Jacob Thommesen - DTU Orbit (15/11/2019)

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Research outputs:

Cognitive modelling of train drivers for improving safety

General information
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Contributors: Kozine, I., Duijm, N. J., Thommesen, J.  
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DTU's undersøgelser af lav adhæsion / glatte skinner for Transportministeriet og DSB

General information
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Organisations: Department of Applied Mathematics and Computer Science, Statistics and Data Analysis, Department of Management Engineering, Production and Service Management, Risk Research Group, Technology and Innovation Management, Department of Mechanical Engineering, Solid Mechanics, Department of Chemical and Biochemical Engineering, The Danish Polymer Centre, Danish Polymer Center, Technical University of Denmark  
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Management of low adhesion on railway tracks in European countries
This report presents approaches of selected European countries to the management of low adhesion problems. It spans approaches addressing different levels of the problem, including preventive measures focusing on the tasks aimed at removing or reducing low adhesion, mitigative technical measures aimed at improving wheel performance in low adhesion conditions, as well as mitigative measures for driving and operating trains under these conditions. The report thus spans measures that are often managed by different organisations, mainly infrastructure managers and train operators. The report focuses on management of low adhesion and will not go into detail with the characteristics and generation of the low adhesion layer but will touch on this only to the extent that this determines or is directly linked with the specific low adhesion measures taken. Neither will the report go into detail with purely technical aspects of e.g. braking and WSP systems, but focus on the implied requirements for organisations and drivers.
The report is largely based on literature describing measures taken by existing railway organisations, comprising, besides a few journal article, largely reports by railway organisations and authorities, supplemented by presentations from an International Workshop held at DTU on 16 April 2013 at which experts presented updated knowledge about measures in the UK, Germany, the Netherlands and Sweden. The background for this report was a DTU project originally focusing on a SPAD1 incident in 2011 in Denmark and the braking ability of a specific type of train (Havarikommissionen 2012), but since expanded to encompass general problems with low adhesion (Nielsen et al. 2012). This report thus addresses problems that are already well-known to Danish railway organisations, but it gathers and analyses results and experiences from neighboring European countries that have similar climate, vegetation and rail infrastructures. This report provides information that is based on up-to-date research and experiments in countries, where this topic has been subject to systematic investigations and empirical research.

General information
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Bibliographical note
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Research output: Book/Report › Report – Annual report year: 2014 › Commissioned › peer-review

Modelling of safety barriers including human and organisational factors to improve process safety
It is believed that traditional safety management needs to be improved on the aspect of preparedness for coping with expected and unexpected deviations, avoiding an overly optimistic reliance on safety systems. Remembering recent major accidents, such as the Deep Water Horizon, the Texas City explosion, and the Mont Blanc Tunnel Fire, such an approach may have helped to maintain the integrity of the designed provisions against major deviations resulting in these disasters. In order to make this paradigm operational, safety management and in particular risk assessment tools need to be refined. A valuable approach is the inclusion of human and organisational factors into the simulation of the reliability of the technical system using event trees and fault trees and the concept of safety barriers. This has been demonstrated e.g. in the former European research project ARAMIS (Accidental Risk Assessment Methodology for IndustrieS, see Salvi et al 2006). ARAMIS employs the bow-tie approach to modelling hazardous scenarios, and it suggests the outcome of auditing safety management to be connected to a semi-quantitative assessment of the quality of safety barriers. ARAMIS discriminates a number of different management issues such as competence management, dealing with conflicts, management of maintenance and inspection, and management of procedures. Shortcomings in these management processes effectuate increased probabilities of failure-on-demand (PFD) of the safety barriers, depending on the type of safety barrier (passive, automated, or involving human action). Such models are valuable for many purposes, but are difficult to apply to more complex situations, as the influences are to be set individually for each barrier. The approach described in this paper is trying to improve the state-of-the-art, and it is based on the understanding that certain human and organisational factors may be seen as a kind of common cause failures that influence the performance of several
barriers. Therefore, the model links the performance of a barrier with the necessary set of specific activities to maintain and/or to control that barrier. These specific activities are executed within one of the aforementioned management processes, and the efficiency of the activity will depend on the quality of this management process. © 2013, AIDIC Servizi S.r.l.

General information
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Organisations: Department of Management Engineering, Production and Service Management, Risk Research Group
Contributors: Markert, F., Duijm, N. J., Thommesen, J.
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Validating the Danish adaptation of the World Health Organization's International Classification for Patient Safety classification of patient safety incident types
Objectives Validation of a Danish patient safety incident classification adapted from the World Health Organization's International Classification for Patient Safety (ICPS-WHO).
Design Thirty-three hospital safety management experts classified 58 safety incident cases selected to represent all types and subtypes of the Danish adaptation of the ICPS (ICPS-DK).
Outcome Measures Two measures of inter-rater agreement: kappa and intra-class correlation (ICC).
Results An average number of incident types used per case per rater was 2.5. The mean ICC was 0.521 (range: 0.199–0.809) and the mean kappa was 0.513 (range: 0.193–0.804). Kappa and ICC showed high correlation (r = 0.99). An inverse correlation was found between the prevalence of type and inter-rater reliability. Results are discussed according to four factors known to determine the inter-rater agreement: skill and motivation of raters; clarity of case descriptions; clarity of the operational definitions of the types and the instructions guiding the coding process; adequacy of the underlying classification scheme.
Conclusions The incident types of the ICPS-DK are adequate, exhaustive and well suited for classifying and structuring incident reports. With a mean kappa a little above 0.5 the inter-rater agreement of the classification system is considered ‘fair’ to ‘good’. The wide variation in the inter-rater reliability and low reliability and poor discrimination among the highly prevalent incident types suggest that for these types, precisely defined incident sub-types may be preferred. This evaluation of the reliability and usability of WHO's ICPS should be useful for healthcare administrations that consider or are in the process of adapting the ICPS.

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Scopus rating (2013): CiteScore 2.2 SJR 1.069 SNIP 1.533
Web of Science (2013): Impact factor 1.584
A Model of Safe Subcontracting

This report is an excerpt from Deliverable D1.4.1.3 of EU Project iNTeg-Risk. The model presented here is the result of Task 1.4.1 of the iNTeg-Risk project that addressed safety problems related to outsourcing and subcontracting of safety-critical tasks. Concerns have been raised over the effects of the fragmentation of work processes associated with subcontracting and outsourcing, where safety may be affected by heterogeneous safety cultures, distributed lines of responsibility, unclear ownership of safety responsibility, and sometimes lack of local knowledge or lack of core skills.

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Evaluation of safety aspects: Deliverable D.8.7

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Project Acronym: NATEX
Project title: Aligned natural fibres and textiles for use in structural composite applications.

This is an internal report and therefore not available in full text. Please contact author's or director of author's institute for further information.
Human Error Probabilities (HEPs) for generic tasks and Performance Shaping Factors (PSFs) selected for railway operations

This report describes an HRA (Human Reliability Assessment) of six generic tasks and four Performance Shaping Factors (PSFs) targeted at railway operations commissioned by Banedanmark. The selection and characterization of generic tasks and PSFs are elaborated by DTU Management in close collaboration with Banedanmark. The estimates provided are based on HRA literature and primarily the HEART method, being recently been adapted for railway tasks by the British Rail Safety and Standards Board (RSSB). The method presented in this report differs from the RSSB tool by supporting an analysis at task level, which can be performed with fewer resources than a more detailed analysis of specific errors for each task. The generic tasks are presented with estimated Human Error Probabilities (HEPs) based on and extrapolated from the HRA literature, and estimates are compared with samples of measures from comparable tasks from the COREDATA database. PSFs are presented with multipliers to be used in combination with generic tasks types to support a quantitative HRA of rail-way tasks. Estimates contained in this report should be used with caution and judgment, since they are largely based on estimates derived from industries other than rail and the general warning that a task-based analysis is less precise than an error-based one. The authors recommend that estimates be adjusted to actual measures of task failures when feasible.

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Contributors: Thommesen, J., Andersen, H. B.
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Research output: Book/Report › Report – Annual report year: 2012 › Commissioned

Regulatory Analysis: Deliverable D.8.6

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Project title: Aligned natural fibres and textiles for use in structural composite applications.

This is an internal report and therefore not available in full text. Please contact author's or director of author's institute for further information.
Research output: Book/Report › Report – Annual report year: 2012 › Research

Usability evaluation of an adaptation of the WHO classification for patient safety
We describe a method involving user-system simulation to drive rapid development and evaluation of layout, organization or information technology in healthcare. The method has been developed, tested and refined in three sub-projects in the Capital Region of Denmark. The overall goal of the project was to validate such a development method in a two-year project (2010-11). Explorative simulation is primarily based on approaches in design and usability engineering and simulation-based training in healthcare, and involves end-users and designers or engineers in a collaborative exploration of design solution. A simulation project consists of a number of discrete simulation events that begin with an observation study of the situation or object in question. This is followed by a Framing workshop where end-users (doctors, nurses, secretaries etc.) are guided through a process that uncovers problems, needs and wishes. This is translated into scripted scenarios that are explored in simulations. The simulations all use end-users to play their normal role in the scripts but different types of props are used depending on purpose. E.g. simulation of layout and organization are done using table-
top simulation and mobile devices are simulated on iPads with mock-up screens. We describe and exemplify the chief advantages of the explorative simulation method, summarized briefly as follows: - a surprisingly quick way to set up and test a reasonably complex work setting and task environment - an efficient way in which application developers can gain insight into the healthcare work practice and design applications accordingly - Theories and new ideas can be readily transformed to into the simulated world where they are explored and quickly rejected or used further - A very cost-effective approach to innovation.

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Usability_evaluation.pdf
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https://www.psam11.org/www/fi/
Research output: Chapter in Book/Report/Conference proceeding › Article in proceedings – Annual report year: 2012 › Research › peer-review

Using Explorative Simulation to Drive User-Centered Design and IT-Development in Healthcare
We describe a method involving user-system simulation to drive rapid development and evaluation of layout, organization or information technology in healthcare. The method has been developed, tested and refined in three sub-projects in the Capital Region of Denmark. The overall goal of the project was to validate such a development method in a two-year project (2010-11). Explorative simulation is primarily based on approaches in design and usability engineering and simulation-based training in healthcare, and involves end-users and designers or engineers in a collaborative exploration of design solution. A simulation project consists of a number of discrete simulation events that begin with an observation study of the situation or object in question. This is followed by a Framing workshop where end-users (doctors, nurses, secretaries etc.) are guided through a process that uncovers problems, needs and wishes. This is translated into scripted scenarios that are explored in simulations. The simulations all use end-users to play their normal role in the scripts but different types of props are used depending on purpose. E.g. simulation of layout and organization are done using tabletop simulation and mobile devices are simulated on iPads with mock-up screens. We describe and exemplify the chief advantages of the explorative simulation method, summarized briefly as follows: - a surprisingly quick way to set up and test a reasonably complex work setting and task environment - an efficient way in which application developers can gain insight into the healthcare work practice and design applications accordingly - Theories and new ideas can be readily transformed to into the simulated world where they are explored and quickly rejected or used further - A very cost-effective approach to innovation.

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Organisations: Department of Management Engineering, Production and Service Management, Engineering Systems Group, Dansk Institut for Medicinsk Simulation
Contributors: Edwards, K., Thommesen, J., Broberg, O., Nielsen, J., Alapetite, A., Andersen, H. B.
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URLs:
https://www.psam11.org/www/fi/
Source: dtu
Source ID: u::5245
A survey of the literature on challenges to safety posed by outsourcing or subcontracting of critical tasks

The purpose of this document is to report on a review of the literature on the relation between safety and outsourcing or subcontracting. The review seeks to identify the problems and solutions that have been identified and described in the literature concerning outsourcing and subcontracting. The report, being the first of three reports that comprise Deliverable D1.4.1, describes results of an extensive review of the literature that has been referenced in science and engineering databases.

General information
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Contributors: Thommesen, J., Andersen, H. B., Øien, K., Dien, Y.
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A_survey_of_the_literature.pdf

Blast worthy textile-based luggage containers for aviation safety: Safety and security analysis

General information
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Organisations: Safety, Reliability and Human Factors, Department of Management Engineering
Contributors: Markert, F., Thommesen, J.
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Source ID: 316610

Validation of an adaptation of the ICPS framework for classifying adverse events

The Danish National Board of Health has adapted the World Health Organization’s International Classification for Patient Safety (ICPS) for classifying incidents reported to the national Danish Patient Safety Database (DPSD). Originally launched in January 2004, this was the first nationwide, mandatory and non-punitive incident reporting scheme in healthcare, and was explicitly defined to support learning from incidents. The number of reports received by the system has grown from 5,000 in 2004 to 34,000 in 2010. The update of the Danish system will include reporting not only from hospital staff, but also from the primary sector, clinics and nursing homes, and, later, patients and their relatives.

In this paper we review some characteristics of the Danish incident reporting system and considerations before and following a validation of a pilot version in 2010

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Validation_of_an_adaptation.pdf
Subcontracting Railway Maintenance

In several European countries, national railway operators have been dismantled and partly privatized to create new contractual relations where operations originally performed internally are now outsourced to several companies. Breaking up work across several independent organizational and commercial entities tends to make coordination and control tasks more complex. It is therefore of interest to explore whether increased and specific risks arise when subcontracting arrangements of safety critical work safety are implemented.

This paper focuses on the safety challenges faced by a Danish railway infrastructure manager (InfraMan), which subcontracting maintenance tasks to other companies. InfraMan has implemented various central elements in managing their subcontractors. The latter are required to present a safety plan as part of their bid, they must be approved if they are to be awarded a contract, and the competencies of their employees working on the railway are controlled and provided by InfraMan. However, this regime faces a number of further challenges, including uncertainties related to the safety plans, contested responsibility for the education program, difficulties in controlling the informal competencies, and a dilemma in options for sanctioning unsafe behavior.

These and other dilemmas faced by the Danish railway company are analyzed as general challenges related to subcontracting and compared to similar experiences in other industries.

Note: the study reported here, while partly funded via internal sources and the OECD Halden Project, is inspired by efforts of a task on “safety challenges posed by outsourcing” of EU iNTeg-Risk project (FP7 CP-IP 213345-2)

Location-Based Services and Privacy in Airports

This paper reports on a study of privacy concerns related to location-based services in an airport, where users who volunteer for the service will be tracked for a limited period and within a limited area. Reactions elicited from travellers at a field trial showed 60% feeling to some or to a large degree more secure with the system in operation. To provide a background for the privacy study we also describe services provided by the tracking facility and the infrastructure behind it as well as the design and evaluation activities we used. Based on project results including a large number of comments from passengers, we discuss factors influencing passengers’ acceptance and appreciation of location-based services in airports.
Privacy Implications of Surveillance Systems

This paper presents a model for assessing the privacy „cost” of a surveillance system. Surveillance systems collect and provide personal information or observations of people by means of surveillance technologies such as databases, video or location tracking. Such systems can be designed for various purposes, even as a service for those being observed, but in any case they will to some degree invade their privacy. The model provided here can indicate how invasive any particular system may be – and be used to compare the invasiveness of different systems. Applying a functional approach, the model is established by first considering the social function of privacy in everyday life, which in turn lets us determine which different domains will be considered as private, and finally identify the different types of privacy invasion. This underlying model (function – domain – invasion) then serves to explain the ways in which a technology-based surveillance system can affect the privacy of the observed. The model thus identifies a set of general characteristics (dimensions) of surveillance system that will determine the degree of invasiveness. The applicability of the model is demonstrated by analyzing a location-based system for airport passengers developed for a Copenhagen Airport, and the dimensions are used to explain user reactions to different services offered by the system.

Towards a taxonomy of medical device-related events

This paper presents a model for assessing the privacy „cost” of a surveillance system. Surveillance systems collect and provide personal information or observations of people by means of surveillance technologies such as databases, video or location tracking. Such systems can be designed for various purposes, even as a service for those being observed, but in any case they will to some degree invade their privacy. The model provided here can indicate how invasive any particular system may be – and be used to compare the invasiveness of different systems. Applying a functional approach, the model is established by first considering the social function of privacy in everyday life, which in turn lets us determine which different domains will be considered as private, and finally identify the different types of privacy invasion. This underlying model (function – domain – invasion) then serves to explain the ways in which a technology-based surveillance system can affect the privacy of the observed. The model thus identifies a set of general characteristics (dimensions) of surveillance system that will determine the degree of invasiveness. The applicability of the model is demonstrated by analyzing a location-based system for airport passengers developed for a Copenhagen Airport, and the dimensions are used to explain user reactions to different services offered by the system.
Den 1. februar 2010 søsatte det tidligere Center for Sundhedsinnovation (nu en del af Videncenter for Innovation og Forskning) spydspidsprojektet "Healthcare Innovation Lab" som et Offentligt-Privat Innovationsamarbejde (OPI) mellem 26 partnere.

DTU bidrager til 2 prototyper og koncepter som direkte skal kunne anvendes og implementeres på relevante hospitalsafdelinger:

* Delprojekt A: Fremtidens Ambulatorium - Funktions- og organisatorisk planlægning:
  At afstemme forskellige behov og perspektiver for patienter og sundhedsfaglige medarbejdere i et innovativt koncept for arbejdsgange og fysisk indretning af et ambulatorium. Gynækologisk ambulatorium på Herlev Hospital deltager i projektet.

* Delprojekt B: Mobilt overblik over prøvesvar:
  At give klinikere og patienter overblik over status på prøvesvar og dermed øge patientsikkerhed/patienttryghed, kvalitet og effektivitet i klinikers arbejdsgange samt hospitalsøkonomi. Gastro-endokrinologisk afdeling og akut modtageafdeling på Bispebjerg Hospital deltager i projektet.

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Alapetite, A., Project Participant, Department of Management Engineering, Production and Service Management
Broberg, O., Project Participant, Department of Management Engineering, Production and Service Management
Edwards, K., Project Participant, Department of Management Engineering, Production and Service Management
Thommesen, J., Project Participant, Department of Management Engineering, Production and Service Management

Project ID: 81161
01/02/2011 → 30/04/2012
Collaborators: Centre for Health Care Innovation, Capital Region
Documents:
PDF: Fremtidens Ambulatorium
PDF: Mobile Blodprøvesvar

Communication and Collaboration in Network Organisations
The project explores how computer networking, based on Internet technologies, is changing the way people work and the way organizations function. In particular, the project examines how these technologies may support cooperation, coordination and knowledge sharing in networked organizations.

The project is carried out in collaboration with Aarhus University, the Lego Group and Novo Nordisk A/S.

The project is part of the Distributed Multimedia Technologies and Applications project, funded by the Danish Research Councils.

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Carstensen, P., Project Participant, Department of Telecommunication
Schmidt, K., Project Participant, Department of Telecommunication
Thommesen, J., Project Participant, Department of Telecommunication
Havn, E. C., Project Participant, Department of Telecommunication

Ukendt: DKK3,100,000.00
01/01/1998 → 31/12/2001
Collaborators: Novo Nordisk A/S, Aarhus University, Lego Group
Award relations: Communication and Collaboration in Network Organisations
Project: Research

Activities:

Workshop om Low Adhesion Management
Period: 16 Apr 2013
Jacob Thommesen (Organizer)
Production and Service Management
Department of Management Engineering

Description
En workshop, hvor jernbanе-internationale eksperter fortæller om tiltag mod lav adhæsiong ("glatte skinner") i Sverige, Holland, Tyskland og England.

Documents:
C:\Users\jact\Dropbox\Arbejde\Projekt-dokumenter\IC4-low adhesion\Workshop 16 april 2013\16 april\Final Programme
Low Adhesion Management Workshop 16 April

Related event

Workshop om Low Adhesion Management
16/04/2013 → …
Kgs. Lyngby, Denmark
Activity: Attending an event › Participating in or organising workshops, courses, seminars etc.

The Nordic Conference on Implementation of Evidence-Based Practice
Period: 5 Feb 2013 → 6 Feb 2013
Jacob Thommesen (Participant)
Production and Service Management
Department of Management Engineering
Links:
http://www.imh.liu.se/implementering-och-larande/nordic-implementation?l=en&sc=true

Related event

The Nordic Conference on Implementation of Evidence-Based Practice
05/02/2013 → 06/02/2013
Linköping, Sweden
Activity: Attending an event › Participating in or organising workshops, courses, seminars etc.