Strategic infrastructure projects can be characterised as a series of «go/nogo» decisions at different levels of authority and at different stages of the strategic planning, procurement and regulation processes. Once the political decision is taken, strategic planning, procurement and regulation are generally delegated by the government to a statutory agency with an obligation to make decisions in accordance with the common good. This overall objective is generally operationalised in the form of sub-goals with Key Performance Indicators for each sub-goal and some method of making trade-offs between conflicting sub-goals. This descriptive comparative study adresses the question «What elements of context determine the KPI selection and the method of trade-off?» in public transport projects in Ireland and France. We will begin with the extension of the Luas tramway to the Docklands in Dublin and the extension of the parisian metro line 12 from La Chapelle to the Mairie d’Aubervilliers. In addition we will look at a project in each of two non-capital cities (for example Cork and Dijon). The list of projects to be studied may evolve as the elements of context are uncovered. The selection and use of KPIs would be expected to precede and influence the go/nogo decision but KPIs may also be chosen after the fact to justify the decision or simply be inferred from the decision/action. This link between KPIs and decisions is analagous to the relationship between actions and decisions to which Mintzberg has drawn attention.

Modéliser la prise de décision, d’une part, aux niveaux politique et stratégiques, et, d’autre part, aux niveaux tactique et opérationnel grâce à la prise en compte explicite du contexte.

Une étude sur l’implantation des réseaux ferroviaires en France et en Irlande.