

# VACATURES LOGISTIEK

THORSTEN BLECKER, WOLFGANG KERSTEN, CARSTEN GERTZ

De Arbeidsmarkt in Vlaanderen - Jaarboek 2003 ,  
ECONOMISCH RAPPORT ,2002  
MENS EN WERK / DRUK 4 / ING W.H.A. SCHAFRAT,1993 LEERBOEK OP HET GEBIED VAN PERSONEELSBELEID EN -MANAGEMENT, WAARIN NAAST UITGANGSPUNTEN TEVEN THEORIE EN PRAKTIJK AAN BOD KOMEN.  
FORUM OPINIEBLAD VAN VNO-NCW. ,2008  
SOLLICITATIEGESPREKKEN VOOR DUMMIES Joyce Lain Kennedy,2005  
WERKEN AAN DE L VAN LOGISTIEK TRANSPORT EN LOGISTIEK NEDERLAND,2010  
SOCIALE VERKIEZINGEN 2012- OVERZICHT VAN RECHTSPRAAK Henri-François Lenaerts,Olivier Wouters,2015-06-12 De volgende vierjaarlijkse sociale verkiezingen van de personeelsafgevaardigden in de ondernemingsraad en het comit  voor preventie en bescherming op het werk zullen plaatsvinden in mei 2016 Aan de verkiezingsdag gaat een nauwkeurig na te volgen procedure van 150 dagen vooraf, die dus reeds start in december 2015. Daarenboven is 2015 het referentiejaar voor de berekening van het aantal werknemers en uitzendkrachten. De procedure van de sociale verkiezingen leidt doorgaans tot een waaier van betwistingen en gerechtelijke procedures. Dit was niet anders tijdens de vorige sociale verkiezingen van 2012. Een goede kennis van potenti le discussiepunten is dan ook onmisbaar om de verkiezingsprocedure in goede banen te leiden. Oplossingen, gedistilleerd uit de rechtspraak: In dit boek worden alle juridische knelpunten van de vorige verkiezingen en de interpretaties die de rechters hieraan gegeven hebben gedetailleerd in kaart gebracht en becommentarieerd: niet alleen i.v.m. procedur le aspecten, maar ook over de klassieke kwesties. Op die manier vormt het een handige leidraad voor de practicus in zijn of haar zoektocht naar de invulling van de fundamentele principes en begrippen die eigen zijn aan de verkiezingsprocedure en krijgen knelpunten uit de praktijk een duidelijke oplossing. Dit overzicht van rechtspraak vormt een onmisbaar werkinstrument voor een succesvol verloop van de komende verkiezingsprocedure.

CONSTRUCTION LOGISTICS SOLUTIONS IN URBAN AREAS Mats Jann  ,2018-05-15 More and more people are living in, or moving to, urban areas than ever before. This attraction to urban areas means that new houses and work places are needed. Building new houses or renovating older housing stock is a natural way for a city to evolve. However, the end products of construction projects are produced at their place of consumption. This means that a multitude of materials and resources need to be delivered to, and removed from, each construction site. This leads to new transport flows being created in urban areas. In urban areas, these transports are subjected to space limitations, environmental demands, accessibility demands and noise restrictions. This has led to a situation where material deliveries to construction sites needs to be coordinated and managed in ways that reduce their impact on the urban transport system and at the same time ensuring efficient construction projects. In essence, construction in urban areas faces two problems; the urban transport problem and the problem of coordinating multiple construction stakeholders. One way to address these problems is through the use of construction logistics solutions such as terminals (e.g. construction logistics centres) and checkpoints. The aim of both types of solutions is to control and coordinate construction transports. In the construction industry, these solutions are however, still a rather new phenomenon. This means that how these solutions are perceived by different stakeholders, and the effect the solutions have on material flows and costs, needs to be explored further. The purpose of this thesis is to explore how construction logistics solutions can be used as a means to coordinate material flows to ensure efficient construction and reduce disturbances on the urban transport system. To achieve this purpose, the following research questions have been addressed: RQ 1: How are different stakeholders in the construction industry affected by construction logistics solutions? RQ2: How will the use of construction logistics solutions affect material flows and costs in urban construction projects? To answer the research questions two main methodologies have been used; case study research for the empirical studies and literature reviews for the analysis of the case studies as well as for understanding how supply chain management, logistics, and third-party logistics affects the inter-organizational relationships of the construction industry. The main findings of the research are firstly that construction logistics solutions do have a role to play in the coordination of different construction stakeholders. Adding this new node will force construction stakeholders to address coordination issues in order to ensure that material deliveries arrive to construction sites on time. This also implies that new inter-organizational relationships will evolve, where communication is key. However, this may not be an easy task as it will call for an attitude adjustment towards a more open and collaborative environment. Secondly, adding a construction logistics solution can reduce some unnecessary friction between construction stakeholders and third parties. Coordinated material flows can lead to a reduction in the amount of material delivery vehicles that travels to site, thus alleviating some of the congestion in the urban transport system. This will not reduce all friction between construction projects and third parties, but it is a step in the right direction. Thirdly, a construction logistics solution must come with a set of regulations and a governance strategy from the initiator of the solution. This governance strategy must be clearly stated and communicated to the affected stakeholders. To alleviate animosity towards the solution, flexibility and stakeholder involvement is key. If the directly affected stakeholders are consulted on the function, chances are that they will be more accepting of the solution.

MANAGEMENT IN LOGISTICS NETWORKS AND NODES Thorsten Blecker,Wolfgang Kersten,Carsten Gertz,2008  
CONSTRUCTION LOGISTICS IN A CITY DEVELOPMENT SETTING Mats Jann  ,2020-10-14 With the current urbanization trend, there is an increased need for city development, i.e. to build apartment buildings, hospitals, schools and infrastructure in cities and urban areas to meet the rising demands. At the same time, land is increasingly seen as a finite resource. This has led to the regeneration of decommissioned industrial-use land for development purposes. This means that multiple individual construction projects are being built in the same or nearby areas during the same time-period. However, the end products of construction projects are produced at their place of consumption, which means that large quantities of materials and resources need to be delivered to, and removed from, each construction site. This leads to new transport flows being created in connection to city development. These transport flows need to be coordinated to ensure efficient construction productivity and reduce the transports' environmental and social impact on the urban transport system. At the same time, it is important to ensure that construction sites can be managed from a logistics perspective without impairing efficiency due to the challenges of building in urban environments. One way of managing logistics to and from construction projects in city development is through so-called construction logistics setups (CLS). However, the implementation of CLS's affect many different stakeholders and the interorganizational relationships between them. The implementation of CLS's therefore faces three challenges; management of transport to and from construction sites, management of logistics at construction sites, and managing the interorganizational relationships amongst construction project stakeholders. The development of CLS's is often undertaken by mimicking previous setups as there is currently no guiding procedure for developing and implementing CLS's. To reduce the ad hoc approach to developing and implementing CLS's, the purpose of this dissertation is to propose a framework for developing construction logistics setups. The purpose is fulfilled with the aid of the following four research questions: RQ 1: Taking the perspectives of different stakeholders', why are CLS's implemented? RQ2: What type of CLS services are offered? RQ3: How can performance effects of CLS's be measured? RQ4: How do CLS's affect the identified challenges of managing the transports to and from construction sites, managing logistics at construction sites, and managing the interorganizational relationships amongst construction project stakeholders? To answer the research questions, three main methodologies have been used; literature reviews to inform the background of the studies and develop analytical frameworks, and case study and Delphi research for the empirical studies. In fulfilling the research purpose, the findings of this dissertation suggests that when developing a CLS, three activities need to be considered; 1. setting the scope of the CLS, 2. deciding on the structure of the CLS, and 3. managing the interorganizational relationships of the CLS. These activities are the foundation of the developed framework. The contents of the activities were derived through the research questions. When answering RQ 1, it was found that contractors implement CLS's to ensure construction productivity, developers implement CLS's to reduce disturbances to businesses and residents nearby, and municipalities implement CLS's to reduce disturbances to third-parties and to reduce the impact from construction logistics on the urban transport system. These stakeholder drivers for implementing CLS's will impact the scope of the CLS. Furthermore, the scope of the CLS was found to be dependent on both the contextual considerations of the CLS in terms of physical context at site and in terms of what is being built, as well as the organizational context in terms of what stakeholders are part of the project, where in the hierarchy the CLS is located, and what level of mandate the CLS has. The scope will also set the terms for how transports are managed through the CLS. If for instance there is limited space at site, this can imply that time-planned deliveries are favoured. In answering RQ 2, it was found that as a consequence of what transport management approach is chosen, the structure of the CLS will differ. This dissertation shows that asset-based setups are similar to traditional logistics outsourcing and TPL in which physical distribution services are offered. Non-asset based services on the other hand act more as supply chain orchestrators similar to fourth-party logistics service providers. In these cases, supplied services are aimed more at ensuring that the right services and capabilities can be procured for the CLS. One value-adding service that was found crucial to include in CLS's is a joint booking and planning system. Having this type of support systems will allow the CLS to coordinate the different stakeholders connected to the CLS. Related to the structure of the CLS, RQ 3 suggest that performance needs to be monitored for deliveries, on-site logistics, and the coordination of logistics activities on and off site. The performance monitoring needs to be developed from a logistics point-of-view, taking into consideration the different stakeholders' perspectives. Finally, in answering RQ 4, it was found that a CLS can affect the identified challenges positively. In essence, a CLS aims at managing construction logistics and if developed and implemented from this notion, transports to and from site as well as on-site logistics management can become more efficient. Additionally, the dissertation shows that CLS's can help in managing the interorganizational relationships within the construction project(s). However, this builds on the notion of having well-developed and communicated service offerings and regulations, e.g. through business and governance models. It was also found that the activities of the framework are interrelated and dependent on one another, suggesting that developing construction logistics setups is an iterative process. The proposed framework should thus be seen as a guideline for how to develop the setup, allowing for adaptations of the setup to the context for which it is developed. Med p  g  ende urbaniseringstrend finns det ett p  kat behov av att bygga bostadshus, sjukhus, skolor och infrastruktur i stadsomr den f r att m ta de p kande behoven. Samtidigt ses mark allt mer som en p ndlig resurs. Detta har lett till att avvecklad industriell mark tas i anspr k f r r ttning och storskaliga stadsutvecklingsprojekt d r flera enskilda byggprojekt byggs i n rliggande omr den under samma tidsperiod. Byggprojekt produceras dock p  konsumtionsplatsen vilket inneb r att stora m ngder material och resurser m ste levereras till och tas bort fr n varje

BYGGARBETSPLATS. DETTA LEDER I SIN TUR TILL ATT NYA TRANSPORTFLÖDEN SKAPAS I SAMBAND MED STADSUTVECKLING. DESSA MÅSTE SAMORDNAS FÖR ATT SÄKERSTÄLLA EFFEKTIV BYGGPRODUKTION SAMTIDIGT SOM TRANSPORTERNAS MILJÖMÅSSIGA OCH SOCIALA PÅVERKAN PÅ DET URBANA TRANSPORTSYSTEMET KAN MINSKAS. SAMTIDIGT ÄR DET VIKTIGT ATT BYGGARBETSPLATSERNA KAN HANTERAS UR ETT LOGISTIKPERSPEKTIV UTAN FÖRSÄMRAD EFFEKTIVITET PÅ GRUND AV DET URBANA LÄGET. ETT SÄTT ATT HANTERA LOGISTIKEN TILL OCH FRÅN BYGGPROJEKT INOM STADSUTVECKLING ÄR GENOM SÄKALLADE BYGGLOGISTIKLÖSNINGAR (BLL). DOCK PÅVERKAR INFÖRANDET AV BLL MÅNGA OLIKA INTRESSENTER OCH DE INTERORGANISATORISKA RELATIONER DEM EMELLAN. INFÖRANDET AV BLL STÖLLS DÖRFÖR ATT TRE UTMANINGAR; ATT HANTERA TRANSPORTER TILL OCH FRÅN BYGGPROJEKT, ATT HANTERA LOGISTIKEN PÅ BYGGARBETSPLATSER OCH ATT SAMORDNA DE INTERORGANISATORISKA RELATIONERNA MELLAN BYGGPROJEKTETS INTRESSENTER. UTVECKLANDET AV BLL UTGÖR OFTA FRÅN TIDIGARE LÖSNINGAR DÖR DET I NULÄGET SAKNAS RIKTLINJER FÖR HUR MAN KAN UTVECKLA OCH IMPLEMENTERA LÖSNINGARNA. FÖR ATT MINSKA DEN HÖR AD HOC-STRATEGIN FÖR UTVECKLANDET AV BLL ÄR SYFTET MED DENNA AVHANDLING ATT FÖRESLÅ ETT RAMVERK FÖR ATT UTVECKLA BYGGLOGISTIKLÖSNINGAR. SYFTET UPPNÅS MED HJÄLP AV FÖLJANDE FORSKNINGSFRÅGOR: FÖRUTIFÖR OLIKA INTRESSENTERS PERSPEKTIV, VARFÖR IMPLEMENTERAS BYGGLOGISTIKLÖSNINGAR? FF2: VILKEN TYP AV BYGGLOGISTIKTJÄNSTER ERBJUDS? FF3: HUR KAN BYGGLOGISTIKLÖSNINGARS PRESTANDA MÄTAS? FF4: HUR PÅVERKAS DE TRE IDENTIFIERADE UTMANINGARNA AV IMPLEMENTERINGEN AV BYGGLOGISTIKLÖSNINGAR? HUR PÅVERKAR BYGGLOGISTIKLÖSNINGAR DE IDENTIFIERADE UTMANINGARNA MED ATT HANTERA TRANSPORTER TILL OCH FRÅN BYGGPROJEKT, ATT HANTERA ARBETSPLATSLOGISTIKEN OCH ATT SAMORDNA DE INTERORGANISATORISKA RELATIONERNA MELLAN BYGGPROJEKTETS INTRESSENTER? FÖR ATT BESVARA FORSKNINGSFRÅGORNA HAR TRE HUVUDMETODER ANVÄNTS; LITTERATURGRANSKNINGAR FÖR STUDIERNAS BAKGRUND OCH ATT UTVECKLA ANALYTISKA RAMVERK, OCH FALLSTUDIEFORSKNING OCH DELPHI-FORSKNING FÖR DE EMPIRISKA STUDIERNAS. I UPPFYLLANDET AV SYFTET FÖRESLÅR AVHANDLINGEN ATT TRE AKTIVITETER MÅSTE ÄRVERVIGAS NÄR MAN UTVECKLAR EN BLL; 1. FASTSTÄLLA OMFATTNINGEN AV BLL, 2. BESLUTA OM BLL-STRUKTUREN OCH 3. HANTERA INTERORGANISATORISKA RELATIONERNA I BLL. DESSA AKTIVITETER ÄR GRUNDEN FÖR DET UTVECKLADE RAMVERKET. INNEHÅLLET I AKTIVITETERNA HÅRLEDDES GENOM FORSKNINGSFRÅGORNA. I BESVARANDET AV FF1 BEFANNNS ATT ENTREPRENÄRER IMPLEMENTERAR BLL:ER FÖR ATT SÄKERSTÄLLA BYGGPRODUKTIVITET, BYGGHERRAR IMPLEMENTERAR BLL:ER FÖR ATT MINSKA STÖRNINGAR FÖR FÖRETAG OCH BOENDE I NÄRHETEN, OCH KOMMUNER IMPLEMENTERAR BLL:ER FÖR ATT MINSKA STÖRNINGAR FÖR TREDJE PART OCH FÖR ATT MINSKA PÅVERKAN FRÅN BYGGLOGISTIK PÅ DET URBANA TRANSPORTSYSTEMET. DE IDENTIFIERADE DRIVKRAFTERNA FÖR ATT IMPLEMENTERA BLL:ER KOMMER ÄVEN ATT PÅVERKA BLL:ENS STRUKTUR. AVHANDLINGEN VISAR ATT BLL-STRUKTUREN ÄR BEROENDE AV KONTEXTUELLA ÄRVERVIGANDEN MED AVSEENDE PÅ ARBETSPLATSENS FYSISKA EGENSKAPER SAMT VAD SOM BYGGS, SÄRVIDERLIG SOM DEN ORGANISATORISKA KONTEXTEN MED AVSEENDE PÅ VILKA INTRESSENTER SOM ÄR DEL AV PROJEKTET, VAR I HIERARKIN BLL:EN PLACERAS OCH VILKEN MANDATNIVÅ BLL:EN HAR. BLLOMFATTNINGEN SÄTTES ÄVEN VILLKOREN FÖR HUR TRANSPORTER HANTERAS I PROJEKTET. OM UTRYMMET EXEMPELVIS ÄR BEGRÄNSAT KAN DETTA INNEBÄRA ATT TIDSPLANERADE LEVERANSER PREMIERAS. I BESVARANDET AV FF2 BEFANNNS DET ATT EN KONSEKVENNS AV HUR TRANSPORTHANTERINGEN LÖPGGS UPP SÄKKOMMER BLL-STRUKTUREN ATT PÅVERKAS. DEN HÖR AVHANDLINGEN VISAR ATT FYSISKA LOGISTIKLÖSNINGAR LIKNAR TRADITIONELL OUTSOURCING AV LOGISTIK OCH TPL DÖR FYSISKA DISTRIBUTIONSTJÄNSTER ERBJUDS. ICKE-FYSISKA LOGISTIKLÖSNINGAR FUNGERAR MER SOM FÖRSÄMRJNINGSKEDJEORKESTRATORER OCH PÅMINNER OM FJÄRDEPARTSLOGISTIKTLEVERANTÖRER. I DESSA FALL SYFTAR DE ERBJUDNA TJÄNSTERNA MER TILL ATT SÄKERSTÄLLA ATT RÄTT TJÄNSTER OCH KAPACITET KAN ERBJUDAS GENOM BLL. EN VIDÖRDEADDERANDE TJÄNST FANNNS VARA EN GRUNDFÖRUTSÄTTNING FÖR BLL:ER, NÄMLIGEN GEMENSAMMA BOKNINGS- OCH PLANERINGSSYSTEM. ETT SÄDANT SYSTEM HJÄLPER BLL-OPERATÖREN I KOORDINATIONEN AV DE OLIKA INTRESSENTERNA SOM ÄR KOPPLADE TILL BLL:EN. I FRAMTAGANDET AV BLL-STRUKTUREN FÖRESLÅR FF3 ÄVEN ATT LOGISTIKPRESTANDA MÄTSTE FÖRLJAS UPP I PROCESSERNA LEVERANSER, ARBETSPLATSLOGISTIK OCH SAMORDNING AV LOGISTIKAKTIVITETER PÅ OCH UTANFÖR BYGGARBETSPLATSEN. PRESTATIONSUTVÄRDERINGEN MÅSTE UTVECKLAS UR ETT LOGISTIKHÅNSENDE MED HÄNSYN TAGEN TILL DE OLIKA INTRESSENTERNAS PERSPEKTIV. SLUTLIGEN, I BESVARANDET AV FF4, BEFANNNS ATT EN BLL KAN PÅVERKA DE IDENTIFIERADE UTMANINGARNA POSITIVT. I GRUND OCH BOTTEN SYFTAR EN BLL TILL ATT HANTERA BYGGLOGISTIK OCH OM BLL:EN UTVECKLAS OCH IMPLEMENTERAS UTIFÖR EN DETTA SYNSÄTT KAN TRANSPORTER TILL OCH FRÅN BYGGARBETSPLATS SAMT LOGISTIKHANTERING PÅ PLATS BLI EFFEKTIVARE. VIDARE VISAR AVHANDLINGEN ATT BLL:ER KAN HJÄLPA TILL ATT HANTERA DE INTERORGANISATORISKA RELATIONERNA INOM BYGGPROJEKTEN. DETTA BYGGER DOCK PÅ ATT MAN HAR VIDERLIG UTVECKLADE OCH KOMMUNICERADE SERVICEERBJUDANDEN MED TILLHÖRANDE REGELVERK FÖR HUR SERVICE SKALL ANVÄNDAS. DESSA BÅR KOMMUNICERAS GENOM AFFÖRS- OCH STYRNINGSMODELLER. DET KONSTATERADES OCKSÅ ATT RAMVERKETS AKTIVITETER ÄR INBÄRDE RELATERADE OCH BEROENDE AV VARANDRA, VILKET TYDER PÅ ATT UTVECKLANDET AV BYGGLOGISTIKLÖSNINGAR ÄR EN ITERATIV PROCESS. DET FÖRESLAGNA RAMVERKET BÄR DÖRFÖR SES SOM RIKTLINJER FÖR HUR MAN UTVECKLAR BLL, VILKA MÅJLIGGÖR FÖR ANPASSNINGAR AV LÖSNINGEN TILL DET SAMMANHANG FÖR VILKEN DEN UTVECKLAS.

OUTSOURCING AND THIRD PARTY LOGISTICS

JANINA BOHLING,2013-11-22

ESSAY FROM THE YEAR 2013 IN THE SUBJECT BUSINESS ECONOMICS - SUPPLY, PRODUCTION, LOGISTICS, GRADE: 1, HERIOT-WATT UNIVERSITY EDINBURGH, LANGUAGE: ENGLISH, ABSTRACT: THE PROCESS OF GLOBALIZATION AND THE REMOVAL OF BARRIERS TO INTERNATIONAL TRADE HAVE LED TO AN INCREASED IMPORTANCE OF SUPPLY CHAIN MANAGEMENT FOR MOST BUSINESSES INVOLVED. TO REMAIN COMPETITIVE, THERE IS A NEED FOR ALL PARTNERS WITHIN THE SUPPLY CHAIN TO COLLABORATE AND COMMUNICATE (ZACHARIA ET AL. 2011; CHRISTOPHER 2011). THESE TWO REQUIREMENTS, TOGETHER WITH THE CREATION OF EFFICIENCY IN ALL PROCESSES INVOLVED, AN INCREASED CONCENTRATION ON CORE COMPETENCIES AND THE OUTSOURCING OF CERTAIN FUNCTIONS, CAN ENHANCE THE COMPETITIVENESS AND THE SERVICE LEVEL OF A COMPANY, AS DISCUSSED BY CHRISTOPHER (2011). ACCORDING TO BOLUMOLE (2003), THERE EXISTS AN IMBALANCE BETWEEN WHAT COMPANIES SEEK TO ACHIEVE AND WHAT THEY ARE ABLE TO PERFORM IN-HOUSE. THEREFORE, “THE RATIONALE FOR OUTSOURCING TO THIRD PARTY INCREASES” (BOLUMOLE 2003, P.93). THIS ASSIGNMENT WILL ILLUSTRATE THE DEVELOPMENT OF THIRD PARTY LOGISTICS COMPANIES (3PLs) FROM THE INITIAL OUTSOURCING TO A COLLABORATIVE PARTNERSHIP IN SUPPLY CHAINS TODAY. THE ESSAY WILL BE DIVIDED INTO THREE PARTS: DEVELOPMENT OF 3PL, DRIVERS FOR OUTSOURCING AS WELL AS OUTSOURCED ACTIVITIES AND HOW THESE ADD VALUE TO BUSINESSES.

INVESTEREN IN EEN LEERZORGCENTRUM. TIEN GOEDE REDENEN.

FRIEDA CORSTJENS,JO GOMMERS,JOLIEN OOMSELS ,2017-03-22

VANUIT EEN ERNSTIGE BEKOMMERNIS OMTRENT DE NADELIGE GEVOLGEN VAN DE KLOOF TUSSEN THEORIE EN PRAKTIJK, TUSSEN ONDERWIJS EN WERKVELD, EN OP BASIS VAN GOOD PRACTICES, IS HET LEERZORGCENTRUM ONTWIKKELD ALS GEÏNTEGREERD CONCEPT VOOR ZORGINNOVATIE EN ONDERWIJSINNOVATIE. MET EEN DOORGEDREVEN SAMENWERKING TUSSEN DOCENTEN EN STUDENTEN ENERZIJD EN ZORGVERLENERS EN MANAGERS VAN ZORGVOORZIENINGEN ANDERZIJD, WORDT EEN OMGEVING GECREËRD WAAR DUURZAAM LEREN VOOR STUDENTEN EN ZORGVERLENERS MOGELIJK WORDT. DE IMPLEMENTATIE VAN EEN LEERZORGCENTRUM HEEFT ZIJN KOSTPRIJS. ZOWEL VOOR DE ZORGVOORZIENING ALS VOOR DE OPLEIDING BETEKENT DIT DAT GEÏNVESTEERD WORDT IN EXTRA INZET VAN PERSONEEL. ZO IS DE LECTOR VERPLEEGKUNDE PARTTIME VERBONDEN AAN DE ZORGEENHEID ALS LEERZORGSPESIALIST; DIT IS EEN PERSONEELSINZET BOVEN DE REGULIERE BEZETTING. DEZE EXTRA INVESTERING IS TE VERANTWOORDEN GEZIEN DE WINST DIE OP DE DIVERSE TERREINEN WORDT GEMAAKT: ZOWEL VOOR DE STAGE VAN DE STUDENT ALS VOOR DE KWALITEIT VAN ZORG OP DE ZORGEENHEID. OOK OP VLAK VAN RECRUITMENT VOOR DE ZORGVOORZIENING EN VOOR DE CLINICAL CREDIBILITY VAN DE BETROKKEN LECTOREN VALT ER WINST TE BOEKEN. EEN BELANGRIJKE HEFBOOM VOOR VERDERE IMPLEMENTATIE IS HET KUNNEN AANTONEN VAN DE RETURN ON INVESTMENT. DEZE ROI WORDT BESCHREVEN IN DIT BOEK.

A MULTI-ITEM SPARE PARTS INVENTORY MODEL WITH CUSTOMER DIFFERENTIATION

A. A. KRANENBURG,G. J. VAN HOUTUM,2004

BUSINESS-TO-BUSINESSMARKETING

CHRIS FILL,2006

BLOEMBOLLENVISIE ,2005

MET HAVE, GOED 9 SCHIP OVER DE SCHELDE

GWENDOLINE GONSAELES,JASMINE COPPENS,2012

40 JAAR LOGISTIEK, 40 JAAR VLM

HENK STAM,VERENIGING LOGISTIEK MANAGEMENT,2013

DE KAMPIOEN ,1990-01

DE KAMPIOEN IS THE MAGAZINE OF THE ROYAL DUTCH TOURING CLUB ANWB IN THE NETHERLANDS. IT’S PUBLISHED 10 TIMES A YEAR WITH A CIRCULATION OF APPROXIMATELY 3,5 MILLION COPIES.

EXCELLEREN IN DE ZORG

J. J. M. SLUIJS,E. MAAGDELIJN,M. VERKOULEN,2015-11-29

EXCELLEREN IN DE ZORG, DEEL UIT DE SKIPPREEKS, GAAT OVER HET BOVENGEMIDDELD ONDERNEMEN, BESTUREN GERICHT OP INNOVATIE EN KWALITEIT I N HET ONDERNEMERSCHAP IN DE ZORG. AAN HET WOORD KOMEN BESTUURDERS MET PASSIE VOOR DE ZORG, BESTUURDERS MET EEN VISIE EN BESTUURDERS DIE INITIATIEF NEMEN EN KANSEN BENUTTEN WANNEER DEZE ZICH VOORDOEN. DAARNAAST VERTELLEN EXPERTS EN DESKUNDIGE ADVISEURS HOE ZE DE BESTUURDER BIJSTAAN IN HET STREVEN NAAR EXCELLENTE ZORG. ZO ONTSTAAT EEN TOTAALBEELD VAN ONDERNEMEN IN DE ZORG AAN DE HAND WAARVAN DE LEZER ZICH KAN INLEVEN IN DE POSITIE VAN DE ZORGBESTUURDER DIE ZICH GECONFRONTEERD WEEET MET BELANGRIJKE DILEMMA’S.EXCELLEREN IN DE ZORG GAAT IN OP MARKTKANSEN, ORGANISATORISCHE EN JURIDISCHE RANDVOORWAARDEN EN MANAGEMENTKEUZES. DIT BOEK IS DAN OOK NIET I N VERHAAL, MAAR EEN BUNDELING VAN ERVARINGEN EN PRAKTIJKVOORBEELDEN BIJ ACTUELE THEMA’S IN DE ZORG, VERDEELD IN HET DRIELUIK MARKT, INTERNE ORGANISATIE EN OVERHEIDSTOEZICHT.

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MORICE DAUDI,2018

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