

Figures

1.1	Frame of analysis	21
1.2	Inhabitants of Netherlands' provinces and location of Randstad	24
1.3	Airport and major cities in the Randstad	25
1.4	Inhabitants of Germany's states and location of Frankfurt Rhein-Main	26
1.5	Airport and major cities in Frankfurt Rhein-Main	27
1.6	Inhabitants of Japan's prefectures and location of Tokyo Metropolitan Area (2005)	28
1.7	Airports and major cities in Tokyo Metropolitan Area	28
2.1	GDP per worker in Dutch provinces	36
2.2	GDP per worker in the Randstad	37
2.3	GDP growth in the Randstad	38
2.4	Job growth in the Randstad	38
2.5	Employability in the Randstad	39
2.6	GDP per worker in German states	41
2.7	GDP per worker in Frankfurt Rhein-Main	43
2.8	GVA growth in Frankfurt Rhein-Main	44
2.9	Job growth in Frankfurt Rhein-Main	44
2.10	Employability in Frankfurt Rhein-Main	45
2.11	GDP per worker on Japan's islands	47
2.12	Establishment growth in Tokyo Metropolitan Area	49
2.13	Job growth in Tokyo Metropolitan Area	49
2.14	Employability in Tokyo Metropolitan Area	50
3.1	The node-place model	66
3.2	The cityport model	67
3.3	Cityports in the Randstad city-region	69
3.4	The economic dimension of cityports in the Randstad	72
3.5	Cityport dimensions in the Randstad	74
3.6	Cityports in Frankfurt Rhein-Main city-region	76
3.7	Cityport dimensions in Frankfurt Rhein-Main	79
3.8	Cityports in Tokyo Metropolitan Area	81
3.9	Cityport dimensions in Tokyo Metropolitan Area	85
4.1	Amsterdam Airport Schiphol territory	95
4.2	Frankfurt International Airport territory	97
4.3	Tokyo International Airport at Haneda airport territory	99
4.4	Narita International Airport territory	100
4.5	Kansai International Airport near Osaka	102
4.6	Chubu International Airport near Nagoya	102
4.7	Passenger growth at Schiphol, Frankfurt, Haneda, Narita and Kansai airports	105
4.8	World's largest airports by passengers and freight (2004)	107

4.9	Revenue structure of Schiphol and Frankfurt (1999) and Narita (2004) airports	109
4.10	Ownership structure of Schiphol and Frankfurt airports (2005)	110
4.11	Office and industrial locations in the Schiphol airport region	114
4.12	Industrial locations in the Narita airport region	118
5.1	Stages of the institutional development process	134
5.2	Actors, actor coalitions and institutions in the frame of analysis	141
6.1	Schiphol growth coalition (left) and environment coalition (right)	164
6.2	Coordination platforms in the Schiphol area	166
6.3	Frankfurt growth coalition (left) and environment coalition (right)	167
6.4	Haneda and Narita growth coalition (left) and environment coalition (right)	169
8.1	Stages of the airport area development process	193
8.2	Corporate tax revenues City of Frankfurt	198
8.3	The Iron Triangle in the construction state Japan	211
8.4	Collusion and bid-rigging in Dutch infrastructure and utility construction	213
8.5	Suspected bribery for contracts in Frankfurt's office market	214
9.1	Noise contours of Schiphol Airport and potential housing locations	240
9.2	Noise contours of Frankfurt International Airport and affected areas	242
9.3	Noise contours of Narita International Airport	243
9.4	Noise contours of Tokyo International Airport at Haneda	244
9.5	Schiphol area industrial sites in the regional land use plan	247
S.1	Analysekader onderzoek in hoofdstukken	282