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## Abstracts

### **Political Philosophy for Perfect People?**

**P.H.J. Olsthoorn**

The main subject of this article is the role that the striving for fame and a good name, played in the liberalism of Locke, Hume and Smith. This is an element that has been neglected in most of the contemporary literature on these thinkers, and current views on what constitutes liberalism are thus at the very least incomplete. Where modern liberalism has its roots in the works of Kant and Mill, classical liberals like Hume and Smith were greatly influenced by the thinkers of antiquity, notably Cicero. Why then, does this aspect of classical liberalism deserve our attention? Kant, and in his footsteps Rawls, held that the fear of losing face as a motive, diminishes the moral value of an act. Locke, Hume, and Smith maintained the opposite, as Cicero did in his time: namely that, as man has his deficits, and in general falls far short of the stoic/kantian ideal of perfect wisdom, we can not hold it against him if it is partly or largely his concern for his reputation – his vanity, one could say – that keeps him from wandering of the path of virtue.

### **Rotterdam: Networking Towards the East**

**H.A. van Klink**

This article shows the rise of port networks as a new stage in the development of seaports. Port networks are considered to arise as a result from fundamental developments. For the port of Rotterdam, the dispersal of port-related business to places outside the port region leads towards a network pattern. Activities tend to choose alternative locations, because new locational requirements cannot be satisfied in the port itself. The functional port region is elaborated by the new location pattern. However, the jurisdiction of the Rotterdam port authority can hardly be adapted to the spatial-economic dynamics. The divergence between the functional and administrative boundaries of the port is fragmenting the policy making. Individualistic strategies of locations are hindering the sustainable strengthening of the port network. One of the regions belonging to the Rotterdam port network is the eastern part of the Netherlands. The region's infrastructure is guiding transport flows and the area is locating port-related activities in transport and distribution. Together with this region, the Rotterdam port has to give shape to the organisation of the port network. The establishment of a development corporation, with Rotterdam and surrounding regions as partners, is proposed as a means to organise the port network and to balance the benefits and burdens of the Dutch position as a gateway to Europe in the future.