

Endnotes

1. In this document, the Asia and Pacific region refers to all developing member countries (DMCs) of the Asian Development Bank (ADB). Further, “Asia and Pacific” and “Asia” had been used interchangeably, particularly in figures and tables. As multiple data sources are used in this paper, unless specified otherwise, reference to the “world” depends upon the countries included by the data source used.
2. ADB, Japan Bank for International Cooperation, and World Bank. 2005. *Connecting East Asia: A New Framework for Infrastructure*. Washington, DC.
3. Data on ADB operations mentioned in this paper are based on definitions given in *Updating Sector and Theme Classification at the ADB* (July 2004), available at <http://www.adb.org/Documents/Policies/Sector-Theme-Classification/default.asp>. ADB classifies energy, transport and communication, and water supply, sanitation, and waste management as sectors, but irrigation and drainage is a subsector of agriculture and natural resources. Other data mentioned in this paper broadly follow the definitions used by the data source.
4. Unless specified otherwise, in this paper, “industrialized countries” refers to G7 countries: Canada, France, Germany, Italy, Japan, the United Kingdom, and the United States.
5. Traditionally ADB has provided significant support for ports, waterways, and shipping (6.7% of total lending for transport and communications up to the end of 2006) and has provided some support to civil aviation (2.2% of total lending for transport and communications to the end of 2006). However, lending for these subsectors declined sharply in the recent past, in response to DMC demand. Reflecting this, the Medium-Term Strategy II places the two infrastructure subsectors in group III, which means ADB operations in these areas should be gradually wound up. Thus, data on these areas are not considered essential for this paper despite ADB’s significant involvement in the past.
6. The data on roads do not account for the different geography and population distributions in the countries and regions compared.
7. Road data beyond 1999 are available only for a few countries. By 2002, the People’s Republic of China (PRC) and India had added about 30% to their total road network lengths in 1999, while Kazakhstan had reduced its road length by about 25% during the same period. This suggests continuity of the trends seen in these countries until 1999.
8. Matching the current level of road network in industrialized countries in per unit population terms will take much longer period.
9. In 2003, the total primary energy supply for the region was 2,655 million tons of oil equivalent, or about 25% of world’s total primary energy supply.
10. Despite strong growth over the last decade, access to the Internet in Asia and the Pacific in 2004 was lower than world and industrialized country levels. In 2004, there were 62.5 Internet users per 1,000 people in the region compared to 138.1 for the world and 554.6 for the industrialized countries.
11. The available road data at the country level seems particularly weak and quite incomplete. The picture emerging from the data should be seen accordingly.
12. The dataset used does not include paved road data for the PRC.
13. “Developing Asia” refers to all DMCs excluding those that have graduated from ADB’s regular assistance: Hong Kong, China; the Republic of Korea; Singapore; and Taipei, China.
14. “The proportion of the population with sustainable access to an improved water source is the percentage of the population who use any of the following types of water supply for drinking: piped water, public tap, borehole or pump, protected well, protected spring or rainwater. Improved water sources do not include vendor-provided water, bottled water, tanker trucks or unprotected wells and springs. The indicator monitors access to improved water sources based on the assumption that improved sources are more likely to provide safe water. Unsafe water is the direct cause of many diseases in developing countries.” United Nations (UN)

- Development Group. 2003. *Indicators for Monitoring the Millennium Development Goals: Definitions, Rationale, Concepts, and Sources*. New York: UN.
15. The coverage of public-private infrastructure data is slightly different from the infrastructure covered in this paper. It covers energy (electricity and natural gas), telecommunications, transport (airports, seaports, railways, and toll-roads), water and sewerage (potable water and sewerage).
 16. ADB. 2004. *Private Participation in Infrastructure: The Way Forward for East Asia*. Manila.
 17. A subsequent World Bank study estimates that, for 7.5% growth of gross domestic product (GDP), South Asia will need investment amounting to \$88 billion per annum or 7.64% of GDP during 2006–2010. This study also provides a revised estimate of infrastructure requirements of East Asia and the Pacific, at 6.2% of GDP, during this period. Chatterton, Isabel, and Olga Susana Puerto. 2006. *Estimation of Infrastructure Investment Needs in the South Asia Region*. Washington, DC: World Bank.
 18. Most infrastructure also generates significant externality, both positive and negative.
 19. Chatterton, Isabel, and Olga Susana Puerto. 2006. *Estimation of Infrastructure Investment Needs in the South Asia Region*. Washington, DC: World Bank.
 20. The pricing of infrastructure reflects a variety of factors, many of which are country-specific, such as people's expectations based on historic pattern, ability to pay or per-capita income level, and technical and economic features of the infrastructure such as degree of positive externality or public good character.
 21. Unless otherwise stated in this paper, ADB lending refers to lending from the public sector window.
 22. 2006 figures include the drawdown or loan approval of \$925.8 million out of the total \$5.3 billion approved during the year from the Multitranches Financing Facility.
 23. ADB. 2001. *The Long-Term Strategic Framework of ADB (2001–2015)*. Manila.
 24. ADB. 2004. *Knowledge Management in ADB*. Manila.
 25. While the paper mainly focuses on ADB's lending operations, in this section, data on regional technical assistance are presented separately mainly due to its special and historic role in ADB's regional cooperation efforts.
 26. ADB. 1999. *Economic Analysis of Subregional Projects*. EDRC Methodological Series Number 1. Manila.
 27. The 13 issues are summarized in the Appendix 1 of *Guidelines for the Economic Analysis of Projects (1997)*.
 28. The study was conducted in the transport sector mainly because it is the largest sector in ADB operations.
 29. Some of these items relate to other "stories" described in this section.
 30. In 2005, the manual *ADB, HIV/AIDS and Roads: Overview, Issues and Project Toolkit* was prepared to support ADB operations in the road sector.
 31. ADB. 2006. *Special Evaluation Study: Urban Sector Strategy and Operations*. Manila. Table A5.2, Appendix 5.
 32. *Ibid*, Appendix 2.
 33. The Environment Policy also treats environment as a thematic crosscutting issue.
 34. There is no formal definition of ADB safeguard policies. However, three policies are identified as safeguard policies in ADB. 2003. *Review of the Inspection Function: Establishment of a New ADB Accountability Mechanism*. Manila, p. 60.
 35. ADB. 2001. *Reorganization of the Asian Development Bank*. Manila.
 36. Most of ADB's program lending for infrastructure during 2000–2006 was in the energy sector. In the energy sector, program lending rose from about 10% of the total lending in this sector during the 1990s to one-fourth of the total during 2000–2006.
 37. ADB. 2006. *Private Sector Development: A Revised Strategic Framework*. Manila.
 38. Unless specified otherwise, lending figures in this section include only planned drawdowns from the Multitranches Financing Facility during the reference year.