frank Whittle and Hans-Joachim Pabst von Ohain in the 1930s. The massive diesel engines that power cargo ships and the gas turbines that propel jet engines, Smil argues, are more important to the global economy than any corporate structure or international trade agreement. Smil compares the efficiency and scale of these two technologies to prime movers of the past, including the sail and the steam engine. The lengthy processes of development, commercialization, and diffusion that the diesel engine and the gas turbine went through, he argues, provide perfect examples of gradual technical advances that receive little attention but have resulted in epochal shifts in global affairs and the global economy.

The relationship between resources and capabilities and performance has been discussed since Edith Penrose addressed the mechanisms behind the growth of the firm (Penrose, 1959). Early contributions to this area of research suggest that valuable and inimitable resources and capabilities are the primary sources of superior performance and sustained competitive advantage (Barney, 1991; Wernerfelt, 1984), while more recent contributions suggest that the ability to change and re-configure resources and capabilities (dynamic capabilities) are the most important for performance, especially when the market is unstable (Teece, 2014; Teece, Pisano & Shuen, 1997). It has also been argued that firms may utilize their resources and capabilities through the development of innovations in the form of new products, services or processes (Hill, Brandeau, Truelove & Lineback, 2015), and empirical research has confirmed that there is a positive relationship between the implementation of innovation activities and the future performance of firms (Bowen, Rostami & Steel, 2010; Rubera & Kirca, 2012). However, innovation as a phenomenon entails change, as opposed to resources and capabilities that represents a firm's ability to reproduce a certain performance – and as such involves stability. Viewed in this way the very term innovation capability can constitute an oxymoron. The study of innovation capabilities is therefore a complex field of study that is emerging. The topic has already attracted interest from a number of scholars (e.g. Forsman, 2011; Guan & Ma, 2003; Hertog, van der Aa & de Jong, 2010; Wang, Lu & Chen, 2008; Yam, Lo, Tang & Lau, 2011), but despite these important advances there is still a lack of consensus in the literature and a pressing need to clarify what type of resources and capabilities drive innovation in different contexts (Lidija & Robert, 2014), and how these capabilities are developed and utilized (Helfat & Peteraf, 2003).

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