



Technische Un

ontact | Search 🕨

EI

European Journal of Transport and Infrastructure Research (ISSN 1567-7141)

**⊞** Journal information Home > Back Issues > Volume 10 Issue 1

★ Editorial board★ Back issues

**⊞** Search EJTIR

■ Instructions to authors

Subscribe to the EJTIR Alert service

The Politics and Institutions of Project Approval - a Critical-Constructive Comment on the Theory of Strategic Misrepresentation

Oddgeir Osland\* and Arvid Strand\*\*

\*Institute of Transport Economics, Norway Gaustadallèen 21, NO 0349, Oslo, Norway

T: +4722573800 F: +4722609200 E: oos@toi.no

\_\_\_\_\_

\*\*Institute of Transport Economics, Norway Gaustadallèen 21, NO 0349, Oslo, Norway T: +4722573800

F: +4722609200 E: <u>ast@toi.no</u>



## Abstract

This article addresses theoretical and methodological explanations of miscalculations of costs and benefits in large infrastructuparticular the focus is on the most influential theoretical contribution in this area, labeled 'the theory of strategic misrepresentation', a associated with the work of Bent Flyvbjerg. The theory's major explanation of cost overruns is that the registration and representation of calculations of costs and benefits are made by planners in organisations that have economic interests in the results. They work in a compete for scarce public resources, and in which lying pays off in the end. The result is, as Flyvbjerg expresses it, the 'survival of the not the best projects that are built, but the most misrepresented ones.

This theory, with its focus on the institutional context and incentive structures, represents a major step forward compared to the solely explanations. However, it has several shortcomings both in theoretical and methodological terms. Methodologically, the research has necessary for validating the conclusion of 'the survival of the unfittest'. Theoretically, the framework does not offer any variation on the variable nor when it comes to variation in planners (actors) motives and rationality. Hence, there is a need for a broader theoretical conclude our article by sketching such a framework, an institutional approach grounded in sociological theory, as well as applying transport planning. The Norwegian research in this area does not support the thesis that project approval is a result of planners' structures. Where often it is an outcome of institutions where politicians play a key role at all levels and stages of the planning process, often negle analyses and recommendations.

Keywords: Infrastructure planning; Cost benefit analysis; (strategic) misrepresentation; Professions; Institutional theory