



**On the economic effects of public infrastructure investment:  
A survey of the international evidence \***

Alfredo Marvão Pereira  
*The College of William and Mary and Universidade do Algarve*

Jorge M. Andraz  
*Universidade do Algarve*

College of William and Mary  
Department of Economics  
Working Paper Number 108

December 2010

---

\* We would like to thank the Portuguese Science Foundation (ref. PTDC/ECO/64595/2006) for financial support).

COLLEGE OF WILLIAM AND MARY  
DEPARTMENT OF ECONOMICS  
WORKING PAPER # 108  
December 2010

**On the economic effects of public infrastructure investment:  
A survey of the international evidence**

**Abstract**

**Purpose:** To present a comprehensive discussion of the empirical research on the impact of public investment in infrastructure on economic performance in terms of the methodological approaches and respective conclusions.

**Design/methodology/approach:** The paper includes an integrated discussion of the methodological developments that successively have led to the estimation of production functions, cost and profit functions and, more recently, vector autoregressive models.

**Findings:** The paper reveals some important areas for future research and highlights the natural convergence of this literature with the macro literature on the effects of fiscal policies.

**Originality/value:** This paper is an up-to-date survey of the most important literature on the effects of public investment on economic performance and therefore constitutes an essential starting reference for academic researchers and policy makers alike.

**Paper type:** Literature review.

**Keywords:** public investment, infrastructure, economic performance, evidence for the US, regional evidence, industry-specific evidence, international evidence.

**JEL:** C01, E62, H54, O57.

Alfredo Marvão Pereira  
Department of Economics, The College of William and Mary, Williamsburg, USA  
CASEE – Center for Advanced Studies in Economics and Econometrics,  
Universidade do Algarve, Portugal  
[ampere@wm.edu](mailto:ampere@wm.edu)

Jorge M. Andraz  
Faculdade de Economia, Universidade do Algarve, Campus de Gambelas, 8000 Faro, Portugal  
CASEE Center for Advanced Studies in Economics and Econometrics, Universidade do Algarve,  
Faro, Portugal.  
[jandraz@ualg.pt](mailto:jandraz@ualg.pt)

# On the economic effects of public infrastructure investment: A survey of the international evidence<sup>(\*)</sup>

Alfredo M. Pereira

*Department of Economics, College of William and Mary, Williamsburg, VA, USA*  
*CASEE – Center for Advanced Studies in Economics and Econometrics, Universidade do Algarve, Portugal*  
*E-mail: pereira770@aol.com*

Jorge M Andraz

*Faculdade de Economia, Universidade do Algarve, Portugal*  
*CASEE – Center for Advanced Studies in Economics and Econometrics, Universidade do Algarve, Portugal*  
*E-mail: jandraz@ualg.pt*

## Abstract

**Purpose:** To present a comprehensive discussion of the empirical research on the impact of public investment in infrastructure on economic performance in terms of the methodological approaches and respective conclusions.

**Design/methodology/approach:** The paper includes an integrated discussion of the methodological developments that successively have led to the estimation of production functions, cost and profit functions and, more recently, vector autoregressive models.

**Findings:** The paper reveals some important areas for future research and highlights the natural convergence of this literature with the macro literature on the effects of fiscal policies.

**Originality/value:** This paper is an up-to-date survey of the most important literature on the effects of public investment on economic performance and therefore constitutes an essential starting reference for academic researchers and policy makers alike.

**Paper type:** Literature review.

**Keywords:** public investment, infrastructure, economic performance, evidence for the US, regional evidence, industry-specific evidence, international evidence.

**JEL:** C01, E62, H54, O57.

## 1. Introduction

The economic impact of public investment in infrastructure has been at the center of the academic and policy debate for the last two decades. Infrastructures generate positive externalities to the private sector, contributing to the well-being of households and the productivity of firms. Therefore, it is hardly surprising that in many countries development strategies have been based on infrastructure investments while in others the failure to achieve adequate growth has been attributed to a lack of adequate infrastructures. The examples are many. The slowdown of productivity growth in many OECD countries during the 1970s and 1980s has often been attributed to a deteriorating infrastructure due to fiscal consolidation policies or benign neglect. In the 1990s less developed European Union countries, such as Greece, Ireland, Portugal and Spain, pursued development strategies based on large public infrastructure investment projects while the economic recovery of many Eastern European countries seemed to depend to a large degree on the revamping of obsolete infrastructures. Perennially, in Africa the absence of infrastructure networks seems to condemn the entire continent to poverty. More recently in the late 2000s, fiscal stimulus packages to address the ongoing recession included, in many countries, a very significant public investment component.

<sup>(\*)</sup> We would like to thank the Portuguese Science Foundation (ref. PTDC/ECO/64595/2006) for financial support.

The literature on the effects of public investments in infrastructures on economic performance was brought to the limelight by the work of Aschauer (1989a, 1989b). Using a production function approach relating output employment and private capital as well as public capital, the elasticity of output with respect to public capital is estimated to be between 0.34 and 0.39. These estimates were interpreted as implying an annual marginal productivity of public capital of about 70 cents on the dollar and that public capital would pay for itself close to three times in the form of additional tax revenues [see Reich (1991)]. Aschauer's work led to an explosion in this literature. Subsequent analysis applying the same methodology to international, regional and sector-specific data, however, failed to replicate such large effects and, indeed, it often even failed to find meaningful positive effects. In addition, the approach used in Aschauer's work and most of the earlier literature was challenged on econometric grounds. It was observed, for example, that OLS estimation of static, single-equation production functions suffer from simultaneity bias and that even if this bias is corrected conclusions about causality still cannot be drawn. These concerns generated a body of literature that branched out into a multivariate static cost-function approach and ultimately into a dynamic multivariate vector autoregressive (VAR) setting considering private sector employment, investment and output in addition to public capital.

In this paper, we survey the literature focusing on the empirical relationship between public investment in infrastructures and economic performance that followed Aschauer's contributions. While this is not the first survey of this literature [see Munnell (1992), Gramlich (1994), and Romp and de Haan (2007)], aside from updating the literature review, it departs from previous surveys in two critical aspects. First, it provides a comprehensive discussion of the methodological developments, successively leading from estimating production function, to estimating cost and profit functions and, more recently, vector autoregressive models. Second, it has a much broader scope in that it covers studies of the US and at the international level, and contributions at the national, regional, and industry levels. Details of the literature reviewed are presented in Tables 1, 2, and 3 for the contributions with an aggregate, regional, and an industry focus, respectively.

The remainder of the paper is organized as follows. Section 2 presents the methodological debate and the key methodological features of the studies. Section 3 reviews the national level studies. Section 4 reviews regional level studies. Section 5 reviews studies focusing on industry level effects. Finally, section 6 presents our main conclusions and identifies important avenues for future research.

## **2. The Methodological Debate**

The static single-equation production function approach was widely followed in earlier studies. Typically, aggregate private output is regressed on private sector variables - employment and non-residential private fixed capital stock - and public capital as an additional input which affects multifactor productivity. The effects of public capital are measured by the coefficient of this variable in the regression, which often is directly interpreted as the elasticity of output with respect to public capital and from which a measure of the marginal product of public capital can be derived. Variations to the standard model specification include both a constant and a trend as a proxy for multifactor productivity and as a proxy for the capacity utilization rate to control for the influence of business cycle fluctuations. The significant data requirements, together with the high level of co-linearity caused by including second order terms in the Translog specification adopted in some studies led to the widespread use of log-linear Cobb-Douglas specifications.

The credibility of the large output elasticities reported in the early studies, most notably Aschauer (1989a, 1989b), was seriously challenged on econometric grounds [see section 3.1 below for a detailed discussion of these issues]. The problems come from the fact that by its very nature, the production function methodology is a single-equation and static approach, not accounting for simultaneity among the different variables and much more so for any non-contemporaneous effects. As a corollary it really cannot address the issue of causality. Indeed, further research highlighted the issue of the direction of causality between public capital and private output – what causes what. On one hand, it is conceivable that public capital can affect the demand for private inputs, as well as their marginal productivity, production costs and, finally, the level of aggregate production. On the other hand, the evolution of private inputs can affect public investment decisions, as declining employment has often led to short-term policy packages involving increased public investment spending, and variations in output can directly affect the size of the tax base and therefore the government's capacity to finance new investment. These concerns highlight the possibility of reverse causality.

To get around some of the econometric problems of the production function approach the literature eventually evolved into a multivariate framework by estimating dual cost functions (and less frequently profit functions) and the derived input demand systems. Firms produce a given level of output at minimum cost, fully accounting for technical change, scale economies and input demand. Public capital is assumed to be publicly provided and external to the firm but directly affects the firms' optimization problem.

The total effect of public capital on output can now be measured by the reduction in production costs resulting from an increase in public capital, fully accounting for the direct effect of public capital and its indirect effects on private input demands. This effect corresponds to the cost side concept equivalent to the marginal product in the production function framework. It corresponds to the shadow price of public capital, a proxy for the market price of public capital. Furthermore, the signs of these indirect effects on private inputs provide information about the nature of the relationships between inputs, something which by definition was not possible in the production function approach.

Despite its advantages over the production function approach, several issues persist with the multivariate cost function approach. Public capital is assumed to be an exogenous variable, which means that the issue of reverse causality remains unaddressed. The analysis remains static in nature, not accounting for potentially important non-contemporaneous effects and leaving unresolved the issue of causality. In addition, by not addressing the time series properties of the data, problems of spurious correlation, nonstationarity and non-cointegration remain a concern.

In recent years VAR models have become increasingly popular to the point of currently being the standard approach in this literature. The widespread use is in great part due to the fact that this approach addresses the above econometric concerns in a rigorous and comprehensive manner. It also brings a more precise conceptual focus to the debate about whether or not public capital is productive. In fact, both the single-equation static production function approach and the multivariate cost function approach exclude the presence of comprehensive feedbacks between private inputs and public capital as well as dynamic feedbacks among all the inputs. This exclusion is of paramount importance for it is very likely that these feedbacks exist and are relevant in which case, a zero elasticity of private output with respect to public capital, as obtained for example, from a single-equation static production function approach, is neither a necessary nor a sufficient condition for public capital to be ineffective in influencing output.

The VAR approach is predicated on the idea that accounting in a comprehensive manner for the dynamic feedbacks is essential to the understanding of the relationship between public capital and private-sector performance. As a positive externality, public capital leads directly to higher private production through time. Public capital also affects private production indirectly via its dynamic effects on private inputs. It is conceivable that a greater availability of public capital could reduce the demand for private inputs. Higher availability of public capital, however, also increases the marginal productivity of private inputs. This lowers the marginal costs of production, thereby potentially increasing the level of private production. The evolution of private inputs and outputs can, in turn, be expected to affect the formation of public capital. Indeed, increasing private output provides the government with a growing tax base and the potential for greater investment. Furthermore, declining private employment has often led to short-term policy packages that involve increased public investment. In the context of VAR analyses, the effects of public investment in infrastructures are obtained from the accumulated impulse-response functions associated with the estimated VAR model and measure the total effects of anticipated exogenous shocks to the path of public investment. These measures capture the contemporaneous correlations among innovations in the different variables under consideration, the dynamic interactions among these variables, as well as any long-term co-integration relationships.

Naturally, the VAR approach is not without its shortcomings. One can think of a VAR model as a reduced form of a dynamic model of the economy. Private inputs and public capital are used to generate private output according to the production technology and the private sector decides on the appropriate level of input demand. In turn, the public sector, using a policy function relating public capital formation to the evolution of the private sector variables, defines public capital investment levels. As a result, the estimated VAR model corresponds to a reduced form for the production function, input demand functions and policy functions. Although this means that the VAR approach is not a-theoretical it also leaves out a conceptually more satisfying structural and forward-looking approach. In addition, the identification of exogenous shocks is a well-known problem as the effects suggested by the cumulative impulse response analysis can be rather sensitive to the ordering of the variables. Indeed, these restrictions must be based on exogeneity assumption for the innovations which can only be derived from theoretical considerations. Finally, there is a non-irrelevant semantic issue. The comparison of results with the previous literature is not trivial as similar terms, like elasticity or marginal product, are being used in ways that are not necessarily comparable. Within the VAR context, the elasticities and marginal products are not based on *ceteris paribus* assumptions, but instead, reflect the total accumulated long-term changes, direct and indirect, in each private sector variable due to an initial shock in public capital.

### **3. The Empirical Evidence of at the National Level**

#### **3.1 Evidence for the US**

After Aschauer's seminal work reporting rather large estimates for the output elasticity with respect to public capital, several studies were undertaken that tended to corroborate this evidence with elasticities estimated to be in a very narrow range between 0.23 and 0.39 [Duggal et al. (1999), Eisner (1991), Finn (1993), Ford and Poret (1991), Holtz-Eakin (1988), and Munnell (1990)]. Several studies consider different types of public capital. For instance, Aschauer (1989a) and Munnell (1990) distinguish between the total stock of public capital and core infrastructure and conclude that the stronger effects on output come from core infrastructure. Attaray (1988) and Finn (1993) consider the highways stock of capital and estimate elasticities of 0.25 and 0.16, respectively. In

turn, Holtz-Eakin (1988) and Ram and Ramsey (1989) disaggregate public capital stock into its federal and state components and obtain elasticities of 0.39 and 0.24, respectively.

Although in general terms these results are consistent with economic theory, the magnitude of the effects was considered implausible high by many [Gramlich (1994), Jorgenson (1991), and Tatom (1991)]. Indeed, further research raised several econometric problems, which could have explained the high estimates in the literature [Aaron (1990), Eisner (1991), Finn, 1993), Harmatuck (1996), Holtz-Eakin (1993, 1994), Hulten and Schwab (1991a, 1991b, 1993), Sturm and De Haan (1995), and Tatom, (1991)].

A first problem has to do with stochastic trends. In fact, during the sample period used by most studies, which runs from the 1950s to the early 1980s, public capital and private productivity moved together which muddles the issue of causality. Several studies, after correcting for non-stationarity provide conflicting evidence on the effects of public capital on output and, when positive and statistically significant, the reported estimates are lower than the previous studies. Aaron (1990) and Finn (1993) find lower elasticities of 0.09 and 0.16, respectively. Finally, Tatom (1991), Harmatuck (1996), Hulten and Schwab (1991b) and Sturm and De Haan (1995) find statistically non-significant output elasticities with respect to public capital. Nevertheless, the use of first differences is contested on both conceptual grounds [Munnell (1992) and Duggal *et al.* (1995)] and empirical grounds in that it leads to implausible coefficients for private inputs and for public capital [see Evans and Karras (1994), Hulten and Schwab (1991b), Sturm and De Haan (1995), and Tatom (1991)].

A second problem has to do with misspecification due to missing variables that might be correlated with the stock of public capital. In this context, several papers provide a comparative analysis by re-estimating Aschauer's specification with the inclusion of other variables and report statistically significant coefficients. Aaron (1990) includes the exchange rate yen/dollar, and Tatom (1991) and Ram and Ramsey (1989) include energy prices, while Hulten and Schwab (1991b) include an oil shock dummy variable. The inclusion of extraneous variables in the production function was itself criticized, in particular the inclusion of energy prices. Berndt (1980) argues that energy costs represent very little in total costs and Duggal *et al.* (1995) suggests that energy prices, being cost factors, should be included in a firm's cost and in factors demand functions. An extension of these concerns led to the studies of Lynde and Richmond (1991) and Vijverberg *et al.* (1997) who estimate translog cost functions models and of Lynde (1992) and Lynde and Richmond (1993a) who estimate translog profit functions and find significantly lower effects of public capital on output.

A third econometric problem concerns the direction of causality between public capital and private output. This issue was raised by Eisner (1991) and Hulten and Schwab (1991a, 1993) conclude that causality may run stronger from output to public capital. Several approaches were developed to deal with the problem of causality: estimating panel models [Canning and Bennathan (2000) and Canning and Pedroni (1999)], estimating simultaneous equation models [Cadot *et al.* (2002), Demetriades and Mamuneas (2000), and Kemmerling and Stephan (2002)] and using instrumental variables [Ai and Cassou (1995), Calderón and Servén (2002), and Finn (1993)]. More to the point, several studies addressed the problem of reverse causality by estimating a four-variable VAR model with output, labor, private capital and public capital or public investment [Batina (1997), Cullison (1993), Crowder and Himarios (1997), Lau and Sin (1997), McMillin and Smyth (1994), Pereira and Flores (1999), and Pereira (2000, 2001a, 2001b)]. In general, these studies report evidence of reverse causality, positive long-run responses of output to shocks in public capital stock, and that most types of public investment crowd in private inputs, that is public capital and private inputs are complements in the long-term.

Pereira (2000), for example, reports that in the long term, aggregate public investment crowds in private investment and, to a lesser extent, private employment and that has a positive effect on private output with a long-term accumulated marginal product of \$4.46, which corresponds to a rate of return of 7.8%, a result that is at least three times smaller than the one initially estimated by Aschauer (1989a). Consistent with the aggregate results, all types of public investment crowd in private investment while investment in core infrastructure in highways and streets and in sewage and water systems actually crowds out private employment. It is also shown that while all types of public investment have a positive effect on private output, core infrastructure investments in electric and gas facilities, transit systems, and airfields, as well as in sewage and water supply systems, have the highest marginal returns.

### **3.2 International evidence**

The patterns of results at the international level are reminiscent of the discussion above for the US. In general, studies using the production function approach, tend to identify large positive effects of public capital [see, for example, Bajo and Sosvilla (1993) for Spain, Ligthart (2002) for Portugal, Otto and Voss (1994, 1996) for Australia, Sturm and de Haan (1995) for the Netherlands, and Wang (2004) for Canada as well as multi-country studies by Aschauer (1989c), Ford and Poret (1991), and Kamps (2005)]. Other studies, however, present considerably smaller effects. By estimating cost functions, both Berndt and Hansson (1992) and Demetriades and Mamuneas (2000) conclude towards the excess of public capital in Sweden and twelve OECD countries, respectively. On the other hand, the use of the VAR approach led to the identification of positive effects of public capital on output in several countries [see, for example, Mamatzakis (1999) for Greece, Pereira and Andraz (2005) for Portugal, Pereira and Roca (1999) for Spain as well as Kamps (2005) and Pereira (2001b) for a group of developed countries].

Comparisons of the international evidence are not easy. This is primarily because of the use of diverse econometric techniques and the fact that the definitions of public investment vary wildly. Although comparisons are difficult they are not impossible. The results for Spain in Pereira and Roca (1999), and for Portugal in Pereira and Andraz (2005), for example, are directly comparable to the results for the US in Pereira (2000). Pereira and Roca (1999) consider the effects of public capital in transportation infrastructures in Spain. The empirical results suggest a marginal product of private investment with respect to public investment of 10.2 and that one million euros in public investment create 129 jobs in the long-term. Moreover, the results indicate that the marginal product of public investment in Spain is 5.5, which corresponds to a rate of return of 8.9%. In turn, for transportation infrastructures in Portugal, Pereira and Andraz (2005) report long-term effects of 8.1 on private investment and of 230 new jobs per million euros in public investment and a marginal product of 9.5 Euros, which corresponds to a rate of return of 15.9%. Clearly the results for Spain and Portugal tend to be substantially higher than those for the US as presented in the previous section. This is understandable given the relatively greater scarcity of public infrastructures in these countries and the fact that much of the Portuguese and Spanish public investment was financed by EU funds.

An important corollary of the results in these studies for Spain and Portugal is that public investment would more than pay for itself over time in the form of added tax revenues over the life span of the public assets. This is reminiscent of the supply-side Laffer-curve effect found for the US by the early literature but disputed by subsequent research. Some of the international evidence for more developed economies such as for Canada, France, Germany, Holland, Japan, and the UK tends to confirm the absence of this Laffer-curve effect



[Mittnik and Newman (1998)]. This leaves open the question as to whether a supply-side Laffer-curve effect while not present in more developed economies could be a fixture in less developed ones.

## **4. The Empirical Evidence at the Regional Level**

### **4.1 Evidence for the US**

The empirical evidence on the effects of public investments at the regional level has traditionally been unable to replicate the large effects of public investment in infrastructures identified at the aggregate level. Some of the early contributions provide evidence of a positive effects on output with elasticities ranging from 0.03 to 0.20, and, therefore, clearly lower than the estimates reported by the aggregated studies [Costa *et al.* (1987), Duffy-Deno and Eberts (1991), Eberts (1986, 1991), Garcia-Mila and McGuire (1992), Merriman (1990), Moomaw and Williams (1991), Munnell with Cook (1990), and Munnell (1993)]. Later studies, however, find that after controlling for region and state specific and unobserved characteristics, public capital effects are not significant [Andrews and Swanson (1995), Eisner (1991), Evans and Karras (1994), Garcia-Milà *et al.* (1996), Holtz-Eakin (1993, 1994), and Moomaw *et al.* (1995)].

One possible explanation for this paradox is that spillover effects captured by aggregate level studies are not captured at the regional level [Boarnet (1998) and Mikelbank and Jackson (2000)]. As such, it could be argued that spillover effects should be an integral part of the analysis of the regional impact of public capital formation [Haugwout (1998, 2002)] as the effects of public capital formation in a region can be induced by public infrastructures installed in the region itself as well as public infrastructure outside the region. Paradoxically, possibly due to the inconclusive nature of the results on the impact of public capital on output at the regional level, the issue of the possible existence of regional spillovers from public capital formation has received little attention. Munnell (1990) deals marginally with this issue. Holtz-Eakin (1993, 1995) concludes that regional level estimates are essentially identical to those from national data, suggesting no quantitatively important spillover effects across regions. On the other hand, several other studies report evidence of spillovers [Boarnet (1998), Cohen and Paul (2004), and Pereira and Andraz (2004, 2010b)].

The empirical results reported in Pereira and Andraz (2004), for example, suggest that only about 20% of the aggregate effects of public investment in highways in the US are captured by the direct effects of public investment in the state itself. The remaining 80% correspond to the spillover effects from public investment in highways in other states. The spillover effects are generally more important for the western states, the states along the corridor from the Great Lakes to the Gulf Coast and, to a lesser extent, for some the states along the Eastern Atlantic Coast. This suggests that there are intensive economic connections among the states located in each of these areas and that they depend heavily on the regional network of highway and implicitly on investment in highways located in the other states. As a follow up Pereira and Andraz (2010b) report that public investment in highways affects private sector variables positively in most states but that relative to their share of the US private sector variables, the biggest beneficiaries of public investment in highways tend to be the largest states in the country. This suggests that public investment in highways has contributed to the concentration of private sector activity in the largest states.

### **4.2 International evidence**

Evidence on the effects of public capital at the regional level for other countries is again in many respects similar to that for the US. In general, output elasticities are positive and relatively large in Japan [Mera (1973),

and Merriman (1990)], Spain [Cutanda and Paricio (1992) and Mas *et al.* (1996)], Belgium [Everaert and Heylen (2004)] and Germany [Stephan (2003)] and substantially lower for France [Cadot *et al.* (1999)] and the more developed Mexican states [Looney and Frederiksen (1981)]. Furthermore, adoption of cost and profit equation approaches appears to have led to a smaller public capital effects [Boscá *et al.*, (2000), Everaert (2003), and Moreno *et al.* (2003)]. In addition, the significance of spillover effects is observed in some countries like Portugal [Pereira and Andraz (2004)] and Spain [Pereira and Roca (2003, 2007)], which can explain some of the divergences found between regional and aggregate studies.

These studies also tend to reinforce the idea that public investment in infrastructures affects the regional patterns of economic activity. For Spain, for example, Pereira and Roca (2007) show that among the largest regions, Andalucía, Castilla-León, Madrid, Valencia, and País Vasco, benefit more than proportionally than their share of the Spanish GDP, while among the smallest regions the beneficiaries are Baleares, Canarias, Cantabria, Castilla-Mancha, and Murcia. Accordingly, public infrastructure has contributed to the concentration of economic activity in these ten regions, to the detriment of the remaining seven. This is particularly important since five of the ten regions that benefit the most in relative terms are among the six largest in the country.

## **5. The Empirical Evidence at the Industry Level**

### **5.1 Evidence for the US**

Studies with an industry focus are not common. Although several studies make reference to specific industries, manufacturing in particular, they have essentially a regional focus [Deno (1988), Duffy-Deno and Eberts (1991), Eberts (1986), Evans and Karras (1994), and Moomaw and Williams (1991)]. The industry dimension is more directly relevant in the studies by Costa *et al.* (1987), Fernald (1993, 1999), Greenstein and Spillar (1995) and Pinnoi (1992) using the production function approach, Nadiri and Manuneas (1994, 1996) with a cost function approach, and Pereira and Andraz (2003) with a VAR approach.

Public capital seems to affect industries differently and industries react differently to different components of public infrastructure. Specifically, manufacturing industries seem to benefit from public investment in highways, public buildings and water and sewer systems. In contrast, agriculture, traditionally a declining sector, does not seem to benefit much. Accordingly, whatever positive results are found at the aggregate level tend to hide a wide variety of industry-level effects. Empirical results reported in Pereira and Andraz (2003) for example suggest that public investment in infrastructures in the US tends to shift the sectoral composition of employment toward construction and transportation and the composition of private investment toward manufacturing, public utilities, and communications. Furthermore, public investment tends to shift the composition of private output toward construction and durable manufacturing and to a lesser extent toward transportation and wholesale trade.

In turn, studies estimating production and cost functions tend to find evidence for substitution between capital and private inputs, but when allowing for output and production input responses, considering a long-term horizon, the relationship appears to be complementary. The evidence with a VAR approach as in Pereira and Andraz (2003) provides a more detailed picture with public investment affecting private employment positively in only six of the twelve industries considered and private investment in only five.

### **5.2 International Evidence**

The research on the impact of infrastructure development on industry performance at the international level includes country-specific contributions such as Berndt and Hansson (1992) for Sweden, Conrad and Seitz (1994), Seitz (1993, 1994, 1995), Seitz and Licht (1995) for Germany, Lynde and Richmond (1993b) for the U.K., Shah (1992) for Mexico, Pereira and Roca (1998, 2001) for Spain, and Pereira and Andraz (2007) for Portugal. It also includes contributions with a multi-country focus such as Evans and Karras (1993).

Results reported in Pereira and Andraz (2007) for Portugal suggest that in absolute terms the industries that benefit the most from public investment in transportation infrastructure are construction, trade, transportation, finance, real estate, and services. In turn, relative to their size, the industries that benefit the most are mining, non-metal products, metal products, construction, restaurants, transportation, and finance - public investment tends to shift the industry mix toward these industries. For the vast majority of industries, a long-term relationship of complementarity between infrastructure investment and private inputs is identified.

## **6. Concluding Remarks**

Overall, and maybe not surprisingly, little consensus emerges from such a wide and disparate body of literature. There are, however, a few stylized facts that should be highlighted. While there is little consensus about the magnitudes of the effects of public investment in infrastructures, there is also little doubt that they are positive and significant but substantially smaller than the earlier estimates. In addition, the magnitude of the effects tends to be substantially higher for less developed countries. Another interesting pattern is that as the geographic focus narrows, the effects of public capital become smaller. One possible conjecture for this, relies on the existence of regional spillover effects. Indeed, when correcting for region-specific characteristics and regional spillovers it is possible to recapture the aggregate effects. Finally, the aggregate results whatever they may be tend to hide a wide variety of disaggregated effects. Empirical results suggest that public investment affects long-term private-sector performance in a way that is rather unbalanced across industries and regions. It contributes therefore in an important manner to changes in the regional and industry mix in the economy and may contribute to the concentration of economic activity in the largest sectors and regions.

In terms of the scope of the analysis we believe that there are several avenues open for future research. First, it is important that the literature shifts gears into the comparative analysis of different types of investment including private and different forms of public investment in infrastructures. Indeed, the big policy question is not as much whether or not infrastructures are productive but whether or not at the margin they are the most productive form of investment. Second, the possibility of structural breaks has received scant attention. Nevertheless, even casual considerations would suggest that there are reasons, both conceptual and methodological, why such possibility should be considered in detail. In fact it is likely that some of the discrepancies in the results in the literature are due to the use of different sample periods and to the fact that structural breaks have been ignored. Third, the issue of financing has to be addressed. While infrastructures have a positive effect on economic performance one would expect their financing to have opposite effects and that not all types of financing would be equally desirable. Fourth, the literature on less developed countries is very limited. That may in itself be explained by the paucity of local infrastructures and the fact that it is difficult to identify the effects of infrastructures before a certain threshold of network effects is in place.

In a different vein, we see the literature with a regional focus gain momentum. Differences in the direct regional and aggregate effect and the relevance of regional spillover effects, suggests interesting avenues for the

analysis. Understanding the contribution of public investment to the concentration of economic activity and identifying the regions that benefit disproportionately from public infrastructures raises the intriguing possibility that these benefits may in some way be linked to the ability of these regions to capture, in a disproportionate manner, the spillover effects of public investment. Furthermore, once the importance of regional spillover effects has been established, a fundamental question arises with respect to the optimal location of public investment projects. Because public infrastructures in a given region have a positive impact on economic performance in other regions, identifying the locations which generate the greatest overall effects becomes of crucial importance. In addition, a more intense and systematic industry-specific analysis is long overdue. The potential diversity of effects on infrastructure investment across industries raises the question of the effects of such investments in the economic fabric of a country. Additionally, public infrastructure investment must be recognized as a critical component of industrial policy as much as industry-specific tax incentives and subsidies are. The argument can be pushed to the relation between inter-industry differences in effective corporate income taxes and the benefits captured by each industry from public forms of infrastructure investment.

Although overall the literature shows little consensus in terms of the empirical evidence clear consensus has emerged as to several methodological aspects. Indeed, the importance of considering the indirect effect of infrastructures on output via its effects on private inputs as well as the importance of accounting for simultaneity are now widely recognized. Furthermore, it is also widely recognized the importance of addressing issues of causality between public capital and private sector variables as well as other dynamic feedbacks. These considerations, in fact, explain the almost universal use in the recent literature of VAR techniques. In terms of the methodological approaches we believe that the most promising avenues of research reside in furthering the simultaneous and dynamic nature of the analysis. This could assume the form of using panel VAR techniques to obviate the scarcity of data at the regional or industry-level or to highlight international comparison of the effects of infrastructure investment. In addition, research with a more structural bent using a dynamic behavioral approach to investment would bring the analysis closer to standard economic theory. In this respect, it may be worth mentioning that we see a great part of the body of literature surveyed here, in particular at the more aggregate level, fast linking with the macroeconomic literature on the effects of fiscal policies and monetary policies which has long relied on a VAR and dynamic behavioral approaches.

## References

- Aaron, H. (1990), "Discussion of 'Why is Infrastructure Important?'" in Munnell, A. (Ed.), *Is There a Shortfall in Public Investment?*, Federal Reserve Bank of Boston, Boston, pp. 51-63.
- Abdih, Y. and Joutz, F. (2008), "The impact of public capital, human capital and knowledge on aggregate output", Working Paper No. 218, International Monetary Fund, September.
- Agénor, P., Nabli, M. K. and Yousef, T. M. (2005), "Public infrastructure and private investment in the Middle East and North Africa", Policy Research Working Paper No. 3661, World Bank, New York, July.
- Ai C. and Cassou, S. P. (1995), "A normative analysis of public capital", *Applied Economics*, No. 27, pp. 1201-1209.
- Albala-Bertrand, J. M. and Mamatzakis, E. C. (2004), "The impact of public infrastructure on the productivity of the Chilean economy", *Review of Development Economics*, Vol. 8, No. 2, pp. 266-278.
- Andrews, K. and Swanson, J. (1995), "Does public infrastructure affect regional performance?", *Growth and Change*, Vol. 26, No. 2, pp. 204-216.
- Arslanalp, S, Barnharst, F. Gupta, S. and Sze, E. (2010), "Public capital and growth", Working Paper No. 175, International Monetary Fund, July.
- Aschauer, D. (1989a), "Is public expenditure productive?", *Journal of Monetary Economics*, Vol. 23, pp. 177-200.
- Aschauer, D. (1989b), "Does public capital crowd out private capital?", *Journal of Monetary Economics*, Vol. 24, pp. 171-188.
- Aschauer, D. (1989c), "Public investment and productivity growth in the group of seven", *Economic Perspectives*, Vol. 13, No. 5, pp. 17-25.
- Aschauer, D. (1990), "Why is infrastructure important," in A. H. Munnell (Ed.). *Is there a shortfall in public capital investment?*, Vol. 34 of Conference Series Boston, F.R.B. of Boston, Boston, pp. 21-50.
- Aschauer, D. (1995), "Fiscal policy and aggregate demand", *The American Economic Review*, Vol. 75, pp. 117-127.
- Attaray, E. (1988), "Transportation and economic prosperity," Issue Paper, Economic and Financial Analysis Branch, Office of Strategic Management & Policy Analysis, Division of Transportation Planning, California Department of Transportation.
- Bajo-Rubio, O. and Sosvilla-Riviero, S. (1993), "Does public capital affect private sector performance? An analysis of the Spanish case 1964-88", *Economic Modelling*, Vol. 10, No. 3, pp. 179-185.
- Baltagi, B. H. and Pinnoi, N. (1995), "Public capital stock and state productivity growth: further evidence from an error components model", *Empirical Economics*, Vol. 20, pp. 351-359.
- Batina, R. G. (1998), "On the long-run effects of public capital and disaggregated public capital on aggregate output", *International Tax and Public Finance*, Vol. 5, pp. 263-81.
- Batina, R. G. (1999), "On the long run effect of public capital on aggregate output: estimation and sensitivity analysis", *Empirical Economics*, Vol. 24, No. 4, pp. 711 – 717.
- Belloc, M. and Vertova, P. (2006), "Public investment and economic performance in highly indebted poor countries: an empirical assessment", *International Review of Applied Economics*, Vol. 20, pp. 151-170.
- Berndt, E. and Hansson, B. (1992), "Measuring the contribution of public infrastructure capital in Sweden", *The Scandinavian Journal of Economics*, Vol. 94, pp. 151-168.

- Boarnet, M. G. (1998), "Spillovers and the locational effects of public infrastructure," *Journal of Regional Science*, Vol. 38, pp. 381-400.
- Boscá, J., Escriba, J. and Murgui, M. (2000), "The effect of public infrastructure on the private productive sector of Spanish regions", *Journal of Regional Science*, Vol. 42, pp. 301-326.
- Cadot, O., Roller, L. and Stephan, A. (1999), "A political economy model of infrastructure allocation: an empirical assessment," CEPR Discussion Paper N° 2336, Wissenschaftszentrum, Berlin, December.
- Calderón, C. and Servén, L. (2003), "The output cost of Latin America's infrastructure gap", in Easterly W. and L. Servén (Ed.), *The Limits of Stabilization: Infrastructure, Public Deficits, and Growth in Latin America*, Stanford University Press and the World Bank, Stanford.
- Canning, D. (1999), "Infrastructure's contribution to aggregate output", *World Bank Policy Research Working Paper No. 2246*, World Bank, Washington, DC, November 30.
- Canning, D. and Bennathan, E. (2000), "The social rate of return of infrastructure investment", Working Paper No. 2390, World Bank, Washington, DC, July 31.
- Canning, D. and Pedroni, P. (1999), "Infrastructure and long-run economic growth", Working Paper No. 99-09, Center for Analytical Economics, Cornell University, New York, July.
- Carlino, G. and Voith, R. (1992), "Accounting for differences in aggregate state productivity", *Regional Science and Urban Economics*, Vol. 22, pp. 597-617.
- Clarida, R. (1993), "International capital mobility, public investment and economic growth", Working Paper No. 4506, NBER, Massachusetts, October.
- Cohen, J. and Paul, C. (2004), "Public infrastructure investment, interstate spatial spillovers and manufacturing costs" *The Review of Economics and Statistics*, Vol. 86, No. 2, pp. 551-560.
- Conrad, K. and Seitz, H. (1992), "The 'public capital hypothesis': the case of Germany", *Techerches Economiques de Lovain*, Vol. 58, No. 3-4, pp. 309-327.
- Conrad, K. and Seitz, H. (1994), "The economic benefits of public infrastructure", *Applied Economics*, Vol. 26, No. 4, pp. 303-311.
- Costa, J., Ellson, R. and Martin, R. (1987), "Public capital, regional output, and development: some empirical evidence", *Journal of Regional Science*, Vol. 27, No. 3, pp. 419-437.
- Crowder, W. and Himarios, D. (1997), "Balanced growth and public capital: an empirical analysis", *Applied Economics*, Vol. 29, No. 8, pp. 1045-1053.
- Cullison, W. (1993), "Public investment and economic growth", Federal Reserve Bank of Richmond *Economic Quarterly*, Vol. 79, No. 4, pp. 19-33.
- Cutanda, A. and Paricio, J. (1992), "Infrastructure and regional economic growth: the Spanish case", *Regional Studies*, Vol. 28, No. 1, pp. 69-77.
- Dalamagas, B. (1995), "A reconsideration of public sector's contribution to growth", *Empirical Economics*, Vol. 20, No. 3, pp. 385-414.
- De la Fuente, A. and Vives, X. (1995), "Infrastructure and education as instruments of regional policy: evidence from Spain", *Economic Policy*, Vol. 20, pp. 11-54.
- Demetriades, P. and Mamuneas, T. (2000), "Intertemporal output and employment effects of public infrastructure capital: evidence from 12 OECD economies", *Economic Journal*, Vol. 110, pp. 687-712.

- Deno, K. (1988), "The effect of public capital on U.S. manufacturing activity: 1970 to 1978", *Southern Economic Journal*, Vol. 55, No. 2, pp. 400-411.
- DeRooy, J. (1978), "Productivity of social overhead capital: north-south comparisons", *Review of Business and Economic Research*, Vol. 14, pp. 45-59.
- Duffy-Deno, K. and Eberts, R. (1991), "Public infrastructure and regional economic development: a simultaneous equations approach", *Journal of Urban Economics*, Vol. 30, pp. 329-343.
- Duggal, V., Saltzman, C. and Klein, L. (1999), "Infrastructure and productivity: a nonlinear approach", *Journal of Econometrics*, Vol. 92, pp. 47-74.
- Eberts, R. (1986), "Estimating the contribution of urban public infrastructure to regional growth", Working Paper No. 8610, Federal Reserve Bank of Cleveland, Cleveland, December.
- Eberts, R. (1990), "Cross sectional analysis of public infrastructure and regional productivity growth", Working Paper No. 9004, Federal Reserve Bank of Cleveland, Cleveland, May.
- Eberts, R. and Fogarty, M. (1987), "Estimating the relationship between local public and private investment", Working Paper No. 8703, Federal Reserve Bank of Cleveland, Cleveland, May.
- Eisner, R. (1991), "Infrastructure and regional economic performance: comment", *New England Economic Review*, September, pp. 47-58.
- Eisner, R. (1994), "Real government saving and the future," *Journal of Economic Behavior and Organization*, Vol. 23, pp. 111-126.
- Evans, P. and Karras, G. (1993), "Is government capital productive? evidence from a panel of seven countries", *Journal of Macroeconomics*, Vol. 16, No. 2, pp. 271-279.
- Evans, P. and Karras, G. (1994), "Are government activities productive? evidence from a panel of U.S. states", *The Review of Economics and Statistics*, Vol. 76, No. 1, pp. 1-11.
- Everaert, G. (2003), "Balanced growth and public capital: an empirical analysis with I(2) trends in capital stock data", *Economic Modelling*, Vol. 20, pp. 741-763.
- Everaert, G. and Heylen, F. (2004), "Public capital and long term labor market performance in Belgium", *Journal of Policy Modeling*, Vol. 26, pp. 95-112.
- Fernald, J. (1993), "How productive is infrastructure? Distinguishing reality and illusion with a panel of U.S. industries", Board of Governors of the Federal Reserve System, August.
- Fernald, J. (1999), "Assessing the link between public capital and productivity", *American Economic Review*, Vol. 89, No. 3, pp. 619-638.
- Finn, M. (1993), "Is all government capital productive?", Federal Reserve Bank of Richmond, *Economic Quarterly*, Vol. 79, No. 4, Fall, pp. 53-80.
- Flores de Frutos, R., Garcia-Diez, M. and Perez-Amaral, T. (1998), "Public capital and economic growth: an analysis of the Spanish economy", *Applied Economics*, Vol. 30, No. 8, pp. 985-994.
- Ford, R. and Poret, P. (1991), "Infrastructure and private-sector productivity", *Economic Studies* 17, pp. 63-69.
- Garcia-Milà, T. and Mcguire, T. (1992), "The contribution of publicly provided inputs to states' economies", *Regional Science and Urban Economics*, Vol. 22, pp. 229-241.
- Garcia-Milà, T., Mcguire, T. and Porter, R. (1996), "The effect of public capital in state-level productions functions reconsidered", *The Review of Economic and Statistics*, Vol. 78, 177-180.

- Ghali, K. H. (1998), "Public investment and private capital formation in a vector error-correction model of growth", *Applied Economics*, Vol. 30, pp. 837-844.
- Gramlich, E. (1994), "Infrastructure investment: A review essay", *Journal of Economic Literature* 32, 1176-96.
- Greenstein, S. and Spiller, P. (1995), "Modern telecommunications infrastructure and economic activity: an empirical investigation", *Industrial and Corporate Change*, Vol. 4, No. 4, pp. 647-665.
- Harmatuck, D. (1996), "The influence of transportation infrastructure on economic development", *Logistics and Transportation Review*, Vol. 32, No. 1, pp. 76-92.
- Haugwout, F. (1998), "Aggregate production functions, interregional equilibrium, and the measurement of infrastructure productivity", *Journal of Urban Economics*, Vol. 44, pp. 216-227.
- Haugwout, F. (2002), "Public infrastructure investments, productivity and welfare in fixed geographical areas", *Journal of Public Economics*, Vol. 83, pp. 402-428.
- Hofmann, U. (1995), "Productivity effects of public infrastructure services– preliminary empirical results", *Diskussionsbeiträge zum regionalen Standortwettbewerb*, Nr.11, Institut für Allokation und Wettbewerb, Universität Hamburg.
- Holleyman, C. (1996), "Industry studies of the relationship between highway infrastructure investment and productivity", *Logistics and Transportation Review*, Vol. 32, No. 1, pp. 93-117.
- Holtz-Eakin, D. (1988), "Private output, government capital and the infrastructure 'crisis'", Department of Economics Discussion Paper Series No. 394, Columbia University, New York, May.
- Holtz-Eakin, D. (1993), "Public investment in infrastructure", *Journal of Economic Perspectives*, Vol. 7, No. 4, pp. 231-234.
- Holtz-Eakin, D. (1994), "Public sector capital and the productivity puzzle", *The Review of Economics and Statistics*, Vol. 76, pp. 12-21.
- Holtz-Eakin, D. and Schwartz, A. (1995), "Spatial productivity spillovers from public infrastructure: evidence from state highways", *International Tax and Public Finance*, Vol. 2, No. 3, pp. 459-468.
- Hulten, C. and Schwab, R. (1991a), "Public capital formation and the growth of regional manufacturing industries", *National Tax Journal*, Vol. 64, No. 4, pp. 121-134.
- Hulten, C. and Schwab, R. (1991b), "Is there too little capital? Infrastructure and economic growth", The University of Maryland and The American Enterprise Institute.
- Hulten, C. and Schwab, R. (1993), "Infrastructure spending: where do we go from here?", *National Tax Journal*, Vol. 46, No. 3, September, pp. 261-273.
- Jorgenson, D. (1991), "Fragile statistical foundations", *The Public's Capital*, pp. 6-7.
- Kamps, C. (2005), "The dynamic effects of public capital: VAR evidence for 22 OECD countries", *International Tax and Public Finance*, Vol. 12, pp. 533-558.
- Kavanagh, C. (1997), "Public capital and private sector productivity in Ireland, 1958-1990", *Journal of Economic Studies*, Vol. 24, pp. 72-94.
- Keeler, T. and Ying, J. (1988), "Measuring the benefits of a large public investment: the case of the U.S. Federal Aid Highway System", *Journal of Public Economics*, Vol. 36, pp. 69-85.
- Kelejian, H. and Robinson, D. (1997), "Infrastructure productivity estimation and its underlying econometric specifications: a sensitivity analysis", *Papers in Regional Science*, Vol. 76, pp. 115-131.



- Kemmerling, A. and Stephan, A. (2002), "The contribution of local public infrastructure to private productivity and its political economy: evidence from a panel of large German cities", *Public Choice* 113, pp. 403-422.
- Lau, S. and Sin, C. (1997), "Public infrastructure and economic growth: time series properties and evidence", *The Economic Record*, Vol. 73, No. 221, pp. 125-135.
- Ligthart, J. (2002), "Public capital and output growth in Portugal: an empirical analysis", *European Review of Economics and Finance*, Vol. 1, No. 2, pp. 3-30.
- Looney, R. and Frederiksen, P. (1981), "The regional impact of infrastructure in Mexico", *Regional Studies*, Vol. 15, No. 4, pp. 285-296.
- Lynde, C. (1992), "Private profit and public capital", *Journal of Macroeconomics*, Vol. 14, No. 1, pp. 125-142.
- Lynde, C. and Richmond, J. (1991), "The role of public capital in production", *The Review of Economics and Statistics*, Vol. 74, No. 1, pp. 37-44.
- Lynde, C. and Richmond, J. (1993a), "Public capital and total factor productivity", *International Economic Review*, Vol. 34, No. 2, pp. 401-414.
- Lynde, C. and Richmond, J. (1993b), "Public capital and long-run costs in U.K. manufacturing", *The Economic Journal*, Vol. 103, pp. 880-893.
- Mamatzakis, E. (1999), "Testing for long run relationship between infrastructure and private capital productivity: a time series analysis for the Greek industry", *Applied Economics Letters* 6 (4), pp. 243-246.
- Mas, M., Maudos J., Perez, F. and Uriel, E. (1996), "Infrastructures and productivity in the Spanish regions", *Regional Studies*, Vol. 30, No. 7, pp. 641-650.
- McMillin, W. and Smyth, D. (1994), "A multivariate time series analysis of the United States aggregate production function", *Empirical Economics*, Vol. 19, No. 4, pp. 659-674.
- Mera, K. (1973), "Regional production functions and social overhead capital: an analysis of the Japanese case", *Regional and Urban Economics*, Vol. 3, No. 2, pp. 157-186.
- Merriman, D. (1990), "Public capital and regional output: another look at some Japanese and American data", *Regional Science and Urban Economics*, Vol. 20, pp. 437-458.
- Mikelbank, B. and Jackson, R. (2000), "The role of space in public capital research", *International Regional Science Review*, Vol. 23, No. 3, pp. 235-258.
- Mittnik, S. and Newman, T. (2001), "Dynamic effects of public investment: vector autoregressive evidence from six industrialized countries", *Empirical Economics*, Vol. 26, pp. 429-446.
- Moomaw R. and Williams, M. (1991), "Total factor productivity growth in manufacturing: further evidence from the states", *Journal of Regional Science*, Vol. 31, No. 1, pp. 17-34.
- Moomaw, R., Mullen, J. and Williams, M. (1995), "The interregional impact of infrastructure capital", *Southern Economic Journal*, Vol. 61, No. 3, pp. 830-845.
- Moreno, R., López\_Bazo, E. and Artís, M. (2003), "On the effectiveness of private and public capital", *Applied Economics*, Vol. 35, pp. 727-740.
- Morrison C. and Schwartz, A. (1996a), "State infrastructure and productive performance", *American Economic Review*, Vol. 86, No. 5, pp. 1095-1111.
- Morrison C. and Schwartz, A. (1996b), "Public infrastructure, private input demand and economic performance in New England manufacturing", *Journal of Business and Economic Statistics*, Vol. 14, No. 1, pp. 91-101.

- Munnell, A. (1990), "Why has productivity growth declined? Productivity and public investment", *New England Economic Review*, January/February, pp. 3-22.
- Munnell, A. (1992), "Policy watch, infrastructure investment and economic growth", *Journal of Economic Perspectives*, Vol. 6, No. 4, pp. 189-198.
- Munnell, A. (1993), "An assessment of trends and economic impacts of infrastructure investment", in *Infrastructure Policies for the 1990s*, Paris: OECD, Chapter 2, pp. 21-54.
- Munnell, A. with Cook, L. (1990), "How does public infrastructure affect regional economic performance?", *New England Economic Review*, Sept/Oct, Federal Reserve Bank of Boston, pp. 11-33.
- Nadiri, M. and Mamuneas, T. (1994), "The effects of public infrastructure and R&D capital on the cost structure and performance of U.S. manufacturing industries", *The Review of Economics and Statistics*, Vol. 76, No. 1, pp. 22-37.
- Nadiri, M. and Mamuneas, T. (1996), "Contribution of highway capital to industry and national productivity growth", Report prepared for Apogee Research, Inc., for the Federal Highway Administration Office of Police Development.
- Neusser, K. (1993), "Public capital stock and private sector productivity in the long run", in Siebert, H. (Ed.), *Economic Growth in the World Economy*, J. C. B. Mohr, Tübingen, pp. 189-190.
- Nourzad, F. and Vrieze, M. (1995), "Public capital formation and economic growth: some international evidence", *Journal of Productivity Analysis*, Vol. 6, No. 4, pp. 283-295.
- Otto, G. and Voss, G. (1994), "Public capital and private sector productivity", *The Economic Record*, Vol. 70, No. 209, pp. 121-132.
- Otto, G. and Voss, G. (1996), "Public capital and private production in Australia", *Southern Economic Journal*, Vol. 62, No. 3, pp. 723-738.
- Otto, G. and Voss, G. (2002), "Public and private investment in the United States and Canada", *Economic Modelling*, Vol. 19, No. 4, pp. 641-664.
- Pereira, A. (2000), "Is all public capital created equal?" *The Review of Economics and Statistics*, Vol. 82, No. 3, pp. 513-518.
- Pereira, A. (2001a), "Public capital formation and private investment: what crowds in what?" *Public Finance Review*, Vol. 29, No. 1, pp. 3-25.
- Pereira, A. (2001b), "International evidence on public investment and private sector performance", *Public Finance and Management*, Vol. 1, No. 2, pp. 261-277.
- Pereira, A. and Andraz, J. (2003), "On the impact of public investment on the performance of US industries", *Public Finance Review*, Vol. 31, No. 1, pp. 66-90.
- Pereira, A. and Andraz, J. (2004), "Public highway spending and state spillovers in the USA", *Applied Economics Letters*, Vol. 11, No. 12, pp. 785-788.
- Pereira, A. and Andraz, J. (2005), "Public investment in transportation infrastructures and economic performance in Portugal", *Review of Development Economics*, Vol. 9, pp. 177-196.
- Pereira, A. and Andraz, J. (2006), "Public investment and regional asymmetries in Portugal," *Annals of Regional Science*, Vol. 40, No. 4, pp. 803-817.
- Pereira, A. and Andraz, J. (2007), "Public investment in transportation infrastructures and industry performance in Portugal", *Journal of Economic Development*, Vol. 32, pp. 1-20.

- Pereira, A. and Andraz, J. (2010a), "On the economic and budgetary effects of investments in Scuts – the Portuguese toll free highways", *Annals of Regional Science*, forthcoming.
- Pereira, A. and Andraz, J. (2010b), "On the regional incidence of highway investments in the USA", *Annals of Regional Science*, forthcoming.
- Pereira, A. M. and Andraz, J. M. (2010c), "On the economic and fiscal effects of investments in road infrastructures in Portugal", *International Economic Journal*, forthcoming.
- Pereira, A. and Flores, R. (1999), "Public capital accumulation and private-sector performance in the U.S.", *Journal of Urban Economics*, Vol. 46, pp. 300-322.
- Pereira, A. and Roca-Sagales, O. (1998), "The impact of investment in infrastructures on output, employment and investment in Spain", *Revista Espanola de Economia*, Vol. 15, No. 3, pp. 403-432.
- Pereira, A. and Roca-Sagales, O. (1999), "Public capital formation and regional development in Spain", *Review of Development Economics*, Vol. 3, No. 3, pp. 281-294.
- Pereira, A. and Roca-Sagales, O. (2001), "Public capital and private-sector performance in Spain: a sectoral analysis", *Journal of Policy Modeling*, Vol. 23, June, pp. 1-14.
- Pereira, A. and Roca-Sagales, O. (2003), "Spillover effects of public capital formation: evidence from the Spanish regions", *Journal of Urban Economics*, Vol. 53, pp. 238-256.
- Pereira, A. and Roca-Sagales, O. (2007), "Public Infrastructures and Regional Asymmetries in Spain," *Revue d'Economie Regionale et Urbaine*, pp.503- 520.
- Picci, L. (1999), "Productivity and infrastructure in the Italian regions," *Giornale degli Economisti e Annali di Economia*, Vol. 58, pp. 329-353.
- Pina, A. and St. Aubyn, M. (2005), "Comparing macroeconomic returns on human and public capital: an empirical analysis of the Portuguese case (1960-2001)", *Journal of Policy Modeling* 27 (5) pp. 585-598.
- Pina, A. and St. Aubyn, M. (2006), "How should we measure the return on public investment in a VAR?" *Economics Bulletin*, Vol. 8, No. 5, pp. 1-4.
- Pinnoi, N. (1992), "Public capital and stock productivity growth: further evidence from error components model", *Empirical Economics*, Vol. 20, No. 2, pp. 351-59.
- Pinnoi, N. (1994), "Public infrastructure and private production: measuring relative contributions", *Journal of Economic Behavior and Organization*, Vol. 23, No. 2, pp. 127-148.
- Prud'Homme, R. (1996), "Assessing the role of infrastructure in France by means of regionally estimated production functions", in D. F. Batten, C. Karlsson (Ed.), *Infrastructure and the Complexity of Economic Development*, Springer Verlag, Berlin, pp. 37-47.
- Ram, R. and Ramsey, D. (1989), "Government capital and private output in the United States – additional evidence", *Economic Letters*, Vol. 30, pp. 223-226.
- Ratner, J. (1983), "Government capital and the production function for the U.S. private output", *Economic Letters*, Vol. 13, pp. 213-217.
- Reich, R. (1991). "The Real Economy" *The Atlantic Monthly*, Feb, 1991, pp. 35-52.
- Romp, W. and de Haan, J. (2007), "Public capital and economic growth: a critical survey," *Perspektiven der Wirtschaftspolitik*, 8, Special Issue, April, pp. 6-52.
- Seitz, H. (1993), "A dual economic analysis of the benefits of the public road network", *The Annals of Regional Science*, Vol. 27, pp. 223-239.

- Seitz, H. (1994), "Public capital and the demand for private inputs", *Journal of Public Economics* 54, 287-307.
- Seitz, H. (1995), "The productivity and supply of urban infrastructures", *The Annals of Regional Science* 29, pp. 121-141.
- Seitz H. and Licht, G. (1995), "The impact of public infrastructure capital on regional manufacturing production costs", *Regional Studies*, Vol. 29, pp. 231-240.
- Seung, C. and Kraybill, D. (2001), "The effects of infrastructure investment: a two sector dynamic computable general equilibrium analysis for Ohio", *International Regional Science Review* 24 (2), pp. 261-281.
- Shah, A. (1992), "Dynamics of public infrastructure, industrial productivity and profitability", *The Review of Economics and Statistics*, Vol. 74, No. 1, pp. 28-36.
- Shioji, E. (2001), "Public capital and economic growth: a convergence approach", *Journal of Economic Growth*, Vol. 6, pp. 205-227.
- Stephan, A. (2000), "Regional infrastructure policy and its impact on productivity: a comparison of Germany and France", *Applied Economics Quarterly*, Vol. 46, pp. 327– 356.
- Stephan, A. (2003), "Assessing the contribution of public capital to private production: evidence from the German manufacturing sector", *International Review of Applied Economics*, Vol. 17, pp. 399-418.
- Sturm, J. and De Haan, J. (1995), "Is public expenditure really productive? New evidence for the U.S.A. and the Netherlands", *Economic Modelling*, Vol. 12, No. 1, pp. 60-72.
- Sturm, J., Jacobs, J. and Grote, P. (1999), "Output effects of infrastructure investment in the Netherlands, 1853-1913", *Journal of Macroeconomics*, Vol. 21, No. 2, pp. 355-380.
- Tatom, J. (1991), "Public capital and private-sector performance", *Review of the Federal Reserve Bank of St. Louis*, Vol. 78, No. 3, pp. 3-15.
- Vijverberg, W., Vijverberg, C. and Gamble, J. (1997), "Public capital and private productivity", *The Review of Economics and Statistics*, Vol. 79, No. 2, pp. 267-278.
- Voss, G. (2002), "Public and private investment in the United States and Canada", *Economic Modeling*, Vol. 19, pp. 641-664.
- Wang, B. (2004), "Effects of government expenditure on private investment: Canadian empirical evidence", *Empirical Economics*, Vol. 30, pp. 493-504.
- Wylie, P. (1996), "Infrastructure and Canadian economic growth 1946–1991", *The Canadian Journal of Economics*, Vol. 29, Special Issue, Part 1, pp. S350–S355.

**Table 1 – Studies at aggregate level**

Author (Year)	Data	Public Capital Measure	Model Specification	Conclusions
<b>Production Function Approach</b>				
Aaron (1990)	U. S.; T.S. 1951-1985	Public capital stock	C-D; log and $\Delta$ log	Positive effects of public capital on output. Elasticities from 0.09 to 0.27. Results are not robust.
Abdih and Joutz (2008)	U.S.; T.S. 1984-2004	Public capital stock	C-D; $\Delta$ log; cointegration	There is a positive and significant long run effect of public capital, skill-adjusted labor, and technology/knowledge on private sector output, with estimated long run elasticities of 0.39, 0.61, and 0.13 respectively.
Albala-Bertrand and Mamatzakis (2004)	Chile; T.S. 1960-1998	Infrastructure capital stock	Translog	Infrastructure capital growth seems to reduce productivity slightly up to 1971. From 1972 onwards, the reverse seems to be true.
Arslanalp <i>et al.</i> (2010)	48 OECD and non-OECD countries; T.S. 1960-2001	Public capital stock	C-D; $\Delta$ log	Positive—but concave—elasticity of output with respect to public capital. In non-OECD countries the growth impact of public capital is higher once longer time intervals are considered.
Aschauer (1989a)	U. S.; T.S. 1949-1985	Public capital stock; core infrastructures	C-D; log	Positive effects of public capital on output. Elasticity of output with respect to total public capital is 0.39. The elasticity of output with respect to core infrastructure is 0.24.
Aschauer (1989c)	G-7 countries; P.D. 1966-1985	Public capital stock	C-D; $\Delta$ log	Positive effects of public capital on output. Elasticities between 0.34 and 0.73.
Aschauer (1995)	12 OECD countries; P.D. 1960-1988	Ford and Poret (1991)	TFP growth	Positive effects of public capital on output. Elasticities between 0.33 and 0.55.
Attaray (1988)	U. S.; T.S. 1950-1985	Highways and other	C-D; log	Positive effects of public capital on output. Elasticity of output with respect to highways is 0.25.
Bajo and Sosvilla (1993)	Spain; T.S. 1964-1988	Public capital stock	C-D; log	Positive effects of public capital on output. Elasticity is 0.18. Public capital is exogenous.
Batina (1999)	U.S.; T.S. 1948-1993	State public capital	C-D; log	The productivity of public capital depends on the proxies used for private and public capital.
Calderón and Servén (2003)	101 countries; PD 1960-1997	Infrastructure capital stock	C-D; $\Delta$ log	Positive effects of public capital on output. Elasticity is 0.16.
Canning (1999)	57 countries; PD 1960-1990	Telephones, electricity, roads and railways	C-D; $\Delta$ log	Electricity and transportation routes have normal capital rate of return; telephone above normal.
Canning and Pedroni (1999)	Set of countries; P.D. 1950-1992	Canning (1999)	Dynamic error-correction model	Evidence of long-run effects running from infrastructure to growth. Telephones and paved roads are provided at the growth maximizing level on average, but are under supplied in some countries and over supplied in others. Evidence that electricity generating capacity is under provided on average.

**Table 1 (Cont'ed) – Studies at aggregate level**

Author (Year)	Data	Public Capital Measure	Model Specification	Conclusions
<b>Production Function Approach</b>				
Canning and Bennathan (2000)	62 countries; PD 1960-1990	Canning (1999)	C-D and translog	On average, only the low-and middle-income countries benefit from more infrastructures. Specific types of infrastructure complement physical and human capital in supporting output per worker. Elasticity of output with respect to public capital varies from 0.04 to 0.144.
Duggal <i>et al.</i> (1999)	U.S.; T.S. 1960-1989	Public capital stock	C-D; log	Positive effects of public capital on output. Elasticity is 0.27.
Eisner (1994)	U. S.; T.S. 1961-1991	Public capital stock	C-D; log	Positive effects of public capital on output.
Evans and Karras (1994)	7 OECD countries; P.D. 1963-1988	Public capital stock	C-D; $\Delta$ log	Insignificant effects of public capital on output.
Everaert and Heylen (2004)	43 Belgian regions; P.D. 1965-1996	Public investment	Translog; general equilibrium model	Elasticity is 0.31. Strong positive effects of public capital on private output and capital formation. Public capital and private employment are found to be substitutes. Negative effect of public capital on employment.
Fernald (1999)	U.S.; T.S. 1953-1989	Stock of roads and highways	TFP growth	Significant. Explains half of the observed decline in productivity growth. Roads contribute about 1.4 percent per year to growth before 1973 and about 0.4 percent after 1973.
Finn (1993)	U. S.; T.S. 1950-1989	Highways	C-D; $\Delta$ log	Positive effects of public capital on output. Elasticity is 0.16.
Ford and Poret (1991)	11 OECD countries; T.S. 1960-1989	Narrow and broad definitions	C-D; $\Delta$ log	Significant positive effects in Belgium, Canada, Sweden and Germany. For the U.S. positive effects of public capital on output. Elasticities are 0.29 (Narrow) and 0.33 (broad).
Harmatuck (1996)	U. S.; T.S. 1949-1985	Highways	Transfer function; $\Delta$ log	Insignificant effects of public capital on output. Elasticity is 0.03.
Holtz-Eakin (1988)	U. S.; T.S. 1950-1985	Federal and state public capital stock	C-D; log	Positive effects of public capital on output. Elasticity of output with respect to federal public capital is 0.39 and the elasticity of output with respect to state public capital is 0.23.
Hulten and Schwab (1991b)	U. S.; T.S. 1949-1985	Public capital stock	C-D; log and $\Delta$ log	Insignificant effects of public capital on output. Elasticity is 0.03. Results not robust.
Kamps (2005)	22 OECD countries; T.S. and P.D. 1960-2001	Public capital stock	C-D; log and $\Delta$ log	Positive effects of public capital on output. Elasticity is 0.22 in panel data model and higher in Time series model.
Kavanagh (1997)	Ireland; T.S. 1958-1990	Public capital stock	C-D; log	Insignificant effects of public capital on output.
Ligthart (2002)	Portugal; T.S. 1965-1995	Public capital stock	C-D; $\Delta$ log	Positive effects of public capital on output. Roads, railways and airports are more productive.
Munnell (1990)	7 OECD countries; P.D. 1963-1988	Public investment	C-D; log	Positive effects of public capital on output. Elasticity of output with respect to total public capital is 0.31 and Elasticity of output with respect to core infrastructures is 0.49.

**Table 1 (Cont'ed) – Studies at aggregate level**

Author (Year)	Data	Public Capital Measure	Model Specification	Conclusions
<b>Production Function Approach</b>				
Neusser (1993)	G-7 countries; PD 1963-1988	Ford and Poret (1991)	TFP growth	Unstable and unreliable results.
Nourzad and Vriese (1995)	U. S.; T.S. 1949-1987	Public capital stock; core infrastructures	C-D; log	Positive effects of public capital on output. Elasticities between 0.31 and 0.39.
Otto and Voss (1994)	Australia; T.S.1966-1990	Construction and equipment	C-D; log	Elasticities from 0.38 to 0.45 (poor results at sectoral level).
Ram and Ramsey (1989)	U. S.; T.S. 1949-1985	Total, federal and state public capital stock	C-D; log	Elasticity of output with respect to total public capital is 0.24; Elasticity of output with respect to federal public capital is 0.05; Elasticity of output with respect to state public capital is 0.19.
Ratner (1983)	U. S.; T.S. 1949-1973	Public capital stock	C-D; log	Insignificant effects of public capital on output. Elasticity is 0.06.
Sturm and De Haan (1995)	U. S.; T.S. 1949-1985	Public capital stock	C-D; log and $\Delta$ log	Positive but insignificant effects using time differences.
Sturm and de Haan (1995)	Netherlands; T.S. 1960-1990	Public capital stock, buildings, and core infrastructure.	C-D; log and $\Delta$ log	Estimates are fragile. Elasticities are 1.15, 0.98 and 0.80. No evidence of cointegration.
Tatom (1991)	U. S.; T.S. 1949-1989	Public capital stock	C-D; $\Delta$ log	Insignificant effects of public capital on output. Elasticity is 0.04.
Vijverberg <i>et al.</i> (1997)	U. S.; T. S. 1958-1989	Net stock of non-military equipment	C-D and semi-Translog	Results not conclusive due to multicollinearity problems.
Wang (2004)	Canada; T. S. 1961 - 2000	Human capital, debt charges, social services, protection infrastructure	Private investment equation; $\Delta$ log	Expenditures on education affect positively private investment.
Wylie (1996)	Canada; T.S. 1946-1991	Infrastructure capital stock	C-D; Translog; log	Positive effects of public capital on output. Elasticities: 0.11-0.52
<b>Behavioral Approach</b>				
Berndt and Hansson (1992)	Sweden and U.S.; T.S. 1960-1988	Core infrastructure	Cost: Generalized Leontief, levels.	Reduction in costs; excess of infrastructures; public capital and labor are complements.

**Table 1 (Cont'ed) – Studies at aggregate level**

Author (Year)	Data	Public Capital Measure	Model Specification	Conclusions
<b>Behavioral Approach</b>				
Dalamagas (1995)	Greece; T. S. 1950-1992	Total public investment Infrastructure	Cost and profit: Translog	Cost: -2.35; Profit: 1.06. Increase in public capital reduces costs and increases profits. Public capital and private inputs are substitutes.
Demetriades and Mamuneas (2000)	12 OECD countries; P. D. 1972-1991	Public capital stock	Cost: Quadratic function	Increases in public capital reduce costs. Elasticity varies from 0.36 in the UK to 2.06 in Norway.
Lynde (1992)	U. S.; T.S. 1958-1988 Non-financial corporate sector	Total; federal; state and local public capital stock	Profit; C-D; log	Elasticity of profit with respect to public capital is 1.2. Significant share of profits is attributable to state and local public capital.
Lynde and Richmond (1991)	U. S.; T.S. 1958-1989 Non-financial corporate sector	Total; federal; state and local public capital stock	Cost: Translog; log.	Cost savings. Public capital has positive marginal product. Public capital and private capital are complements. Public capital and labor are substitutes. 40% of the productivity decline can be explained by a fall of the public capital-labor ratio.
Lynde and Richmond (1993a)	U. S.; T.S. 1958-1989	Dwellings	Profit: Translog; $\Delta$ log	Output elasticity is 0.20; 40% of productivity slowdown is explained by the slowdown of public capital.
Vijverberg <i>et al.</i> (1997)	U. S.; T.S. 1958-1989	Federal, state and local public capital stock	Cost and profit: Translog; log	Cost reduction elasticities of -1.22 (Federal) and -0.14 (State and local). Multicollinearity problems.
<b>VAR Approach</b>				
Agénor <i>et al.</i> (2005)	Egypt, Jordan, Tunisia; T.S. 1965-2002	Public capital stock	VAR; log	There is a weak effect, short-lived and usually insignificant effect of public capital on private capital.
Ai and Cassou (1995)	U. S.; T.S. 1947-1989	Public capital stock	VAR; $\Delta$ log	Positive effects of public capital on output. Elasticity between 0.15 and 0.20.
Batina (1998)	U. S.; T.S. 1948-1993	Public capital stock	VAR and VECM	Positive effects of public capital on output and vice versa.
Belloc and Vertova (2006)	7 countries; T.S. 1970-1999	Public investment	VECM	In 6 of the 7 cases there is a positive effect of public investment on output.
Clarida (1993)	U.S., France, Germany, U.K.; T.S. 1949-1989	Public capital stock	VECM	Total productivity factor and public capital are cointegrated but the direction of causality is not clear.
Crowder and Himarios (1997)	U. S.; T.S. 1947-1989	Public capital stock	VECM	Public capital is at the margin slightly more productive than or as productive as private capital.



**Table 1 (Cont'ed) – Studies at aggregate level**

Author (Year)	Data	Public Capital Measure	Model Specification	Conclusions
<b>VAR Approach</b>				
Cullison (1993)	U. S.; T.S. 1961-1991	Public capital stock	VAR; $\Delta\log$	Strong effects of investments in education.
Flores <i>et al.</i> (1998)	Spain; T.S. 1964-1992	Transport and communications	VARMA; $\Delta\log$	Existence of a cointegration vector. Positive effects on output, private capital and employment. The long run output elasticity with respect to public capital is 0.21.
Ghali (1998)	Tunisia; T.S. 1963-1993	Public capital stock	VECM	Public investment has negative effects on growth.
Kamps (2005)	22 OECD countries; T.S. 1960-2001	Public capital stock	VECM	Positive effects on growth in most countries.
Lau and Sin (1997)	U. S.; T.S. 1925-1989	Public capital stock	VECM	Elasticity is 0.11, smaller than typical values obtained in single-equation studies. If the share of capital income is taken to be one-third, the spillover effect due to private capital is positive but may be as low as 0.10.
Ligthart (2002)	Portugal; T.S. 1965-1995	Public capital stock	VAR; log	Positive output effects of public capital on output. Elasticity from 0.20 to 0.35
Mamatzakis (1999)	Greece; T.S. 1959-1993	Public capital stock	VECM	Positive effect on productivity. No reverse causality.
McMillin and Smyth (1994)	U. S.; T.S. 1952-1990	Total, state and local public capital stock	VAR; log and $\Delta\log$	No significant effects of public capital.
Mitnik and Newman (2001)	6 countries; different sizes	Public investment	VECM	Weak positive effects of infrastructure; public investment induces private investment; no reverse causation.
Otto and Voss (1996)	Australia; T.S. 1959iii-1992ii	Construction and equipment	VAR; $\Delta\log$	Existence of a cointegration vector. The long run output elasticity with respect to public capital is 0.17. The public capital seems to be exogenous.
Otto and Voss (2002)	U.S.; T.S. 1951-1997 Canada; T.S. 1951-1996	Construction and equipment	VAR; $\Delta\log$	For both countries there is no evidence of crowding in due to complementarities between public and private investment. Innovations to public investment tend to crowd out private investment.
Pereira (2000)	U. S.; T.S. 1956-1997	Public investment (different types)	VAR; $\Delta\log$	All types affect positively private output. Crowding in effects on private investment.
Pereira (2001a)	U. S.; T.S. 34 obs.	Core infrastructures	VAR; $\Delta\log$	Positive effects of public capital on output. Elasticity is 0.257
Pereira (2001b)	11 countries; T.S. 1960-1990	Core infrastructure	VAR; $\Delta\log$	Elasticities from 0.021 to 0.257. Positive and statistically significant short-run effects.

**Table 1 (Cont'ed) – Studies at aggregate level**

Author (Year)	Data	Public Capital Measure	Model Specification	Conclusions
<b>VAR Approach</b>				
Pereira and Andraz (2004)	U.S.; T.S. 1956-1997	Highways	VAR; $\Delta\log$	Only about 20% of the aggregate effects of public investment in highways in the US are captured by the direct effects on each state output of public investment in the state itself. The remaining 80% correspond to the spillover effects from public investment in highways in other states
Pereira and Andraz (2005)	Portugal; T.S. 1976-1998	Transportation	VAR; $\Delta\log$	Public investment positively affects private investment, employment and output.
Pereira and Flores de Frutos (1999)	U. S.; T.S. 1956-1989	Public capital stock	VAR; $\Delta\log$	Public capital is productive but less than suggested by Aschauer (1989).
Pereira and Roca-Sagales (1999)	Spain.; T.S. 1970-1989; national and regional	Infrastructure capital (transport and communications)	VAR; $\Delta\log$	Positive and significant long-run effects on output, employment and private capital.
Pereira and Roca-Sagales (2001)	Spain.; T.S. 1970-1993; national and sectoral	Infrastructure capital (transport and communications)	VAR; $\Delta\log$	Positive and significant long-run effects on output, employment and private capital.
Pereira and Roca-Sagales (2003)	Spain; T.S. 1970-1995 national and regional	Infrastructure capital (transport and communications)	VAR; $\Delta\log$	Positive and significant long-run effects on output, employment and private capital.
Pina and St. Aubyn (2005)	Portugal.; T.S. 1960-2001	Public capital stock	VAR; $\Delta\log$	Inexistence of feedback effects. The rates of return on public investment are higher than on private investment.
Pina and St. Aubyn (2006)	U.S.; T.S. 1956-2001	Public capital stock	VAR; $\Delta\log$	Taking crowding out on private investment into account lowers rate of return of public investment.
Sturm <i>et al.</i> (1999)	Netherlands; T.S. 1853-1913	Public investment	VAR; log	Positive and significant short run effect. No long run effects.
Voss (2002)	U.S. and Canada; different sizes (Q)	Public investment	VAR; $\Delta\log$	Public investment crowds out private investment.

Note: T.S. : Time series; P.D. : Panel data; C.S.:- Cross-section; C-D: Cobb-Douglas; TFP: Total Factor Productivity; VAR: Vector Autoregressive; VECM: Vector Error Correction Model; VARMA: Vector Autoregressive Moving Average.

**Table 2 – Studies at the regional level**

Author (Year)	Data	Public Capital Measure	Model Specification	Conclusions
<b>Production Function Approach</b>				
Andrews and Swanson (1995)	U. S.; 48 states; P.D. 1970-1986	Public capital stock	Translog; log; state specific effects	Insignificant effects of public capital on output. Elasticity is 0.04
Aschauer (1990)	U. S.; 50 states; C.S. 1965-1983	Core infrastructures	C-D; log	Elasticity of output with respect to public capital varies from 0.055 to 0.11
Baltagi and Pinnoi (1995)	U.S., 48 states; PD 1970-1986;	Public capital stock from Munnell (1993)	C-D, fixed and random state effects.	Effects of highways on output are not significant. Effects of water and sewer are significant.
Boarnet (1998)	California; counties; P.D. 1969-1988	Streets and highways	C-D; Alog	Evidence of negative spillovers.
Canning (1999)	Cointegrated panel ; 57 countries; 1960-1990	Infrastructure capital stock	C-D; log	The productivity of physical and human capital is close to the levels suggested by microeconomic evidence on their private returns. 2) Electricity generating capacity and transportation networks have roughly the same marginal productivity as capital as a whole.
Cadot <i>et al.</i> (1999)	France; 21 regions; P. D. 1985-1991	Transportation	Simultaneous equation approach	Elasticity is 0.10
Carlino and Voith (1992)	U.S.; 48 states; P.D. 1963-1991	Highway density, educational attainment	CES; fixed and random effects	Elasticity from 0.22 to 1.00 for highways, education (significant)
Costa <i>et al.</i> (1987)	U. S.; 48 states; C.S. 1972	Highways, water and sewers, other types.	Translog	Elasticities between 0.19 and 0.26. Public capital and labour are complements; diminishing returns in public capital.
Cutanda and Paricio (1992)	Spain; 17 regions; C.S. 1980-1989	Productive and social capital	Linear equation	Elasticity of output with respect to productive capital is 0.297 Elasticity of output with respect to social capital is 0.118.
De La Fuente and Vives (1995)	Spain; 17 regions; P.D. 1981, 1986, 1990.	Transportation infrastructure, education	C-D; translog; time effects	Elasticity of output with respect to public capital is 0.21.
DeRooy (1978)	U. S.; 30 states; C.S. 1970	Social capital	Regression of income on public capital.	Higher elasticities in the north states.
Duffy-Deno and Eberts (1991)	U.S.; 28 metropolitan areas; P.D. 1980-1984	Public capital stock	Model of the effects of public infrastructure on personal income	Public investment and public capital stock have a positive and statistically significant effect on per capita personal income.

**Table 2 (Cont'ed) – Studies at the regional level**

Author (Year)	Data	Public Capital Measure	Model Specification	Conclusions
<b>Production Function Approach</b>				
Eberts (1986)	U. S.; 38 SMSAs; P.D. 1958-1978	Public capital stock Highways and water	Translog;	Elasticities are 0.04 (Total) and 0.03 (Highways & Water). Public capital and labour are complements. Public capital and private capital are substitutes.
Eberts (1990)	U. S.; 36 SMSAs; P.D. 1965-1977	Public capital stock	TFP equation; log	Positive and statistically effects on TFP.
Eberts and Fogarty (1987)	U. S.; 40 SMSAs; T.S. 1940-1978	Public capital stock	Urban economic model	Public capital leads private investment in most cases.
Eisner (1991)	U.S.; 48 states; P.C.S. 1970-1986 P.T.S. 1970-1986	Public capital stock Highways and roads Water and sewers Other	C-D; translog; log; $\Delta$ log	Insignificant effects of public capital on output.
Evans and Karras (1994)	U.S.; 48 states; P.D. 1970-1986	Public capital stock Education	C-D; translog; log; $\Delta$ log	Elasticity of output with respect to total public capital is -0.19. Elasticity of output with respect to education is 0.04 (not significant).
Garcia-Milà and McGuire (1992)	U. S.; 48 states; P.D. 1969-1983	Highway capital and Education expenditure	C-D; log; time effects	Elasticities are 0.045 (Highways – not significant) and 0.165 (Education - significant)
Garcia-Mila <i>et al.</i> (1996)	U. S.; 48 states; P.D. 1970-1983	Highways, water and sewers, and other	C-D; fixed and random state effects; $\Delta$ log	Insignificant effects of public capital on output (effects from -0.058 to -0.022).
Hofmann (1995)	Germany; Hamburg; T.S. 1970-1992	Transportation infrastructure	C-D; $\Delta$ log; error correction model.	Not significant or implausible results.
Holtz-Eakin (1994)	U.S.; 48 states and 9 regions; P.D. 1969-1986	Revised public capital stock from Munnell (1993)	C-D; fixed and random state effects; time effects; IV estimation.	Insignificant effects of public capital on output. Elasticity is -0.022.
Holtz-Eakin and Schwartz (1995)	U.S.; 48 states; P.D. 1971-1986	Infrastructure capital and public capital stock	C-D; $\Delta$ log	Infrastructure has negligible effects on output.
Hulten and Schwab (1991a)	U.S.; 9 regions; T.S. 1949-1985	Public capital stock from Munnell (1993)	TFP growth; time effects.	Insignificant effects of public capital on output.

**Table 2 (Cont'ed) – Studies at the regional level**

Author (Year)	Data	Public Capital Measure	Model Specification	Conclusions
<b>Production Function Approach</b>				
Kelejian and Robinson (1997)	U.S.; 48 states; P.D. 1970-1986	Public capital stock from Munnell (1993)	C-D; spatial correlation;	Insignificant effects of public capital on output.
Kemmerling and Stephan(2002)	Germany; 87 cities; C.S. 1980, 1986, 1988	Infrastructure public capital	Simultaneous-equation approach C-D	Public capital is a significant factor in private production. Simultaneity between output and public capital is weak; thus, feedback effects from output to infrastructure are negligible.
Looney and Frederiksen (1981)	Mexico; C.S. 1970	EOC and SOC	C-D; log.	Effects depend on region's stage of development.
Mas <i>et al.</i> (1996)	Spain; 17 regions; P.D. 1980-1999	Productive capital Social capital	C-D; log	Elasticity of output with respect to public capital is 0.24.. Insignificant effects of social capital.
Mera (1973)	Japan; 9 regions; P.D. 1954-1963	Social overhead capital	C-D; log	Elasticity ranges from 0.12 to 0.22.
Merriman (1990)	Japan; 9 regions; P.D. 1954-1963	Public capital stock from Costa <i>et al.</i> (1987)	Translog; fixed effects; SUR estimation.	Elasticities from 0.46 to 0.58; Public capital and private capital are substitutes; Public capital and labour are complements.
Merriman (1990)	U.S; 48 states; C.S. 1972	Public capital stock from Costa <i>et al.</i> (1987)	Translog; fixed effects; SUR estimation.	Elasticity is 0.20; Public capital and private capital are substitutes; Public capital and labour are complements.
Moomaw and Williams (1991)	U.S; 48 states; P.D. 1959-1976	Transportation Education	TFP growth; $\Delta$ log	Positive effects of public investment on output. Elasticity is 0.17.
Moomaw <i>et al.</i> (1995)	U.S.; 48 states; P.D. 1970, 1980, 1986	Public capital stock from Munnell (1993)	Translog.	Elasticities from 0.007 to 0.26 (Total public capital), from 0.001 to 0.027 (Highways), from 0.0003 to 0.3045 (water and sewers) and negative (other).
Munnell (1993)	U. S.; 48 states; P.D. 1970-1986; different industries	Highways; Water and sewer systems; Other types.	C-D; Translog	Elasticity from 0.14 to 0.17. Public capital and private capital substitutes.
Munnell with Cook (1990)	U. S.; 48 states and 4 regions P.C.S. 1970-1986	Public capital stock Highways, Water and sewers. Other	C-D; log.	Significant positive effects of highways and water and sewers on output. Public capital and labor are complements. Public capital and private capital are substitutes.
Picci (1999)	Italy; 20 regions; P.D. 1970-1991	Public capital stock	C-D; fixed and random effects; $\Delta$ log	Elasticities between 0.08 and 0.43; Significant short-run effects, but long-run effects are not significant.

**Table 2 (Cont'ed) – Studies at the regional level**

Author (Year)	Data	Public Capital Measure	Model Specification	Conclusions
<b>Production Function Approach</b>				
Pinnoi (1994)	U. S.; 48 states, 4 industries; P.D. 1970-1986	Public capital stock from Munnell (1990)	Translog; fixed and random effects; log	Elasticities of output with respect to public capital vary from -0.11 to 0.08.
Prud'Homme (1996)	France; 21 regions; P.D. 1970-1990	Transportation infrastructure	C-D; TFP growth.	Elasticity is 0.08.
Seung and Kraybill (2001)	U.S.; Ohio; calibrated on 1990	Total public capital	C-D; general equilibrium model	Welfare effects of infrastructure are nonlinear.
Shioji (2001)	US; States; P.D. 1963-1993 Japan; regions; P.D 1955-1995 (5 year interval)	Public capital stock	C-D; Computable general equilibrium model	Elasticity between 0.10 and 0.15.
Stephan (2000)	West German and French regions; different sizes	Infrastructure capital stock	C-D; Translog	Elasticity of output with respect to public capital is 0.11. Translog specification runs into multicollinearity problems.
Stephan (2003)	West Germany; 11 regions; P.D. 1970-1996	Infrastructure capital stock (transportation and communications)	C-D; log and $\Delta$ log	Elasticities between 0.38 (first differences) and 0.65 (log levels).
<b>Behavioral Approach</b>				
Boscá <i>et al.</i> (2000)	Spain; regions; P.D. 1980-1993	Infrastructure capital stock (transportation, communication)	Cost: Generalized Leontief	Elasticity is 0.08.
Cohen and Paul (2004)	U.S.; 48 states; P.D. 1982-1996	Highways	Cost: Generalized Leontief	Infrastructure investment reduces own costs and increases cost reduction effects of adjacent states.
Deno (1988)	U. S.; 36 SMSAs; P.D. 1970-1978	Public capital stock Highways, sewers, water	Profit: Translog; log	Elasticities are 0.69 (total), 0.31 (Highways, 0.30 (sewers), 0.08 (water). Private and public capital are complements. Public capital and labor are complements. Public capital plays an important role in output supply and input demand.
Keeler and Ying (1988)	U.S.; 9 regions P.D. 1950-1973	Motorways	Cost: Translog	Public capital improves productivity. Benefits for the trucking sector cover at least 33% of total public capital cost.
Moreno <i>et al.</i> (2003)	Spain; regions P.D. 1980-1991	Transportation and communication	Cost: Translog	Public and private investments increase efficiency. Public capital and labor are complements. Private and public capital are substitutes.

**Table 2 (Cont'ed) – Studies at the regional level**

Author (Year)	Data	Public Capital Measure	Model Specification	Conclusions
<b>Behavioral Approach</b>				
Morrison and Schwartz (1996a)	U. S.; 48 states; P.D. 1970-1987	Motorways, water and sewers	Cost: Generalized Leontief; log.	Cost elasticities of public capital: 0.07-0.17. Public capital has been below the social optimum.
Morrison and Schwartz (1996b)	U. S.; 6 states; P.D. 1970-1987	Motorways, Water and sewers	Cost: Generalized Leontief; log	Cost reduction is decreasing over time. Private and public capital are complements. Private capital is more valuable for society than public capital. Public investment is warranted if public policy is ineffective at increasing private investment.
<b>VAR Approach</b>				
Everaert (2003)	Belgium; regions; T.S. 1953-1996	Public capital stock	VECM	Elasticity of output with respect to public capital is 0.14 (lower than elasticity with respect to private capital).
Pereira and Andraz (2003)	U. S.; 48 states; T.S. 1977-1999	Highways	VAR; $\Delta$ log	Spillovers correspond to 80% of the total effects
Pereira and Andraz (2006)	Portugal; 5 regions; T.S. 1980-1998	Transportation	VAR; $\Delta$ log	Effects unevenly distributed
Pereira and Andraz (2010a)	Portugal; 5 regions; T.S. 1980-1998	Road infrastructure	VAR; $\Delta$ log	Investments in SCUTS have positive economic effects in all regions of the country. Regional spillovers account for about three-quarters of the total effects of these investments. For all SCUTS, the equilibrium tax rate, i.e., the rate that would balance the tax revenues induced by these highways and the shadow tolls the government has to pay, is lower than the effective tax rate for the economy.
Pereira and Andraz (2010b)	U.S.; 48 states; T.S. 1977-1999	Highways	VAR; $\Delta$ log	Investment in highways affects private sector variables positively. The regional spillover effects are very significant for all private sector variables and they tend to be more important in western states and the corridor between the Great Lakes and the Gulf Coast.
Pereira and Andraz (2010c)	Portugal; 5 regions; T.S. 1977-1998	Road infrastructure	VAR; $\Delta$ log	Road infrastructure investments promote long-term growth in all regions. It generates fiscal effects that largely exceed the initial investment itself and the authors concluded that there is no trade-off in the long-term between the potentially positive economic effects and the potentially negative budgetary effects of such investments.
Pereira and Roca (1999)	Spain; 17 regions; T.S. 1970-1989	Transports and communications	VAR; $\Delta$ log	Elasticities from -0.31 to 1.07
Pereira and Roca (2003, 2007)	Spain; 17 regions; T.S. 1970-1995	Transports and communications	VAR; $\Delta$ log	Spillovers represent 50% of the total effects

Note: P.C.S.: Pooled Cross-section; P.T.S.: Pooled Time-series; SUR: Seemingly Unrelated Regression. For other abbreviations see note in Table 1.

**Table 3 – Studies at the industry level**

Author (Year)	Data	Public Capital Measure	Model Specification	Conclusions
<b>Production Function Approach</b>				
Costa <i>et al.</i> (1987)	U. S.; C.S. 1972 All sectors, manufacturing, non-agricultural	State and local public capital	Translog; log.	Elasticity of output with respect to public capital is 0.20 in all sectors, 0.19 in manufacturing and 0.26 in non agricultural sectors.
Evans and Karras (1993)	7 countries; P.D. 1963-1988 Manufacturing	Public capital stock	C-D; $\Delta$ log; time and country effects.	Estimates are fragile and not significant.
Fernald (1993)	U. S.; P.D. 1953-1985 34 individual sectors	Roads, highways	C-D; $\Delta$ log.	Annual rate of return of public investment from 60% to 140%.
Fernald (1999)	U.S; P.D. 1953-1989 29 sectors	Roads	Sectoral productivity growth	Roads contribute 1.4% per year to growth before 1973, specially in vehicle-intensive industries, and 0.4% thereafter.
Greenstein and Spillar (1995)	U. S.; P.D. 1986-1992 Fire, insurance & real estate, manufacturing	Telecommunications	Linear equation; log.	Elasticities of output with respect to public capital are 0.10 in fire, insurance & real estate, and -0.02 in manufacturing.
Pinnoi (1992)	U. S.; C.S. 1972 Private industry, manufacturing, agricultural, other	State and local public capital (disaggregation into highways, water and sewers and other)	Translog; log.	Elasticities of output with respect to public capital are -0.11 in private industry, 0.08 in manufacturing, -0.10 in agriculture, and 0.003 in other industries.
<b>Behavioral Approach</b>				
Conrad and Seitz (1992)	W. Germany; P.D. 1961-1988 4 sectors	Core infrastructure	Cost: Translog	Cost elasticities of -0.07 to 0.27. Increases in public capital reduce costs. Inexistence of productivity spillovers.
Conrad and Seitz (1994)	W. Germany; P.D. 1961-1988 Manufacturing, trade, transport and construction	Core infrastructure	Cost: Translog; log.	Cost savings from -0.056 to -0.031. Public capital in short supply during 1961-79 and in excess supply during 1980-88. Slowdown in public capital partially responsible for productivity slowdown.
Holleyman (1996)	U. S.; P.D. 1969-1986 Manufacturing industries	Highways	Cost: Translog; log.	Cost elasticities from -0.07 to 0.09.
Keeler and Ying (1988)	U. S.; P.D. 1950-1973 Trucking industry	Highways	Cost: Translog; log.	Cost savings.
Lynde and Richmond (1993b)	U.K.; T.S. 1966-1990 Manufacturing	Dwellings	Cost: Translog; log.	Output elasticity is 0.20. Higher public capital in the 80s could have increased labor productivity growth by 0.5% per year.



**Table 3 (Cont'ed) – Studies at the industry level**

Author (Year)	Data	Public Capital Measure	Model Specification	Conclusions
<b>Behavioral Approach</b>				
Mamatzakis (1999)	Greece; P.D. 1959-1990 20 industries	Core infrastructure	Cost: Translog; log	Cost elasticity ranges from 0.02% in food manufacturing to 0.78% in wood manufacturing.
Nadiri and Mamuneas (1994)	U. S.; P.D. 1956-1986 Manufacturing industries	Public capital stock and R&D	Cost: Generalized C-D; log.	Cost elasticities are -0.11 for public capital and -0.21 for R&D capital stock. Public capital and private inputs are substitutes. R&D and private capital are substitutes. R&D and labor are complements. R&D and private capital have higher rates of return than public capital.
Nadiri and Mamuneas (1996)	U. S.; P.D. 1947-1989 Manufacturing industries	Highway capital	Cost: Symmetric Generalized MacFadden.	Significant positive effects.
Seitz (1993)	W. Germany; P.D. 1970-89 Manufacturing	Roads (monetary) and motorways (physical)	Cost: Generalized Leontief; log.	Shadow values are significant for 22 sectors. Complementary relationship between private capital and public capital is negligible.
Seitz (1994)	W. Germany; P.D. 1970-1989 Manufacturing	Public capital stock Core Infrastructures	Cost: Generalized Leontief; log.	Public investment has a stabilizing but decreasing impact on private inputs demand. Public capital and private capital are complements. Public capital and labor are substitutes.
Seitz (1995)	W. Germany; P.D. 1980-1989 Manufacturing	Public capital stock	Cost: Generalized Translog; log	Cost savings: -0.127.
Seitz and Licht (1995)	W. Germany; P.D. 1970-1988 Manufacturing	Public capital stock	Cost: Translog; log	Cost savings: -0.216. Distinction between private stock of buildings and private stock of machinery is crucial. The former is more affected by public capital than the latter.
Shah (1992)	Mexico; P.D. 1970-1987 Manufacturing	Core infrastructures	Cost: Translog; log	Cost elasticity between -0.915 and -0.866. Public and private capital are substitutes in the short-run and complements in the long-run. Public capital and labor are complements in the short-run and substitutes in the long run.
<b>VAR Approach</b>				
Pereira and Andraz (2003)	United States; T.S. 1956-1997 12 sectors	Total public capital	VAR; $\Delta$ log	Different effects among industries.
Pereira and Andraz (2007)	Portugal; T.S. 1956-1997 18 sectors	Transportation	VAR; $\Delta$ log	Different effects among industries.
Pereira and Roca-Sagales (1998)	Spain; T.S. 1970-1991 4 sectors	Transportation	VAR; log	Positive and significant long term effects on output, labor and private capital.
Pereira and Roca-Sagales (2001)	Spain; T.S. 1970-1993 4 sectors	Transportation and communications	VAR; $\Delta$ log	Positive and significant long term effects on output, labor and private capital.

See notes in Table 1.