## **List of Figures and Graphics**

Figure 1.1	New Development Strategies for ASEAN and East Asia and Quality of Infrastructure	4
Figure 2.1	The Fragmentation Theory	8
Figure 2.2	The Evolution of Production Networks: Illustrations	12
Figure 2.3	New Economic Geography: Agglomeration Forces and Dispersion	15
rigure 2.5	Forces	13
Figure 2.4	Mekong-India Economic Corridor	16
Figure 2.5	Scenario for the Development of Phnom Penh	17
Figure 2.6	Scenario for the Development of Dawei	18
Figure 2.7	Economics of Coordinated Investments	19
Figure 2.8	The Theory of Leapfrogging	19
Figure 2.9	Three Channels to Get Access to Technology	20
Figure 2.10	Technology Acquisition and Product Innovation	22
Figure 2.11	SMEs and Industrial Agglomeration	23
Figure 2.12	Labour Movements from the Informal to the Formal Sector	27
Figure 3.1	The Life Cycle Cost Structure	32
Figure 3.2	Competitive Bidding	35
Figure 3.3	Ample Room for Public–Private Partnership	37
Figure 4.1.1	Shares of Machinery in the Total Exports/Imports to/from the	42
	World: 1970–2010	
Figure 4.1.2	Machinery Exports and Imports by Region (US\$ million)	42
Figure 4.1.3	The Logistics Performance Index and GDP Per Capita	43
Figure 4.1.4	Monthly Worker's Wages and Yearly GDP Per Capita	44
Figure 4.2.1	Shares of Machinery in the Total Exports/Imports of	45
-	Manufactured Goods to/from the World (2007)	
Figure 4.2.2	Number of Destination Countries in Export of Machinery Parts	47
	and Components to the World, by HS 6-digit product	
Figure 4.2.3	Number of Destination Countries in Intra-East Asian Export of	49
	Machinery Parts and Components, by HS 6-digit product	
Figure 4.3.1	City Size with Night-time Light from Satellite	52
Figure 4.4.1	ASEAN Urban Agglomerations with 500,000 Inhabitants or More in 2030	58
Figure 4.5.1	Share of High-skilled Employment	64
Figure 4.5.2	University–Business R&D Collaboration	65
Figure 4.5.3	Cluster Development and Skilled Employment	65
Figure 5.1.1	Status of CADP Project Implementation	68
Figure 5.1.2	Status of CADP Project Implementation, by tier	71
Figure 5.1.3	Status of CADP Project Implementation, by subregion	72
Figure 5.1.4	Representative Operation Stage Projects of CADP	75
Figure 5.2.1	Implementation of National Single Window	79
Figure 6.1.1	Selected Representative Infrastructure Projects in the Mekong Subregion	90
Figure 6.1.2	Selected Representative Infrastructure Projects in MIEC and East India	90
Figure 6.1.3	Selected Representative Infrastructure Projects in the IMT+ Subregion	91

Figure 6.1.4	Selected Representative Infrastructure Projects in the	91
	BIMP-EAGA+ Subregion	
Graphic 6.2.1	Image of Road Grades	97
Graphic 6.2.2	Image of Railway Grades	99
Graphic 6.2.3	Image of Airport Grades	101
Graphic 6.2.4	Image of Port Grades	102
Figure 6.3.1	Energy Demand Increment of Energies in the EAS Region	104
	(2012 – 2035)	
Figure 6.3.2	Natural Gas Demand Supply Gap	106
Figure 6.3.3	ASEAN Power Grid Interconnectivity – Existing and Planned	111
Figure 7.1	Basic Structure of the Simulation Model in Simulation	118
Figure 7.2	Economic Impact, in percentage	120
Figure 7.3	Economic Impact of Mekong–India Economic Corridor	124
	(2030, Impact Density)	
Figure 7.4	Economic Impact of East–West Economic Corridor	126
	(2030, Impact Density	
Figure 7.5	Economic Impact of North–South Economic Corridor	128
	(2030, Impact Density)	
Figure 7.6	Economic Impact of Indonesia–Malaysia–Thailand Growth	130
	Triangle (2030, Impact Density)	
Figure 7.7	Economic Impact of IMT+ (2030, Impact Density)	132
Figure 7.8	Economic Impact of BIMP-EAGA (2030, Impact Density)	134
Figure 7.9	Economic Impact of BIMP-EAGA+ (2030, Impact Density)	136
Figure 7.10	Economic Impact of BIMSTEC (2030, Impact Density)	138
Figure 7.11	Economic Impact of All Infrastructure Development	140
	(2030, Impact Density)	
Figure 7.12	Economic Impact of NTB Reduction (2030, Impact Density)	142
Figure 7.13	Economic Impact of SEZ in CLMV (2030, Impact Density)	144
Figure 7.14	Economic Impact of All-All Improvement (2030, Impact Density)	145
Figure 7.15	Economic Impact on Gini (2030)	147
Figure 7.16	Traffic of Automotive Intermediate Goods in ASEAN	148
Figure 7.17	Traffic of E&E Intermediate Goods in ASEAN	149