

# ABBREVIATIONS

ADB	Asian Development Bank
ANM	primary health center nurse (India)
BOOT	build, own, operate, transfer
CASS	Chinese Academy of Social Sciences
DFID	Department for International Development (UK)
DMC	developing member country
DRI	domestic research institute
EGAT	Electricity Generating Authority of Thailand
ESCAP	(United Nations) Economic and Social Council for Asia and the Pacific
GDP	gross domestic product
GEB	Gujarat Electricity Board
GSRTC	Gujarat State Road Transport Corporation
IFPRI	International Food Policy Research Institute
IFRTD	International Forum for Rural Transport and Development
ILO	International Labour Organisation
IMT	intermediate means of transport
IPP	independent power producer
IRAP	Integrated Rural Accessibility Planning
JBIC	Japan Bank for International Cooperation
Lao PDR	Lao People's Democratic Republic
LPG	liquefied petroleum gas
MDG	Millennium Development Goal
NCAER	National Council for Applied Economic Research (India)
NGO	nongovernment organization
NMT	nonmotorized transport
OECD	Organisation for Economic Co-operation and Development
PPIAF	Public-Private Infrastructure Advisory Facility
PPP	purchasing power parity
PRC	People's Republic of China
PRS	Poverty Reduction Strategy
PRSP	Poverty Reduction Strategy Paper
PV	photovoltaic
R&D	research and development
RETA	regional technical assistance
RIPA	Roads Improvement for Poverty Alleviation (PRC)
RRMIMP II	Rural Roads and Markets Improvement Project II
RRP	report and recommendation of the President
SEB	State Electricity Board (India)
SPP	small power producer
SRT	State Railway of Thailand
TA	technical assistance

TDRI	Thailand Development Research Institute
TVE	town and village enterprise (PRC)
UNDP	United Nations Development Programme

### **CURRENCY EQUIVALENTS**

In this study, amounts in People's Republic of China yuan (CNY) are converted into US dollars (\$) at the rate of  $\text{CNY}8.3 = \$1.0$ .

Amounts in Thai baht (B) are converted into US dollars at the rate of  $\text{B}42 = \$1.0$ .

Amounts in Indian rupees (Rs) are converted into US dollars at the rate of  $\text{Rs}46.5 = \$1.0$ .

In this study, "\$" refers to US dollars.

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*Electricity fills this classroom in Jamnagar, Gujarat with light and fresh air.*

# FOREWORD

When it adopted poverty reduction as its overarching goal in 1999, ADB initiated a process of reviewing its operations to identify how best to adapt them for greatest possible poverty reduction impact.

This was quite a challenge for the transport and energy sectors, which have traditionally been among ADB's areas of strength. Intuitively, their influence on poverty reduction seemed obvious. However, empirically, the available evidence was still quite weak. We therefore needed to gather empirical evidence on a systematic basis to understand how these sectors exert their impacts on poverty reduction, both directly and indirectly. This would then serve as valuable feedback to the designers of future projects and programs.

To begin filling this gap in knowledge, ADB initiated a regional technical assistance project on *Assessing the Impact of Transport and Energy Infrastructure on Poverty Reduction*. We carried out this technical assistance in close collaboration with our partners from the United Kingdom's Department for International Development, the Japan Bank for International Cooperation, and the World Bank, each of which shared our need to know more about this subject. The high quality of work produced is a reflection of the combined efforts and strengths of this development partnership, and demonstrates our shared commitment to the international agenda for harmonization of development support.

This book presents the findings of the technical assistance. Above all, it shows how transport and energy infrastructure contributes to poverty reduction, and why these contributions are important. One new aspect that emerges is that, in addition to their impacts on income dimensions of poverty, transport and energy have significant impacts on nonincome dimensions such as health, education, personal security, and community participation. The book also recommends a series of policy and operational-level refinements for increasing the poverty reduction impact.

With the publication of this book we have taken a step toward improved understanding of this complex subject, but there is still a long way to go. It is my hope that the book will help give momentum to further efforts to close the knowledge gap. I look forward to it being widely used by developing country governments, development partners, professionals, academics, and in civil society.



Haruhiko Kuroda  
President  
Asian Development Bank



*In many parts of Thailand today, private transport is not reserved for adults.*