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Book review

Smart Transport Networks: Market Structure, Sustainability and Decision Making, T. Vanoutrive, A. Verhetsel (Eds.), Edward Elgar, Portland, USA (2013). £83.00 (hardback), ISBN: 9781782548324

The book *Smart Transport Networks: Market Structure, Sustainability and Decision Making* edited by T. Vanoutrive and A. Verhetsel is a collection of chapters from the Network on European Communications and Transport Activities Research (NECTAR) conference organized in Antwerp in 2011. Before getting to the main content of the book, I feel I need to start this review with a brief critique on a misleading title.

First of all, and despite an attempt from the editors to find a global theme around the chapters, the book reads much more like a compendium of papers than an actual book. More critically, the title of the book, or more specifically the use of the adjective "smart", does not reflect the content of the book; or at least the author of this review is more accustomed to smart transport around the themes of "sensing", "big data" and integration of information communication technologies (ICTs) in transport. In fact, I do not think I have seen the term "smart" in any of the chapters with one exception (title of chapter 11). I would therefore not recommend this book to anyone interested to learn more about smart transport. On the other hand, the topics of market structure, sustainability, and decision-making, are addressed thoroughly. Another point that should be highlighted is the strong presence of studies on ports and the shipping industry (five chapters out of twelve). This is not necessarily surprising considering many authors work in the Netherlands that has one of the largest port facilities in the world, but this aspect of the book is not apparent from the title, which can again be misleading to people looking for a book on smart transport.

Beyond this issue, the book offers quite an interesting read. In the first chapter, the editors outline clearly the content of the book. They use a text mining technique to analyse the content of each chapter and determine in which of the three categories (market structure, sustainability, and decision-making) they mostly belong. The second chapter studies port competition between five European ports. From carrying out interviews, they find that the four most important criteria are: out-of-pocket cost, hinterland connectivity, capacity, and reliability. The chapter is clear and informative, especially for a novice in this field like the author of this review. The third chapter by Rietveld is simply excellent. It discusses the impact of climate change on transport and explores adaption strategies. The chapter is not only informative, based on a sound conceptual and theoretical framework, it also exposes several examples supported with data, which add much value to convey the overall message. The fourth chapter presents a relevant and substantiated critique of forecasting in transport, with an emphasis on managing biases, highlighting the benefits of simple SWOT (Strengths, Weaknesses, Opportunities, Threats) analyses. The critique is very detailed and the authors propose some avenues to improve the current state-of-the-practice. The fifth chapter applies an interesting *multidimensional scaling* (MDS) technique to determine the functional spaces of ports that link Europe to North America. MDS seems to be very effective and the conclusions are well illustrated, but the authors could have spent more time explaining the methodology. The sixth chapter discusses profit and barriers to entry in the container liner shipping industry. The author manages to explain the theory very effectively and clearly, before carrying out the numerical analysis. The chapter is quite detailed and it can be helpful to anyone looking at issues of barriers to entry, whether in the port transportation realm or not. Moving to a completely different topic, the seventh chapter studies the importance of access mode (i.e., transit and automobile) in the selection of high-speed rail versus plane to travel from Madrid to Barcelona. The econometric analysis is supported by extensive GIS analysis. The eighth chapter tries to model the effect of "dry" ports (i.e., the cargo from container ships is first moved to an inland facility before going through customs) in Italy. The topic is quite interesting, and the modelling is relatively well explained, but it could be clearer. The ninth chapter uses the extensive MATSim platform to estimate NO_2 emissions in Munich. Despite the many assumptions that had to be made to be able to run such a sophisticated model as MATSim, the results are clear. In short, NO_2 emissions are highest in congested corridors, which is to be expected. The tenth chapter introduces a new mixture-amount experiment methodology to conduct surveys (i.e., participants do not have to choose one alternative over another, but instead give percentages of preference for each alternative). The methodology seems relevant and it could benefit from further explanation. The eleventh chapter, despite having the term "smart" in the title, does not deal with smart transport. It does, however, discuss a very important aspect of governance and sustainable transport planning, which is nicely illustrated with the case study of the A15 in the Rotterdam Port Area. The twelfth chapter deals specifically with the issue of over-representation in stakeholder meetings that result in designs that only cater for a certain category of people. The chapter reads more like an instruction manual rather than an academic paper, but this actually helps convey the method clearly.

Overall, the book *Smart Transport Networks: Market Structure, Sustainability and Decision Making* offers a great resource to anyone looking to know more about one of the topics discussed in each chapter (which is to be expected considering the contributions from many great scholars). It is not, however, a book for someone who wishes to know more about smart transport.

Sybil Derrible
Civil and Materials Engineering, University of Illinois at Chicago, Chicago, IL, United States
E-mail address: derrible@uic.edu

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