

A Knowledge Framework

JUSTE RAIMBAULT^{1,2}

¹ UMR CNRS 8504 Géographie-Cités, Paris, France

² UMR-T IFSTTAR 9403 LVMT, Champs-sur-Marne, France
juste.raimbault@polytechnique.edu

Abstract. Keywords: kw1, kw2

1 Introduction

Relevant for complex systems, because fully reflexive : way of seeing the systems and the production of knowledge is itself rooted in complexity

<https://arxiv.org/pdf/1704.01407.pdf> : framework in AI (not knowledge framework)

Cadres existants (exemples dans d'autres disciplines) : [1] : sociologie de l'innovation ; [2] : entre ingnierie et design ; [3] : valuation des grammaires dans les systmes d'information ; [4] : Cadre de multi-modlisation pour le test d'hypothes.

[5]

2 Case Studies

2.1 Genesis of the Evolutive Urban Theory

The first case study relates the construction of the *Evolutive Urban Theory*, a geographical theory to study territorial systems

2.2 Engineering the Metropolitan

After the glance on domains of knowledge extracted in the previous case study, we propose to take the corresponding point of view on a rather different example more related to technology and engineering

[6] automatisaion de la 1 [7] portes palires

[8] innovation stations

[9] conflits sociaux ratp

[10] ingnierie des tunnels

[11] multi-agent systems and autonomous intelligent transportation systems

3 Knowledge Framework

From the previous analyses, we can formulate know inductively the knowledge framework. As mentioned, it takes the idea of interacting domains of knowledge from the framework introduced by [12], but extends these domains and takes a novel epistemological position, focusing on co-evolutive dynamics of agents and knowledge.

Constraints To be particularly fitted for the study and management of complexity

Epistemological Foundations Our epistemological positioning relies on a cognitive approach to science, given by Giere in [13]

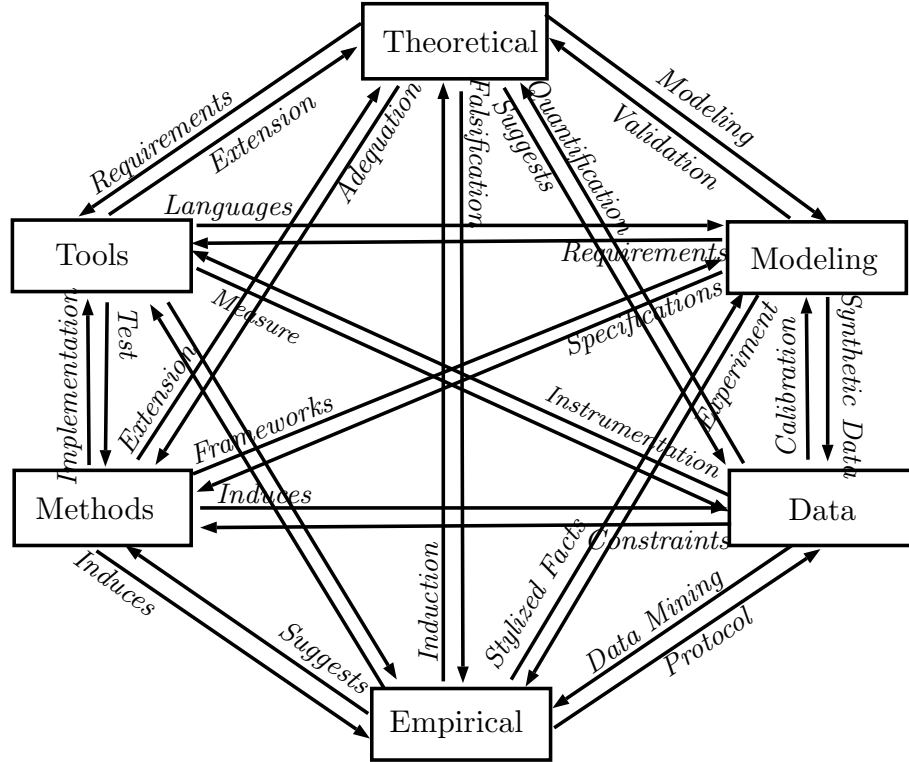


Fig. 1. Projection of a perspective into a full network of knowledge domains

4 Discussion

4.1 Application Range

We insist that our framework does not pretend to introduce a general epistemology of scientific knowledge as Kant has tried to introduce with the Critique of Pure Reason, but far from that is rather targeted towards reflexivity in the understanding of complex systems. The level of generality is at a very different level, but the aim to practical implication in the handling of complexity contributes to a certain genericity in applications. It is furthermore particularly suited to study Complex Systems, since more reductionist approaches can handle more compartmented production of knowledge, whereas integration of disciplines and scales and therefore domains of knowledge has been emphasized as crucial

4.2 Towards a formalisation

Our knowledge framework stays at an epistemological level, and its application must

5 Conclusion

Acknowledgments

The author would like to thank D. Pumain and R. Reuillon for giving of their time for the interviews.

References

1. Paul R Carlile. Transferring, translating, and transforming: An integrative framework for managing knowledge across boundaries. *Organization science*, 15(5):555–568, 2004.
2. Arnaud Durantin, Gauthier Fanmuy, Ségolène Miet, and Valérie Pegon. Disruptive innovation in complex systems. In *Complex Systems Design & Management*, pages 41–56. Springer, 2017.
3. Andrew Gemino and Yair Wand. A framework for empirical evaluation of conceptual modeling techniques. *Requirements Engineering*, 9(4):248–260, 2004.
4. Clémentine Cottineau, Romain Reuillon, Paul Chapron, Sébastien Rey-Coyrehourcq, and Denise Pumain. A modular modelling framework for hypotheses testing in the simulation of urbanisation. *Systems*, 3(4):348–377, 2015.
5. Juste Raimbault. Un Cadre de Connaissances pour une Géographie Intégrée. In *Journée des jeunes chercheurs de l’Institut de Géographie de Paris*, Paris, France, April 2017.
6. Mylène Belmonte, Gerald Churchill, Walter Schon, and Jean-Louis Boulanger. Automatisation intégrale de la ligne 1: étude et modélisation du trafic mixte. In *Lambda-Mu*, pages Session–5B, 2008.
7. Robin Foot. Faut-il protéger le métro des voyageurs? ou l’appréhension du voyageur par les ingénieurs et les conducteurs. *Travailler*, (2):169–206, 2005.

8. Armand Hatchuel, Frédérique Pallez, and André Pény. Des stations de métro en mouvement: Station 2000, un scénario prospectif. In *Les Annales de la recherche urbaine*, volume 39, pages 35–42. Persée-Portail des revues scientifiques en SHS, 1988.
9. Robin Foot. Ratp, un corporatisme à l'épreuve des voyageurs. *Travail*, 31:63–100, 1994.
10. Omar Moreno Regan. *Etude du comportement des tunnels en maçonnerie du métro parisien*. PhD thesis, Paris Est, 2016.
11. Flavien Balbo, Emmanuel Adam, and René Mandiau. Positionnement des systèmes multi-agents pour les systèmes de transport intelligents. *Revue des Sciences et Technologies de l'Information-Série RIA: Revue d'Intelligence Artificielle*, 30(3):299–327, 2016.
12. Pierre Livet, Jean-Pierre Muller, Denis Phan, and Lena Sanders. Ontology, a mediator for agent-based modeling in social science. *Journal of Artificial Societies and Social Simulation*, 13(1):3, 2010.
13. Ronald N Giere. *Explaining science: A cognitive approach*. University of Chicago Press, 2010.