## Index

Aarhus Convention 133  
Ackerman, F. 157, 158  
ad-hoc procedures  
cases 138–9  
classification 139–41  
definitions 138  
objections against 141  
overview 144–5  
preconditions for 143–4  
reasons for adopting 142–3  
ADVISORS project 87–9  
AHP (analytic hierarchy process)  
analysis and ranking 124  
criteria comparison 122–3  
description 68–72  
role in EMCA 81  
and stakeholders 119  
AIPE (Association for Institutional and Political Economy) 2–3  
Airbus Act (Germany) 139  
alternatives  
consideration in MAMCA 120  
consideration in SCBA 25–6  
see also ‘do minimum’ alternative; reference alternatives  
analytic hierarchy process see AHP  
Anderson, L.G. 24, 64  
Annema, J.A. 157, 159  
Appraisal Summary Table (AST) 46  
Argenti, J. 16  
Arrow, K. 24, 33  
Association for Institutional and Political Economy (AIPE) 2–3  
AST (Appraisal Summary Table) 46  
Ayres, Clarence 99, 112  
Banville, C. 119  
base case 155  
Bateman, I.J. 27  
BAU (business as usual) 155  
BCR (benefit-cost ratio) 46  
Belton, V. 68  
benefits, definition in SCBA 23  
Berechman, J. 112  
Bergson, A. 60  
Betuwe Line, ex ante evaluation 152–3  
BIAC (Brussels International Airport Company)  
criteria in DHL super-hub decision 187–8  
see also DHL super-hub case study  
Birds and Habitats Directive (EU) 173–4, 177–8  
Blaug, M. 65  
Boel, B. 126  
Bogetoft, P. 44  
Bökemmann, D. 45  
Bollinger, Dominique 113  
Bouyssou, D. 68, 112  
Brakman, S. 42  
Brennan, G. 75  
Brent, R. 23  
Brewer, A.M. 116  
Bröcker, J. 45, 46, 51  
Brooke, J. 17  
BRUGARWAT case study (Brussels Garbage by water) 126  
Brussels Garbage by water  
(BRUGARWAT case study) 126  
Brussels International Airport Company see BIAC  
Brussels National Airport see DHL super-hub case study  
Buchanan, J.M. 56, 75, 78  
Burdge, R.J. 111  
Bush, Paul D. 112  
Button, K.J. 112, 118  
Buysse, K. 116  
Canter, L.W. 96, 111  
CBA (cost–benefit analysis)  
criticisms 157–9  
definitions 4–5, 23–5  
distribution issues 28–9
external effects 27–8
HEATCO conclusion 14–15
history in infrastructure decision
making 4–5
institutional aspects 62–5, 103
overview 32, 118
project alternatives 25–6
rent-seeking behaviour 77
risk and uncertainty 26
role in decision making 29–31
simplifying assumptions 39–41
standard case 36–9
typology 43–4
use of individual preferences 25
see also comprehensive CBAs;
OEEI/OEI guidelines; private
cost-benefit analysis
CEA (cost-effectiveness analysis) 117
CGE (Computable General
Equilibrium) model 45–6
Charness, A. 65
clustering of criteria 66–7
COBA (Cost Benefit Analysis)
in CBA typology 44
overview 46–7
Comission Particulière du Débat Public 109
Comité National du Débat Public 109
Commons, J.R. 56, 99, 112
compensation mechanisms,
effectiveness 76
compensation principle 61–2, 62
competition, among institutions 76–7
comprehensive CBAs 154–5
concave welfare functions 60
Condorcet, M.J.A.N. de Caritat 62, 68
contingent valuation 27
Cooper, W.W. 65
costs, definition in SCBA 23
Crals, E. 125
cross-cutting effects 75
cultural impact 97
de Brucker, K. 68, 69, 80, 81, 86, 88,
90, 119
de Jong, W.M. 62, 157, 158, 159, 165,
197
de Keyser, W. 119
decision making, SCBA role 29–31
Delphi techniques 107
demerit goods/merit bads, and use of
WTP to quantify benefits 64
Descartes, R. 85
Deurganckdock case, Antwerp
history
compensation plans 171–2
complaints to EU 170–71
lex specialis 172
original assessment 169–70
project realization 172–3
inefficiency of regular procedures 136
lessons from 177–80
Deurganckdok Emergency Decrees 139
DHL super-hub case study
MAMCA application
alternatives definition 185–6
analysis and ranking 189–92
criteria and weights definition
186–9
criteria, indicators and
measurement 189
implementation 193–4
results 192–3
stakeholder analysis 186
overview 194–5
problem description 181–5
Dibden Bay container terminal case 137
discordant criteria 62
distribution issues, in SCBA 28–9
Dixit, A. 26
‘do minimum’ alternative 23
Dodgson, J.S. 51
Doel, village see Deurganckdock case, Antwerp
Donaldson, T. 16, 116
Dooms, M. 124, 126
Drèze, J. 24
Duijvestein-Commission 164–5, 197
Dupuit, J. 64, 65
e-democracy 109–10
Eckenrode, R. 122
Eclectic Multi-criteria Analysis see
EMCA
econocracy 62
economic benefits, linkage to transport
benefits 41–3
<table>
<thead>
<tr>
<th>Entry</th>
<th>Page(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic development, and transport implications</td>
<td>9–10</td>
</tr>
<tr>
<td>Economic regeneration, not quantified in NATA</td>
<td>48</td>
</tr>
<tr>
<td>Economic–demographic impacts</td>
<td>96–7</td>
</tr>
<tr>
<td>EEA (economic-effects analysis)</td>
<td>117</td>
</tr>
<tr>
<td>EIA (environmental impact assessment)</td>
<td>174–5</td>
</tr>
<tr>
<td>Deurganckdock case</td>
<td>174–5</td>
</tr>
<tr>
<td>EIA Directives</td>
<td>143, 178–9</td>
</tr>
<tr>
<td>Adoption through legal provisions</td>
<td>143, 178–9</td>
</tr>
<tr>
<td>Eijgenraam, C.J.J.</td>
<td>63, 151, 154</td>
</tr>
<tr>
<td>Elhorst, J.P.</td>
<td>51</td>
</tr>
<tr>
<td>EMCA (Eclectic Multi-criteria Analysis)</td>
<td>80–81, 85–6</td>
</tr>
<tr>
<td>Design of</td>
<td>80–81, 85–6</td>
</tr>
<tr>
<td>see also ADVISORS project; Seine-Scheldt link project</td>
<td></td>
</tr>
<tr>
<td>Emergency procedures/laws</td>
<td>139–40</td>
</tr>
<tr>
<td>see also ad-hoc procedures</td>
<td></td>
</tr>
<tr>
<td>Environmental impact assessment (EIA)</td>
<td>174–5</td>
</tr>
<tr>
<td>Deurganckdock case</td>
<td>174–5</td>
</tr>
<tr>
<td>Environmental impacts, not monetized in NATA</td>
<td>48</td>
</tr>
<tr>
<td>Environmental legislation, uncertainty</td>
<td>12</td>
</tr>
<tr>
<td>Erickson, P.</td>
<td>111</td>
</tr>
<tr>
<td>Espoo Convention</td>
<td>133</td>
</tr>
<tr>
<td>EU Directives see Birds and Habitats Directive; EIA Directives</td>
<td></td>
</tr>
<tr>
<td>EU legal framework</td>
<td>133–4</td>
</tr>
<tr>
<td>‘European Transport Policy to 2010: time to decide’ (EC White Paper)</td>
<td>10–11</td>
</tr>
<tr>
<td>European Union, institutional change</td>
<td>102</td>
</tr>
<tr>
<td>Evaluation matrix</td>
<td>102</td>
</tr>
<tr>
<td>Aggregation</td>
<td>67–8</td>
</tr>
<tr>
<td>See also AHP</td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td>66–7</td>
</tr>
<tr>
<td>Ex ante CBA evaluation Dutch guidelines see OEEI/OEI guidelines</td>
<td></td>
</tr>
<tr>
<td>Experimental procedures/laws see ad-hoc procedures</td>
<td></td>
</tr>
<tr>
<td>EXPERT CHOICE (software package)</td>
<td>124</td>
</tr>
<tr>
<td>External effects, in SCBA</td>
<td>27–8</td>
</tr>
<tr>
<td>Fernández-González, E.</td>
<td>119</td>
</tr>
<tr>
<td>Finsterbush, K.</td>
<td>111</td>
</tr>
<tr>
<td>Fiscal impact</td>
<td>97</td>
</tr>
<tr>
<td>Flyvbjerg, Bent</td>
<td>18, 50, 163, 197</td>
</tr>
<tr>
<td>Focus groups</td>
<td>116</td>
</tr>
<tr>
<td>Formal frameworks</td>
<td>13</td>
</tr>
<tr>
<td>Forman, E.H.</td>
<td>77, 91</td>
</tr>
<tr>
<td>Frank, R.H.</td>
<td>65</td>
</tr>
<tr>
<td>Freeman, A.M.</td>
<td>27</td>
</tr>
<tr>
<td>Freeman, R.E.</td>
<td>116</td>
</tr>
<tr>
<td>Fujita, M.</td>
<td>42, 51</td>
</tr>
<tr>
<td>Galbraith, J.K.</td>
<td>65, 112</td>
</tr>
<tr>
<td>Gasiorek, M.</td>
<td>42, 51</td>
</tr>
<tr>
<td>GDSM (group decision support methods)</td>
<td>119</td>
</tr>
<tr>
<td>Geerlings, H.</td>
<td>62, 157, 197</td>
</tr>
<tr>
<td>Gilman, S.</td>
<td>168</td>
</tr>
<tr>
<td>Glaister, S.</td>
<td>47</td>
</tr>
<tr>
<td>Goodwin, P.</td>
<td>41</td>
</tr>
<tr>
<td>Gruchy, Allan G.</td>
<td>112</td>
</tr>
<tr>
<td>Guidelines, spread of</td>
<td>14–15</td>
</tr>
<tr>
<td>Hanly, M.</td>
<td>41</td>
</tr>
<tr>
<td>Hayashi, Y.</td>
<td>151</td>
</tr>
<tr>
<td>HEATCO (Developing Harmonised European Approaches for Transport Costing and Project Assessment)</td>
<td>14–15</td>
</tr>
<tr>
<td>Hedonic method</td>
<td>27</td>
</tr>
<tr>
<td>Heinzerling, L.</td>
<td>157, 158</td>
</tr>
<tr>
<td>Hendriks, F.</td>
<td>197</td>
</tr>
<tr>
<td>Hensher, D.A.</td>
<td>116</td>
</tr>
<tr>
<td>Hicks, J.R.</td>
<td>61</td>
</tr>
<tr>
<td>Hicks–Kaldor criterion</td>
<td>28</td>
</tr>
<tr>
<td>Hodgson, G.M.</td>
<td>65</td>
</tr>
<tr>
<td>HST terminal Brussels case</td>
<td>127–8</td>
</tr>
<tr>
<td>Hume, D.</td>
<td>65</td>
</tr>
<tr>
<td>Hybrid institutional structure</td>
<td>199–205, 213–14</td>
</tr>
<tr>
<td>Conjoint analysis</td>
<td>199–205, 213–14</td>
</tr>
<tr>
<td>Individual quality aspects</td>
<td>209–11</td>
</tr>
<tr>
<td>Overall</td>
<td>205–9</td>
</tr>
<tr>
<td>Ideal decision model</td>
<td>211–13</td>
</tr>
<tr>
<td>Overview</td>
<td>197–9, 214–15</td>
</tr>
</tbody>
</table>
ICFI (Instrumental and Ceremonial Function of Institutions) theory 100
impact assessment 96
improved regular procedures 140
see also ad-hoc procedures
IN-SAFETY project 89
incidental procedures/laws see ad-hoc procedures
indirect effects 156
individuals, specific choices as expression of preference 25
infrastructural layer, tensions with transport and logistics layer 12–13
institutional context
participation techniques 107–10
transport system 101–3
institutional economics, concepts 98–101
institutional equilibrium 74
institutions
concept of 55–7, 98
implicit in neoclassical approach 57–8
inherent in project evaluation 59–62
in institutional approach 58–9
overview 89–91
SCBA 62–5
integrated systems approach 6–7
interim procedures/laws see ad-hoc procedures
Ircha, M.C. 176
Iron Rhine railway reactivation case 134–5
Janse, P. 153
Jara-Diaz, S.R. 51
Johansson-Stenman, O. 62
Kaldor, N. 61
Keeney, R. 44, 66, 67, 68
Kelman, S. 157
Kepner, C.H. 91
Klein, P. 56
Knight, J. 74, 78
knowledge, of an institutional structure 99–100
knowledge market, social prices example 24
Konow, J. 33
Kopp, R.J. 157
Kreutzberger, E. 118
LAMBIT model (Location Analysis Model for Belgian Intermodal Terminals) 125–6
large project, definitions 155
Layard, R. 33
legal framework 133–4
leges speciales 138
see also ad-hoc procedures
Leleur, S. 197
Leyva-Lopez, J. 119
Lindberg, G. 27
Loi d’orientation sur les transports intérieurs (LOTI-law of 30 December 1982, France) 13
Louviere, J.J. 198, 202
LUTI (Land Use Transport Interaction) model 45
Macharis, C. 119, 124, 125, 126, 181, 194
Mackie, P. 158
MAMCA (multi-actor/stakeholder, multi-criteria approach) method
framework 120–25
need for 115–16, 129
see also DHL super-hub case study, MAMCA application
Mankiw, N.G. 61, 64
maritime container traffic 3
market failure, use of social prices 24
Masterplan of the Port of Brussels 126–7
Matthew effect 79
MAUT (multi-attribute utility theory) 67–8
maximin criterion 60–61
Meeus, T. 127
Menger, C. 56
merit goods, and use of WTP to quantify benefits 64
methodological individualism
definitions 24
limits 28
see also individuals, specific choices as expression of preference
Mills, R. 16
minimum alternative see ‘do minimum’ alternative
Mishan, E.J. 112
MIT framework (Spelregels van het Meerjarenprogramma Infrastructuur en Transport) 13
Mitchell, W.C. 56
Moreno-Jimenez, José M. 112, 113
Morisugi, H. 151
Motorways broadening, Dutch speed act 139
Mullins, L.J. 73
multi-criteria decision analysis (MCDA/MCA)
collective benefits emergence 74–80 institutional aspects 65–72
and institutional aspects 103–4 overview 44–5, 118–19
process related steps 65–7 stakeholder conflict control 73–4
use for trade-offs beyond scope of SCBA 31–2
multi-criteria imbroglio 67
multi-modal transport 9
Munda, G. 116, 123
Myrdal, G. 65, 112
NATA (New Approach to Appraisal) 47–8
Natura 2000 network 177–8
Neale, Walter C. 112
neo-institutional approach 55
neoclassical approach, institutions implicit in 57–8
neoclassical paradigm 55
Netherlands use of SCBA 30–31
see also OEEI/OEI guidelines
Newbery, D.M. 42
Niemeyer, S. 158
Nijkamp, P. 67, 122
Niskanen, W.A. 78
Noorderhaven, N.G. 91
North, Douglas C. 56, 112
Notteboom, T. 17
OEEI/OEI guidelines (Netherlands) adjustments made 161–3 criticisms 156–61 future prospects 163–5
main characteristics 154–6 overview 8, 151–2
renamed from OEEI to OEI 160 situation before introduction 152–4 use in decision making 30–31
O’Hara, Phillip A. 98, 112
Oosterhaven, J. 51
optimism bias 18
optimization measures, as long term solutions 11–12
organizational level conflict 73
Pareto criterion 61
Pareto, V. 61
PIA (private investment analysis) 117
Pictet, Jacques 113
PM costs (Pro Memory) 160
Polasek, Wolfgang 112, 113
political commitments 164–5 political decision process, and SCBA 63
Posner, R.A. 33, 62, 157
power, of an institutional structure 99
preliminary CBAs 154–5
Preston, J. 158
Preston, L.E. 16, 116
price, effectiveness of 11, 23–4
Prince, A. 47
private cost-benefit analysis 117
project laws see ad-hoc procedures
project procedures definitions 132–3 legal framework 133–4
orderly ad hoc procedures 140
see also ad-hoc procedures; regular procedures
PROMETHEE method 118, 119
Pruzan, P. 44
psychological features, of an institutional structure 99–100
public debate (Débat Public) 107–10
public service impact 97
public/private sector differences 59, 63–4
institutional aspects 59–60
quality assurance 18
quality-of-life impact 97
quantification, in SCBA 64
Quinet, E. 31, 42, 52
Index

Raiffa, H. 44, 67, 68
Rawls, J.A. 60, 75
reference alternatives 155
regular procedures
case studies 134–8
definitions 134
Reh, W. 197
REIS (regional economic impact study) 117
rent-seeking behaviour 74–80
Rietveld, Piet 101, 111, 112
riskassessment in SCBA 26
treatment in Dutch guidelines 156, 162
River Scheldt deepening case 135
Robbins, L. 55
Rotmans, J. 116
Roy, B. 68, 112
Rutherford, M. 111
Saaty, T.L. 68, 69, 70, 81, 119, 122, 123, 124, 189
SACTRA report (Standing Advisory Committee on Trunk Road Assessment) 154
Samuels, Warren J. 112
Samuelson, P.A. 60
Sayers, T.H. 115
Scanlon, T.M. 157
scarcity, in transport markets 13
SCBA (social cost–benefit analysis) see CBA
Schärlig, A. 67
Scheldt Deepening case 138
Schiphol Airport 5th Runway case 139
Schotter, A. 56, 74
Second Maasvlakte case 136–7
Seine-Scheldt link project 81–5, 86–7
Self, P. 62
Selly, M.A. 77, 91
Sen, A. 27, 30, 62, 157
sensitivity analysis 79
Settle, R.F. 24, 64
shadow price see social price
Shankman, N.A. 16
Simmonds, D. 45
Sleuwaegen, L. 183
social, definition in SCBA 23
social cost–benefit analysis see SCBA
social impact 97–8
social price 24–5
social structure of accumulation (SSA) 100–101
socio-economic impactassessment 96–8
and institutional aspects 103–7
overview 95–6, 110–11
Spash, C.L. 158
specific procedures
speed limits, institutional example 104–5
speed procedures/laws see ad-hoc procedures
Springael, J. 119
SRM (stakeholder relations management) 16–18
stakeholder relations management (SRM) 16–18
stakeholdersconcept of 116–17
collision control through MCA 73–4
identification in MAMCA 120–22
role 72
streamlining involvement 16–18
state interests, in MCA 77–9
status goods, and use of price to quantify benefits 65
Stead, D. 197
Steenkamp, J. 202
Stern, N. 24
Steunenberg, B. 55
Stewart, T.J. 68
Stough, Roger R. 101, 111, 112
strategic effects 156
strategic planning, Deurganckdock case 175–7, 180
Strawberry Regulation 134
Sugden, R. 40
Taylor, B.D. 197
Taylor, L. 27
TCI (Temporary Commission on Infrastructure) 164–5, 197
technology, in institutional economics 99
TED (Towards E-democracy) 109
Teisman, G. 197
temporary procedures/laws see ad-hoc procedures

Elvira Haezendonck - 9781847208682
Downloaded from Elgar Online at 07/25/2019 01:18:43AM
via free access
Thaler, R.H. 65

time factor, in decision making 15–16
transaction costs 75
transport policy, principles 9
transport project evaluation
  growing complexity of 1–3
  need for guidelines 3–4, 217–20
Tregoe, B.B. 91
Tversky, A. 91

UK
  from COBA to NATA 46–8
  beyond NATA 48–52
  road network 35
  transport evaluation overview
    35–6
uncertainty
  assessment in SCBA 26
  in rent-seeking behaviour 75
URECA, in CBA typology 44
utility functions 60–62

Van Asselt, M.B.A. 116
Van Delft, A. 67
Van Ham, H. 115
Van Hees, M. 55

Van Hooydonk, E. 12
Van Wee, B. 115
Van Wee, G.P. 153
Vanclay, F. 111
Veblen, Thorstein 55, 65, 99, 112
Venables, A.J. 40, 42, 51
Verbeke, A. 116
Vickerman, R. 42, 52
Vincke, P. 68, 129
Vroom, V. 117

Walker, W.E. 117
Walters, A.A. 33
Wegener, M. 45
Weinstein, B. 16
Western Scheldt Container Terminal
  case 136
Wijnen, G. 203
Williamson, A. 26
Winkelmans, W. 17
Winkler, R. 110
Witte, Edwin E. 112
Wolf, C.P. 111
Woltjer, J. 197

Zouridis, S. 197
Zuiderzeelijn decision 164