

Short CV - Muriel Beser Hugosson

Name Muriel Beser Hugosson
Date of birth December 20, 1969
Male/female Female
Home address Näsbyvägen 18A, SE 13553 Tyresö
Home phone number +46 8 6641696
Mobile phone +46 761 020708
Workplace address Dean's office ABE
KTH Royal Institute of Technology
Teknikringen 74D, SE 100 44 Stockholm
Workplace phone number +46 8 790 6842
E-mail address muriel@kth.se

Current employment

KTH, Professor
Dean School of Architecture and the Built Environment, Jan 2016-

Previous positions at KTH

Sept 2008- Associate Professor in Transport Modelling, Aug 2015-
Vice Dean School of Architecture and the Built Environment, Jan
2013-Dec 2015
Head of Department of Transport Science, July 2010-Dec 2012
Deputy Head of Centre for Transport Studies, Sept 2008-July 2010

Previous employments

2007-2008 Head of the Stockholm Office, Trivector Traffic Consulting firm
2003-2007 Consultant at Transek AB (later WSP)
2002-2003 PhD student at KTH division of Transport and Location Analysis
2000-2002 Consultant at Bikupan AB
1998-2000 Consultant at Transek AB
1995-1998 PhD student at KTH division of Traffic and Transport Planning

Higher education qualification

- Docent in Transport Modelling and Transport Policy Analysis, KTH, (2016).
- Doctor of Philosophy, KTH, Infrastructure and Planning, specialised in Transport and Location Analysis. Title of dissertation: Issues in Estimation and Application of Long Distance Travel Demand Models (2003).
- Licentiate of Engineering KTH, in Traffic and Transport Planning. Title of dissertation: Cases of Endogenous Segmentation and Air Passengers Departure Time and Ticket Type Choice (1997).
- Master of Science (civ ing) KTH, in Mechanical Engineering, 4th year at the Swiss Federal Institute of Technology (ETH), Zürich, Switzerland (1994).
- French, Diplome d'études française, Université Paul Valéry, Montpellier, France (1989).

Formal leadership training

- HeLP – management program for academic leaders, only one elected participant per year from KTH, nominated by the KTH President, SUHF 2019-2020
- Novare management program 2014-2015. High profile leadership program. Only two elected participants per year from KTH, nominated by the KTH Dean of Faculty and the President
- MAL – Future Academic Leadership 2010-2011. Only four participants per year from KTH, nominated by the Deans and elected after interviews.
- Leadership training by IFL Executive Education at the Stockholm School of Economics, 2008
- Project manager, Folkuniversitetet, Stockholms Universitet, 1999

Language skills

- Swedish – mother tongue
- French – mother tongue
- English – fluent
- German – very good
- Spanish – basic

Formal pedagogical education

- Lärande och undervisning, Teaching and Learning (7.5 HP), LH201, 2012
- Kunskapsbildning i lärares praktik, Knowledge Building in Teacher's Practice (7.5 HP), LH202V, 2013
- Research supervision (3 HP), LH207V, 2015.

National and international prizes

- The KTH President's equality and diversity prize for employees 2019.

Personal

- Married, with three children, aged 10 to 21.
- I spend all summer holidays in our family house in France. I am passionate about reading, running, knitting and learning new things.

Leadership – experience

In this section I will list the experience I have from leadership.

I believe that one of the foundations for being a good leader is a genuine interest in people, a genuine interest in developing a person to be as successful as possible. To have a keen ear, have an engaging and encouraging influence, be fair and calm and structured, make well-reasoned decisions, be clear, be considerate, have integrity, inspire confidence are important personalities for a leader.

Academic and scientific leadership - experience

Deputy Director of CTS

In 2008, my career took a new turn. Professor Jonas Eliasson called me and wanted me to help him to start up the Centre for Transport Studies (CTS) at KTH in the capacity as a Deputy Director. I was intrigued by the idea of working with research and teaching in close collaboration with practitioners, and I was therefore happy to accept the position.

Deputy Head of Dept of Transport and Economics

In 2010 I was nominated and elected Deputy Head of the Department of Transport and Economics, which was about to be re-formed into the Department of Transport Science. Together with the Head of the Department (who was about to step down), I led the organization of the newly formed department.

Head of Dept of Transport Science

When the new Department of Transport Science was formed, the Dean appointed me as the Head. The Department was organized into three divisions; Transport and location analysis, Traffic and logistics and Highway and Railway engineering. In organizing the new department, it was important to emphasize efficient leadership, good workplace environment, and scientific and pedagogical quality. By founding a steering group, consisting of professors, study directors, administrative personnel and division heads, I believe that we managed to create a management structure combining efficient management with scientific excellence. When we were evaluated in the Research Assessment Exercise we were given the highest grading.

The department exhibited a significant growth during my years as a department head, and had a turnover of about 80 million SEK in 2012. The divisions exhibited a many-fold increase in terms of number of employees, which provided interesting challenges from the point of view of leadership and administration.

Vice Dean of ABE School

In 2012, the Nomination Committee for Dean and Vice Dean for the School of Architecture and the Built Environment (ABE School), nominated me for the position as Vice Dean. The KTH President appointed me as Vice Dean, a position I had from 1 January 2013 to 31 December 2015.

Dean of ABE School

In 2015, I was nominated and later appointed by the KTH President as Dean, a position I have had from 1 January 2016.

As Head of the School of Architecture and the Built Environment, I am directly under Rector responsible for the personnel and activities, which includes 700 personnel, 3500 students, 300 PhD students and an economy with a turnover of 900 MSEK.

The personnel, and research and education activities, are managed in six departments with six heads (prefekter) for which I am the manager. In this role, I have a formal workplace environment responsibility (arbetsmiljöansvarig), and I am also representing the school as employer representative in matters regarding work place union contract (samverkan mm inom ramen för kollektivavtal), including salary discussion.

Moreover, I am manager of both the director of undergraduate education and the director of doctoral education with responsibilities in education, including development of new educational plans, the procedures within quality assessment as laid out by UKÄ, and procedures for student participation in the decision making, etc. Furthermore, I also have responsibilities in faculty renewal (including opening up new faculty positions and recruitment), as well as career and faculty development. As manager of the director of administration we have a responsibility to develop an efficient administration in conjunction with departments, centres, labs, and faculty. Also, I am representing KTH and the school externally towards the public, stakeholders, and research funding actors, including formal roles in research centres and labs, but also a representative role at public events and similar.

Responsible for Faculty Development, ABE school

Since 2013 I have the responsibility for the faculty development. This responsibility includes:

- All faculty recruitments (associate professors, assistant professors and professors).
- Support for associate professors in their progression in Tenure Track
- Securing the preservation of competence – planning for retirement and succession
- Gender equality.
- Diversity.
- Equal treatment.
- Representing the ABE school in the Future Faculty group at KTH.
- Representing the ABE school in promotions for associate professors.

Director of CHS

In 2013, I was appointed by the Dean to start a new research centre at the ABE School: The Centre for Sustainable Built Environment (CHS). I accepted in the condition that this would be rather temporary. Starting up a new research Centre calls for a substantial engagement and commitment. I made it clear that I think that it would be better for the centre to find a person that could be hundred percent committed to it, not a person simultaneously being Vice Dean. I started up the centre, wrote the strategic plan and vision, applied for funding, designed the management structure, applied for establishing the centre as an official centre at KTH and found a successor to myself. The work with the centre was very interesting and stimulating, but I still think I made a mature decision to step down after the start-up phase; there is not enough time to perform those two jobs well in the long-term.

To clarify, I simultaneously held the positions as Vice Dean, Associate Dean of Faculty Development (Future Faculty officer), and Director of CHS.

Supervision of PhD students

During spring 2015, I attended the course *Research supervision*. This course has given me important insights into supervision. To be supervisor implies great responsibility, not only for research progress but also for forming the PhD student to confident, self-thinking individuals. An important part of the supervision is to discuss the expectations that the PhD student has on supervision and the work as such, and to set it into a realistic context. Another aspect is that all PhD students have differing needs at different stages of their thesis work. For a successful outcome, it is crucial to support and stimulate the PhD students in the right way with respect to the stage of their work. My role as a supervisor is to facilitate the completion of their thesis.

Name	Field	My role	Date of dissertation
Fatemeh Naqavi	Transport Systems	Supervisor	Planned for 2022
Pia Sundbergh	Transport Systems	Supervisor	Planned for 2023
Shiva Habibi	Transport Systems	Co-supervisor	3 Febr 2016
Siamak Baradaran	Transport Systems	Co-supervisor	Paused
Maria Nordström	Philosophy	Co-supervisor	Planned for 2022

Non-academic leadership – experience

My first role as a leader was as team-leader at Transek private consultancy firm. The team-leader had the responsibility to initiate project collaboration between different units and to organise seminars. I was also part of the management re-organisation group at Transek that implemented a new management structure. I worked as a project manager for several projects, often with several different authorities and organisations working together.

In 2005, City of Stockholm needed a project manager for leading the work with the evaluation of the Stockholm Congestion Charges Trial. I was chosen to design, lead and secure scientific quality of the evaluation programme. The programme consisted of more than 30 sub-projects, ranging from travel surveys, traffic counts and cost-benefit analysis to citizens' attitudes towards the charges. I had to lead several consulting firms (Sweco, Transek, Trivector, ÅF, VTI, IBM), authorities (Swedish Road Administration, Stockholm Public Transport, Stockholm County Administrative board) and municipalities (several administrations at the City of Stockholm and surrounding municipalities). When I held the first reference group meeting with all authorities, consulting firms and academia involved in this huge project, it turned out that there were no wishes for collaborations among the different organisations. I managed, over time, to change this atmosphere to be a project where all organisations felt that they could contribute and wanted to do so in collaboration with all parties. Obtaining this collaboration was crucial. We had a sharp deadline and all projects had to be finished and delivered before the local referendum. I'm still proud that all projects were delivered in time, and that one of the members of the reference group said that he was impressed by the work I had performed, especially by the way I had unified all parties involved. I was responsible for a project budget of 70 million SEK.

After this very intense period, I went back to Transek that had become a part of WSP group. I was asked to be the Head of the Transport Modelling and Transport Policy Division at WSP, consisting of 15 persons. I had responsibility for personnel, economy and the quality of deliverables.

After just a few months, I was offered the post as office manager for the Stockholm office of the private consultancy firm Trivector Traffic. I felt that this was a great opportunity to further develop my leadership ability. At Trivector Traffic I had the responsibility for 15 persons, all projects, facilities, development of personnel, business strategy and was a member of the steering group of Trivector AB. I worked both as head of office and as project manager in projects dealing with transport modelling and transport policy issues. As the Trivector head office was situated in Lund (south of Sweden), the company had to be established in the Stockholm region. I had a central part in that work. During my time as office manager, Trivector won the price "Sveriges bästa arbetsplats" (Best work place in Sweden) from The Swedish Association of Graduate Engineers, 22 April 2008.

Publications

Papers published in international reputed periodicals (refereed)

1. Nordström M, Hansson S O, Beser Hugosson M (2019) Let Me Save You Some Time... On Valuing Travelers' Time in Urban Transportation, Essays in Philosophy, Volume 20, Issue 2.
2. Engström E, Algers S, Beser Hugosson M (2019). The choice of new private and benefit cars vs. climate and transportation policy in Sweden, Transportation Research Part D 69 (2019) 276–292
3. Habibi, S.,Hugosson, M.B.,Sundbergh, P.,Algers, S., (2018).Car fleet policy evaluation:The case of bonus-malus schemes in Sweden. Int. J. Sustain. Transport. 1–14.
4. Beser Hugosson M, Algers S, Habibi S, Sundbergh P (2016) Evaluation of the Swedish car fleet model using recent applications. Transport Policy volume 49, March 2016, pages 30-40.
5. Börjesson M, Eliasson J, Beser Hugosson M and Brundell-Freij K (2012) The Stockholm congestion charges – 5 years on. Effects, acceptability and lessons learnt. Transport Policy volume 20, March 2012, pages 1-12.
6. Gudmundsson H, Ericsson E, Beser Hugosson M, Smidfelt Rosqvist L (2009) Framing the role of Decision Support in the case of Stockholm Congestion Charging Trial. Transportation research part A: Policy and Practice Volume 43A, Issue 3, March 2009, Pages 258-268.
7. Beser Hugosson M (2005) Quantifying uncertainties in a national forecasting model. Transportation Research Part A: Policy and Practice Volume 39, Issue 6 , July 2005, Pages 531-547.
8. Algers S and Beser M (2001) Modelling choice of flight and booking class – a study using Stated Preference and Revealed Preference data, Int. J. Services Technology and Management, Vol 2, Nos.1/2, pp 28-45.

Submitted papers

1. Glerum A, Frejinger E, Karlström A, Beser Hugosson M, Bierlaire M (2020) A dynamic discrete-continuous choice model of car ownership, usage and fuel type. Submitted to Transportation Research Part B.
2. Naqavi F., Sundberg M., Västberg O. B. and Beser Hugosson M (2021): Mobility Constraints and Accessibility to Work: Application to Stockholm, (Transportation Research part A)
3. Naqavi F., Sundberg M., Västberg O. B, Beser Hugosson M and Karlström A. (2021): On Correlation Structure in MEV models, (Journal of Choice Modelling).

To be submitted

1. Baradaran S, Beser Hugosson M, Karlström A, de Jong G: Competing risks duration model scenarios for vehicle ownership in Sweden, (Transportation Research part B)
2. Baradaran S, Persson C, Beser Hugosson M, Karlström A: A dynamic hazard based model for driver's license holding in discrete-time, (Transportation Research part B)

Other Publications

Book chapters and doctoral dissertation

1. Beser Hugosson M and Algers S (2012) Accelerated Introduction of ‘Clean’ Cars in Sweden Ch 11 in Zachariadis, Theodoros I. (Ed.) Cars and Carbon - Automobiles and European Climate Policy in a Global Context , Springer-Verlag, Berlin.
2. Eliasson, J., Brundell-Freij, K., and Beser Hugosson, M. (2008) The Stockholm Congestion Charging System: A Summary of the Effects. In Richardson, H.W., and Bae, C.C. (eds.): Road Congestion Pricing In Europe - Implications for the United States. Edward Elgar.
3. Beser M and Algers S (2002) SAMPERS – The new Swedish National Travel Demand Forecasting Tool, Ch 9 in Lundqvist and Mattsson (Ed.), National Transport Models - Recent Developments and Prospects, Advances in Spatial Science, Springer-Verlag, Berlin.
4. Beser Hugosson M (2003) Issues in Estimation and Application of Long Distance Travel Demand Models, Doctoral dissertation, Infrastructure, Royal Inst of Technology, ISBN 91-7323-044-8.

Conference proceedings

Unique papers

5. Modeling car ownership and usage: a dynamic discrete-continuous choice modeling approach, Co-authored with Glerum A, Frejinger E, Karlström A, Bielaire M. Third International Choice Modelling Conference, Brisbane, Australia, 2013.
6. A dynamic discrete-continuous choice model of car ownership and usage. Co-authored with Glerum A, Frejinger E, Karlström A, Bielaire M. Proceedings of the 13th Swiss Transport Research Conference, 2013, 1-13. Revised version of paper 14.
7. Introduction of clean cars in Sweden: a descriptive analysis. Co-authored with Frejinger E, Algers S, Habibi S. Workshop on discrete choice models. Lausanne, Switzerland. Aug. 25 – 27, 2011.
8. The Stockholm congestion charges – 4 years on: Effects, acceptability and lessons learnt. Co-authored with Börjesson M, Eliasson E and Brundell-Freij K. Proceedings of the 2010 World Conference on Transport Research, 2010
9. Transforming the Swedish vehicle fleet – policies and effects, co-authored with Algers S. Paper presented at the 2010 International Energy Workshop in Stockholm, 2010.

10. The Stockholm congestion charges – 4 years on: Effects, acceptability and lessons learnt co-authored with Börjesson M, Eliasson E and Brundell-Freij K. Association of European Transport, ETC 2010. Glasgow, Scotland. 11-13 October 2010. Proceedings of the European Transport Conference, 201. Revised version of paper 17.
11. The Stockholm congestion charging system: an overview of the effects after six months. Co-authored with Eliasson E. Proceedings of European Transport Conference, 2006.
12. Quantifying uncertainties in the SAMPERS long distance forecasting system, Proceedings of World Conference on Transport Research, 2004.
13. A Model for Air Passengers Choice of Flight and Booking Class – a Combined Stated Preference and Revealed Preference Approach, Proceedings of the Air Transport Research Group Conference, 1997.

Other publications

14. Beser Hugosson M, Eliasson J, Lundberg M and Sundbergh P (2010) Utveckling av samhällsekonomiska metoder och verktyg, rapport Trafikverket, 2010:030
15. Beser Hugosson M (2007) Inducerad trafik, Swedish National Environment Protection Board.
16. Beser M, Eliasson J, Karlström A, Rosenlind S (1996). Kan vi lita på trafikprognoser? – En kritisk granskning av några trafikmodeller, Swedish National Environment Protection Board.

Selected funds

Senseable Stockholm Lab, in collaboration with MIT, City of Stockholm, Chamber of Commerce and Newsec, 50 mSEK (2019).

- Arwidsson's donation 20 mSEK. Donation to ABE-school in collaboration with Philip von Segerbaden (2018)
- External projects as a part of Centre for Transport Studies > 10 mSEK, 2008-2013
- Company car choice - taxation rules, company policies and consumer preferences. Swedish National Transport Administration: 1 mSEK, 2013. A project in collaboration with WSP, Transport Analysis and TPMod

Conferences

Keynote speaker:

Keynote speaker at 12th Australian Parking Convention, Sydney Nov 2010

Keynote speaker at 11th European conference on mobility management, Lund May 2007.

Invited:

Water at the Centre: Fostering innovation through partnership for a sustainable water future, 3 December 2020.

Gender Equality, Umeå University, September 2020

Gender Equality, Lund University, February 2020

EIT urban mobility KIC Barcelona, 2019

Stockholm Business region 5 November 2019 kl 11 -13. B – Collaboration Triple helix

Stockholm Chamber of Commerce - Collaboration between companies and academia 17 January 2019.

Stockholm business arena – Sustainable built environment 17 September 2019.

TengbomTalks "Det globala paradigmskiftet" 23 november 2017

The Stockholm congestion tax – implementation and effects, Pkw – Strassenbenützungsgeldern – Lösung oder Hemmschuh für eine nachhaltige Mobilität, Vienna, Austria, 29 sept 2014.

Stockholmsförsöket, Energy Climate Technology Conference, Grieghallen, Bergen, Norway September 2009.

Congestion charging in Stockholm, Helsinki municipality, Finland, Sept 2009.

Experiences from congestion charges in Stockholm, Chambers of Commerce, Milano, Italy June 2008.

The Reflective Engineer, Think Globally Radio, Environment and sustainable development, the second episode of the seminar series The Reflective Engineer, Sweden, 15 April 2008.

Sveriges ingenjörer (The Swedish Association of Graduate Engineers) – No more business as usual - urban sustainable development, Stockholm, Sweden, 15 Nov 2007

Milano Pollution Charge di Milano e nuova mobilità per la metropolis – Confronto con l'esperienza di Londra e Stoccolma, , Chambers of Commerce, Milano, Italy, October 2006.

Trängselavgifter i Stockholm, Energitinget, Eskilstuna, Sweden, 8 March 2006.

Bompeng i Stockholm, Politiska biogassatsningen, Oslo, Norway, Civitas, 27 Nov 2006.

Trängselavgifter i Stockholm, Älvsjömässan, Recyclingmessa, Gröna bilister, Sweden, 11 May 2006.

Congestion Charging in Stockholm, CIVITAS I final conference, CIVITAS Forum, Nantes, France, Nov 2005.

Chairman and Moderator:

- Innovativa lösningar för en värld med friskt vatten, KTH, 15 May 2017.
- Session: Mobility Management, Transportforum, Linköping, Sweden, 2015.
- Seminar “Challenges for research on sustainable urban built environment”, KTH, 29 May 2015.
- Session: FFF-utredningen (Fossil Free Car fleet), Transportforum, Linköping, Sweden, 2014.
- Session: Framtidens drivmedel (Future Fuels), Transportforum, Linköping, Sweden, 2014.
- Session: Miljöbilar (Clean Vehicles), Transportforum, Linköping, Sweden, 2013.
- Session: Att mäta individers betalningsvilja (Measuring individuals monetary values), Transportforum, Linköping, Sweden, 2013.
- Seminar on Congestion Charges – Facts and Effects, 21 June 2006, City of Stockholm, Stockholm, Sweden.
- Trafiknät Stockholm, 23 April 2010.
- Trafiknät Stockholm, 26 May 2010.
- Trafiknät Stockholm, 24 Febr 2011.
- Trafiknät Stockholm, 24 March 2011.

Member of boards and councils within universities

- Member of the KTH strategic board, KTH, 2016-
- Chair ABE school steering group since 2016 and member of the ABE school steering group, KTH, 2010-
- Chair of the KTH-MIT Senseable Stockholm Lab board, 2019-2021
- Member of ALP at the KTH strategic board, KTH, 2020-
- Member of the Samhällsbyggnadslänken board, 2013-Member of the council for
- Member of Future Faculty group at KTH (Group of Associate Deans for Faculty Development), 2013-
- Member of the steering group of KTH Research platforms 2013-.
- Makerspace, KTH 2020-
- Member of the KTH council for international corporations, KTH, 2019-2021
- Chair CHS board, Centre for Sustainable Built Environment, KTH, 2016-2020
- Reference group for Administrative Assessment Exercise, KTH, 2014.
- Member of the ECO2 board, Centre for Eco2 vehicle design, KTH, 2011-2017.
- Member of the CTS board, Centre for Transport Studies, KTH, 2014-2017.
- Member of the CESC board, Centre for Sustainable Communications, KTH (2013-2014).
- Member of the steering group of the Transport platform at KTH (2013-2014).
- Chair of the CHS board, Centre for Sustainable Built Environment, KTH, 2016-
- Member of the CHS board, Centre for Sustainable Built Environment, KTH, 2013-2015
- Chair of Futures Faculty group ABE School, KTH, 2013-2015
- Chair of the Strategic Board of the School of Architecture and the Built Environment, 2013-

Expert assignments

- Member of the scientific committee of Vedecom - French Institute of public/private Research and Training dedicated to sustainable mobility, Versailles, France, 2018-

- Member of the committee “Miljöanpassade transporter samt framtidens fordon och drivmedel” National Transport Conference, Transportforum, VTI, Linköping.
- Designed the evaluation programme for assessing the permanent congestion charges in Stockholm, Miljömålspanelen at the Stockholm County Association, 2009
- Expert in the initial phase of the congestion charges project in Gothenburg, Swedish Transport Administration, 2009
- STEMMA- Member of the scientific committee for public transport modeling at Stockholm Public Transport (former SL), 2006-2008.
- Initiated co-operation between the City of Stockholm and KTH in parking issues 2012, which lead to a joint evaluation programme of the Stockholm parking strategy.



KUNGLIGA TEKNISKA HÖGSKOLAN
THE ROYAL INSTITUTE OF TECHNOLOGY, STOCKHOLM, SWEDEN

I överensstämmelse med regeringens högskoleförordning
har detta bevis över avlagd

CIVILINGENJÖRSEXAMEN

*In accordance with the Decree on Education at Faculties
of Technology by the Swedish Administration this Certificate for the degree
MASTER OF SCIENCE IN ENGINEERING*

utfärdats för
has been issued to

M U R I E L B E S E R

av Rektorsämbetet vid Kungliga Tekniska Högskolan.
by the Office of the President at the Royal Institute of Technology

Janne Carlsson
Rektor
President

Examensbeviset utfärdat
The Examination Certificate issued on

21 oktober 1994



KUNGLIGA TEKNISKA HÖGSKOLAN

691220-0208 MURIEL ANNA-MANUELA BESER

har den
has this day

23 juni 1994
June 23, 1994

avlagt civilingenjörsexamen
been awarded the degree of Master of Science in Engineering

180 p

inom utbildningslinjen för
from the School of

Maskinteknik
Mechanical Engineering

med studieriktning
having specialized in

Individuell
Individual

och för denna examen

- fullgjort erforderlig praktisk verksamhet
— gathered the required job experience
- utfört godkänt examensarbete inom ämnet
— submitted a thesis on the subject of
- erhållit följande betyg
— achieved these grades

Hållfasthetslära, 12 p
Solid Mechanics

The education according to this diploma belongs to the accredited educations which are recognized by FEANI as giving access to the admission in Group 1 of its Register.

Kurs <i>Subject</i>	Betyg <i>Grade</i>	Examinator <i>Examiner</i>	Datum <i>Date</i>
Fotografi, kurs M, 3.0 p <i>Photography</i>	FYRA (4)	Univ lekt H Ziemann	Maj 92
Grafiska arbetsstationer, 3.0 p <i>Graphical Work Stations</i>	TRE (3)	Univ lekt Y Sundblad	Dec 91
Bildbehandling, 2.0 p <i>Image Processing</i>	TRE (3)	Univ lekt Y Sundblad	Maj 92
Numeriska metoder, kurs M, 7.0 p <i>Numerical Methods</i>	FYRA (4)	Univ lekt H Riesel	Apr 91
Tillämpad termodynamik, 6.0 p <i>Applied Thermodynamics</i>	TRE (3)	Prof E Granryd	Apr 93
Hållfasthetslära, grundkurs M, 10.0 p <i>Strength of Materials and Solid Mechanics, Basic Course</i>	TRE (3)	Univ lekt B Sundström	Maj 94

Betygsgraderna är: med beröm godkänd (5),
icke utan beröm godkänd (4) eller godkänd (3).
*The grades are: five=5=fem, four=4=fyra and three=3=tre.
A higher figure signifies a better grade.*



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691220-0208 MURIEL ANNA-MANUELA BESER

Kurs <i>Subject</i>	Betyg <i>Grade</i>	Examinator <i>Examiner</i>	Datum <i>Date</i>
Elektroteknik, grundkurs, 10.0 p <i>Basic Electrical Engineering</i>	TRE (3)	Univ adj M Paulson	Apr 94
Introduktion till maskin- tekniken, 4.0 p <i>Introduction to Mechanical Engineering</i>	TRE (3)	Univ lekt A Folkesson	Jan 90
Maskinelement, grundkurs, 8.0 p <i>Machine Elements, Basic Course</i>	TRE (3)	Univ adj L Hagman	Maj 91
Tillverknings teknik, grundkurs, 4.0 p <i>Production Technology, Basic Course</i>	TRE (3)	Univ lekt A Hansson	Maj 92
Konstruktionsmaterial, allmän kurs, 6.0 p <i>Construction Materials, General Course</i>	FYRA (4)	Univ adj A Bjärbo	Maj 92
Arbetsmiljö, allmän kurs, 2.0 p <i>Work Environment, General Course</i>	TRE (3)	Univ lekt M Ericson	Maj 90
Mekanik, kurs M, 12.0 p <i>Mechanics</i>	TRE (3)	Univ lekt L Thor	Jun 91
Fysik, kurs M, 10.0 p <i>Physics</i>	TRE (3)	Univ lekt B-Ö Jonsson	Jun 94
Matematisk statistik, allmän kurs M, 4.0 p <i>Mathematical Statistics, General Course</i>	TRE (3)	Univ lekt G Englund	Nov 91
Matematik, kurs M, 18.0 p <i>Mathematics</i>	TRE (3)	Univ lekt E Petermann	Jan 91
Optimeringslära, grundkurs M, 4.0 p <i>Optimization, Basic Course</i>	TRE (3)	Univ lekt K Svanberg	Apr 91



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Kurs <i>Subject</i>	Betyg <i>Grade</i>	Examinator <i>Examiner</i>	Datum <i>Date</i>
Grafisk teknik, allmän kurs, 7.0 p <i>Graphic Technology, General Course</i>	FYRA (4)	Univ lekt G Thyboll	Mar 92
Maskinsystem för tryckprocessen, 4.0 p <i>Machinery Equipment for the Printing Process</i>	FEM (5)	Civ ing S Eng	Apr 92
Maskintekniska reglersystem, 2.0 p <i>Servo Systems for Production Engineers</i>	FYRA (4)	Civ ing H Jonsson	Apr 92
Teknisk tyska, fortsättningskurs, 4.0 p <i>Technical German, Intermediate Course</i>	TRE (3)	Univ adj J Geretschläger	Apr 92
Informationssökning för M, 1.0 p <i>Information Retrieval</i>	GODKÄND*	Civ ing M Danielsson	Nov 92

TILLGODORÄKNANDEN/EXTERNAL CREDITS

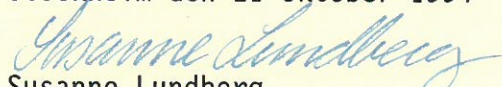
Enligt beslut den 30 juni 1993, Dnr M191, ingår i examen utöver ovanstående vissa utbildningsmoment motsvarande 40 poäng fullgjorda vid Eidgenössische Technische Hochschule, Zürich, Schweiz enligt utbildningsdokument från ovan nämnda skola.

The above credits have been granted by the Board of Studies for the work at the Royal Institute of Technology at Stockholm.

The Board has also issued credits for studies completed at Eidgenössische Technische Hochschule, Zürich, Switzerland. The Board bases its decision on the document issued by the above mentioned school.

* I detta ämne ges endast betyget GODKÄND
In this subject only the mark PASS is given

Stockholm den 21 oktober 1994


Susanne Lundberg
Byråassistent



DOCENTBEVIS

Kungliga Tekniska högskolan har denna dag antagit

Muriel Beser Hugosson

som docent i transportmodellering

Stockholm den 30 september 2016

Peter Gudmundson
rektor

Katja Grillner
dekanus



KUNGLIGA TEKNISKA HÖGSKOLAN
HAR DENNA DAG FÖRRÄTTAT PROMOTION AV TEKNOLOGIE,
FILOSOFIE OCH EKONOMIE DOKTORER VARVID JAG

ARNE JOHANSSON

TEKNOLOGIE DOKTOR
PROFESSOR I MEKANIK
AV FAKULTETEN UTSEDD PROMOTOR TILLDELAT

Muriel Beser Hugosson

EFTER VEDERBÖRLIGEN AVLAGD DOKTORSEXAMEN TITELN

TEKNOLOGIE DOKTOR

MED DENNES VÄRDIGHET OCH RÄTTIGHETER

STOCKHOLM DEN 14 NOVEMBER 2003


REKTOR


FAKULTETENS DEKANUS