



# Impact of rural road construction in local economy in Afghanistan

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Declaration

I declare that this thesis contains my work only some study and specifically acknowledged.

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## Certification

I hereby certify that the thesis work for impact of rural road construction in local economy in Afghanistan, Case of Rural road construction program which is done by Rahmat Gul under my guidance and supervision.

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## **Abstract**

This thesis about the construction of rural road impact in local economy in Afghanistan with different program which is implemented by two-line Ministry of transportation (MoT), Ministry of Rural rehabilitation and development through NRAP, RAIP and other program, World Bank, Asian Bank, JICA and USAID through international consultant like UNOPS, IRD, LBG and others,

The construction of rural road impact in local economy development is more important for provide access to market district and province center, the rural road cause for providing job opportunity, access to the market, access to health clinic center, access to education to school for boys and girls.

The construction of rural road effect in reducing the time during traveling, increase the trips from rural area to market center, also have effect in reducing the rent cost for passenger and goods, the maintenance cost for vehicles also reduce when the rural road is constructed

As per responders and ADB cost benefit analyze study the results of this economic analysis suggest that the proposed investment in the rural road construction project in rural area for providing the access would benefit the economy of Afghanistan as the economic internal rate of return is above the social discount rate, normally considered at 12% for Afghanistan and the country which are developing and/or under developed economies. Thus, the proposed investment in the project roads is considered economically feasible, as per this analyze the construction of rural road are recommending.

Based in this research the rural road construction is important for local economy development, as per response and other study which is conducted in Afghanistan the rural construction have positive impact in local economy.

## **List of acronyms and Symbols**

MOT	Ministry of transportation
MRRD	Ministry of rural rehabilitation and development
MoPW	Ministry of Public Work
UNOPS	United Nation office for project service
USAID	United states agency for international development
ADB	Asian Development Bank
WB	World Bank
NRAP	National rural road access program
RAIP	Rural Access Improvement Project
LBG	Louse Berger group
JICA	Japan International Corporation Agency
IRD	International Rural Development

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# CHAPTER ONE

## INTRODUCTION

### 1.1 Background:

Country transport advancement is critical to financial development and destitution decrease. Without compelling vehicle country networks would be detached from business sectors, medicinal services and training. Studies did by Fan and associates at the International Food Policy Research Institute in India (1999), Uganda (2004), and Tanzania (2005) found that interest in country streets gave the most noteworthy, or second best yields, and lifted more individuals out of neediness, per dollar spent, contrasted and some other type of open use. However almost one billion provincial inhabitants, around 68% of the world's rustic populace, estimated by the country Access Index (RAI) still don't have all season access to street systems. With the help of DFID, the RAI, which is characterized as 'the extent of the country populace living inside two km of an all-season street' has now been embraced as SDG Indicator 9.1.1. To address the issues of country openness a large number of dollars have been put resources into LICs and LMICs to give sheltered, solid, and reasonable provincial access. It has been assessed that over 4% of World Bank loaning is committed to rustic streets (Tsumagari, 2007).

About one billion individuals overall live in excess of 2 km from a cleared street, with 33% living in India (Roberts et al., 2006; The World Bank Group, 2016). Completely 50% of India's 600,000 towns came up short on a cleared street in 2001. To cure this, the Government of India propelled the Pradhan Mantri Gram Sadak Yojana (Prime Minister's Village Road Program, or PMGSY) in 2000. Started on the possibility that "poor street availability is the greatest obstacle in quicker rustic advancement" (Narayanan, 2001) and promising advantages from neediness decrease to expanded work openings in towns (National Rural Roads Development Agency, 2005), by 2015 the PMGSY had financed the development of every single climate street to about 200,000 towns at an expense of nearly \$40 billion. However, country territories may have different weaknesses that may make it hard to understand these increases; for instance, they need agglomeration economies and correlative data sources, for example, human capital. Bringing down vehicle expenses may not be sufficient to change financial action and results in rustic zones.

### 1.2 Rural road in Afghanistan

The civil war harm a few structure and frameworks venture in Afghanistan provincial street therefor the development of rustic street in Afghanistan to country zone that doesn't approach the market, town to town, town to region and town region focus and request of the provincial network to approach it is one of key projects of the Afghanistan government; the point of this projects is to improve access of rustic networks lastly bring about nearby network's economy advancement and to give business chances to country works. The provincial street access will help improve nearby economy by simple and safe transportation of the neighborhood items to the market. They

will have the option to ship the horticulture items so as to the market, for traveler the movement time and cost will diminish. The USAID, JICA and the World Bank subsidize this program and working in 34 provinces in Afghanistan, it has eight region workplaces for execution the country street ventures.

The Afghanistan Government, World Bank and others provincial street givers comprehend to help the development of rustic street advancement is essential for showcase improve get to, give laborer days wellbeing offices and improve the training administrations, with development of optional street and tertiary street, be development country street can be increment traveler and cargo transportation lessening travel times, decreasing the expense of transport for low salary of people reliant on employing a lot of autos or transports. The neighborhood networks with development of the rustic street can be capable for buys merchandise and improved the assortment of business sectors and the nearby individuals salary will likewise increment. Likewise the ladies approach starter clinical consideration like pre-natal assistance and mother youngsters guidance and the sustenance of kid.

UNOPS LBG/USAID and IRD/USAID in Afghanistan executing the country street extends in Afghanistan and give the limit working in the rustic street specialized staff, train more Engineers in the overview, Design Quality Control, acquisition and development of the provincial street. During the development improve the limit working of Construction Company.

"Its money related impact on the lives of Afghan people has been colossal. It has given various nation women better access to pre-natal organizations and crisis center births where prosperity workplaces had as of late been hard to reach," said UNOPS Director Bruce McCarron. Since 2002, Afghanistan has gained momentous ground in numerous regions, for example, wellbeing, instruction, small scale account, water system and provincial occupations, just as sound large scale monetary administration and slow upgrades in open money related administration, supported by radical change of the traditions organization. By and by, the nation's condition stays testing. Administration and regulatory limit stays feeble and the standard of law still can't seem to be broadly standardized. Far reaching destitution and low human improvement pointers endure. Specifically, the nation's grain collect independence rate stays low. In addition, challenges in bringing in wheat from neighboring nations make intermittent nourishment deficiencies a risk. Access to power is still among the most reduced on the planet and significantly more should be done to increment provincial efficiency. By and large, improvement needs stay huge.

The Bank's fundamental target is to continue and quicken the advancement made so far in numerous territories of state building and administration conveyance, which establish huge stages for improving employments and building government validity. Over forty years of the wars cased had done extreme demolition to the Afghanistan street arrange at all levels: primary street national interstate and rustic street to neighborhood fundamental access streets. As this program are begun

by world bank, USAID and legislature of Afghanistan from the contention in 2001 by coming new government, according to government authority the assessed 130,000 km of major and provincial streets arrange around then was in acceptable condition. Recovery of the center system, while making brisk work, has been the administration's need that supported the then transitional technique to unite harmony and soundness. By temperance of its work concentrated nature, country streets restoration was viewed as urgent to create noteworthy business openings while opening up the detached rustic zones to essential administrations. Taking into account this, the Government detailed the National Emergency Employment Program (NEEP), a leader program for making momentary work through rebuilding of the broken down country framework. In the wake of making ready to other business age activities to rise, NEEP developed into the National Rural Access Program (NRAP) from 2005 to now, with a solid spotlight on arrangement of all-season access to fundamental social administrations for the provincial Public Disclosure Authorized Public Disclosure Authorized Public Disclosure Authorized Public Disclosure Authorized 2 populace. The World Bank, through IDA and the Afghanistan Reconstruction Trust Fund (ARTF), has been supporting the two projects, through five financing tasks, beginning from crisis subsidizing with an essential target of making work in country zones, and working up to progressively broad inclusion in building institutional limit in the two services answerable for the division, the Ministry of Rural Rehabilitation and Development (MRRD) for tertiary streets, and the Ministry of Public Works (MPW) for optional streets; composed by the Ministry of Finance. The latest of these tasks, NERAP, is right now in its fourth year and is expected to be finished in 2013. In equal, US-AID and the Asian Development Bank (ADB) have concentrated their financing on significant interstates, with the end goal of reestablishing the national level ring expressway that connects every single significant city and fundamental outskirts crossing focuses.

The Bank's approach discourse with the Afghan Government has additionally tended to the unmistakable fascination of Central Asian governments (all landlocked) to see exchange passageways opened to ports on the Indian Ocean. The ADB has been supporting this multi-nation discourse through its Central Asia Regional Economic Cooperation activity. Right now Afghan government as of late authorized a railroads all-inclusive strategy, which has inspected, at vital level, the alternatives for building up a rail line organize to support the Afghan economy, just as serving the travel interests of Central Asia. Enthusiasm for this idea was uplifted in 2010 by declaration of considerable mineral stores in enormous regions of northern and focal Afghanistan, for which – in any event in the more drawn out run—trade by rail would be less exorbitant than street transport.

In equal the administration of Afghanistan has requested that the world Bank proceed with its help to its National Rural Access Program and other program how are functioning for development of rustic street venture in the provincial zone. This projects subsidizes support, restoration and minor improvement of auxiliary and tertiary streets all through Afghanistan. In November 2010 the Bank affirmed extra financing for the on-going NERAP activities in 2012 and 2013, at a degree of around 350 km for every year by every one of the two services. The

proposed undertaking would assist the Government with strengthening its institutional limit with regards to overseeing tasks and accordingly, when the venture is finished, to scale up its degree of movement by a factor of at least three (World Bank Afghanistan)

### 1.3 Problem Statement

According to Afghanistan topographical area about 80% individuals of Afghans living in country regions (source world bank), in this way the provincial individuals are have to give access to the market and administration, without get to numerous individuals lose their life on account of not coming to wellbeing offices on schedule. Moreover, without provincial street and improved nearby items can't reach to the neighborhood and national markets or arrive at extremely late and with absconds which is a prudent misfortune. Still on the provincial territory individuals are utilizing the vehicle the merchandise traveler to the marker, District and area focus town to town by creature transport mean by ponies, Camel and jackass, there are most case to ship the wiped out man and female to the wellbeing place for treatment in the manner according to burn through the time and awful state of the vehicle kicked the bucket before showing up to the center, With development of the rustic streets, it will give the opening for work and will help for grow up of nearby economy. In this way, need to know the development of provincial street will influence in the neighborhood economy for giving the entrance to the nearby network.

The country street program is begun from 2003, developed the provincial street in all territories of Afghanistan and the program is consistent with various stage program, the legislature of Afghanistan and neighborhood individuals need to proceeds with this program to build the rustic streets, this examination will decide the nearby financial effect of the provincial street development program with close thoughtfulness regarding the impact on neighborhood economy, for example, wellbeing and training administrations, get to the to the nearby market from area focus or region place for venders and customers and furthermore the age of work salary openings during the development ,upkeep and activity time . The target of examination is to illuminate the country street development is will beneficial outcome for neighborhood economy, contemplating nearby financial forgive the entrance to the neighborhood advertise, access to instruction administration, wellbeing administrations and simple vehicle to the agribusinesses items to the neighborhood markets, spare the movement time, lessen the autos support and activity cost, it will likewise survey which components are more impact in neighborhood economy advancements like employments open doors for neighborhood individuals during the development and activity time to the business sectors.

#### 1.4 Research Questions:

1. What is the relationship between construction rural road and local economy in Afghanistan?
2. What are the impact of construction of rural road on employment opportunities in Afghanistan?

#### 1.5 Objective of the study:

The objective of this thesis summarized as follows:

1. To identify the relationship between construction of rural road and local economy development in Afghanistan;
2. To identify the relationship between construction of the rural road and employment opportunity in Afghanistan;
3. To identify the relationship between construction of the rural road and house hold income in Afghanistan.

#### 1.6 Research significance

The rural road development in Afghanistan is increasingly significant as the topographical area is more streets situated in the rocky landscape the development cost of rustic street is costlier than neighbor's nations, the world Bank, Asian Bank, USAID, JICA and the Government of Afghanistan went through more cash for development of country street and country zone.

Likewise, the Government of Afghanistan considers the country get to street program as need program for Afghanistan recreation in the Tokyo Japan meeting. In this way, it is having to know the effect of rustic access street in the neighborhood economy; it is having to know which sort of streets should be built according to number of deals and quantities of recipient immediate and aberrant by utilizing the street.

The proposal of this investigation center around to know the effect of the provincial street in Afghanistan in the neighborhood economy, gets to the market, opening for work, access to the wellbeing community and arrangement for training where the rustic street are developed.

At end of this will be find that the development of provincial have the connection with nearby economy according to quality research and responder proposal and input according to quaternary inquiries.

## CHAPTER TWO

### Literature Review

#### 2.1. Background to the concept rural road impact in local economy

Various examinations have built up the positive connection between rural availability and advancement; rural roads give imperative connections that cultivate viable access to and usage of a large group of significant social and physical foundation. A large number of advantages are credited to rural road improvement, including expanded rural creation, better ranch costs, development of dairying, rural industrialization, better instructive guidelines, and higher future bringing about adjusted and quicker advancement of rural zones. Rural road improvement upgrades access to business sectors for the two data sources and yields through a decrease in exchange and exchange cost (transport and coordination cost). The more noteworthy accessibility of sources of info expands their utilization by ranchers. Subsequently, horticultural profitability can increment. Rural roads likewise permit makers to accomplish extra profitable chances, prompting ascend underway (Stifel and Minten, 2008). Jalan and Ravallion (2002) show that road thickness had an exceptionally noteworthy constructive outcome on utilization development at the homestead family unit level in rural zones of Southern China from 1985 to 1990.

Utilizing family data in Ethiopia, Dercon and others (2008) find that the closeness of a road is a central point in decreasing destitution. Fan, Nyange, and Rao (2005) shows that every kilometer decrease out yonder to an open transportation office diminishes the likelihood of a family being poor by 0.22 to 0.33 percent in Uganda. It has been seen that there was an immediate connection between increment in grounds of fare crop development and the standard of roads and good ways from primary business communities. There is upgraded innovative action, sharp decrease in cargo and traveler charges and improved administrations because of interest in rural roads (Bonney, 1964). While investigating the financial effect of new roads on little and disconnected town networks in Mexico, it was discovered that the roads made inflow and outpouring age of transportation, correspondence and modernisation just as movement, both into and out of the network. (Elmondorf and Merrill, 1977).

The investigation of the impacts of rural roads improvement in the Philippines uncovered improved financial social and human administrations markers, because of progress in rural roads. The gross family unit salary expanded by 28 percent essentially because of less expensive and progressively solid vehicle, less expensive ranch inputs, higher homestead door costs and enormous portion of significant yields sold legitimately in business sectors. There was expanded non-ranch business, better access to instruction, wellbeing and homestead the board administrations, improved amusement offices and data streams (USAID, 1978). Access to better wellbeing and instruction normally improves more quickly along roads than somewhere else.



An investigation in Thailand uncovered that effect of roads was more on disengaged zones that were brought into the standard. The region under development and the force of land utilize expanded altogether any place access to advertise is improved (Moore, 1980). In another investigation, full scale data was utilized from eighty five irregular chose locale of India to look at the job of rural roads, among different factors in farming venture and yield. The examination found that the road speculation contributed legitimately to the development of horticulture yield, expanded utilization of manure, extension of business bank tasks and so forth (Binswanger, Khandker and Rosenzweig, 1993).

The investigation by IFPRI on an overview of 129 towns in different pieces of Bangladesh sorted the towns into two gatherings dependent on a total file created to mirror the straightforwardness and access of a town to different administrations, for example, markets, schools, banks and local authoritative workplaces. Towns with better access were seen as essentially happier in various zones including horticultural creation, family unit salary, wage pay of landless work, wellbeing and cooperation of ladies in the economy (Ahmad and Hossain, 1990). Access to every climate road in 15 towns in Ethiopia decreased the rate of destitution by 6.7% (World Development Report of World Bank, 2008).

An absence of access to fundamental administrations and markets is perceived to be a significant limitation on improvement and a significant supporter of destitution. It is assessed 58% of the number of inhabitants in creating nations, 78% of the outrageous poor (Olinto et.al. 2013), and 85% of the multidimensional poor (estimated by the Multidimensional Poverty Index (MPI) (Alkire et.al 2014), are situated in rural territories. Estimated by the Rural Access Index (RAI) it has been evaluated that around 900 million individuals live farther than two km from an all-season road (Roberts et al, 2006). The RAI has now been embraced as the SDG Indicator 9.1.1.

A DFID subsidized deliberate review of distributed proof, covering 56 investigations, found that rural road speculation showed solid connections between great availability and financial advancement (Hine et.al. 2016). The investigation discovered positive effects between road venture and expanded salary, destitution decrease, expanded business, expanded agrarian yield and deals, expanded traffic volumes, diminished vehicle costs and helpful results for wellbeing and instruction. Especially solid proof of the impacts of rural road venture was found in Ethiopia by Dercon et al. (2012) and Wondemu (2010) and by Shenggen Fan and associates covering India (1999), China (2004a), Uganda (2004b), Tanzania (2005). Notwithstanding, not all effects found in the methodical review (Hine et.al. 2016) were, helpful, for instance now and again better access prompted the spread of transmittable illnesses, despite the fact that, on balance wellbeing effects of road venture were sure.

An ongoing report by Asher and Novosad (2018), adopting a moderately new strategy, has examined the impacts of the Indian PMGSY rural road program and discovered generally powerless consequences for money age. The Asher and Novosad study is talked about further right now. The primary reason for the present examination is to evaluate late investigations to see whether the parity of proof has changed.

Around one billion individuals, or about 40% of the rural populace served by the Universal Development Association (IDA), the World Bank's store for the world's least fortunate nations, need solid access to the road organize. Accordingly, rural road speculation is a critical part of government and help organization spending plans. The World Bank alone spends in the locale of US\$ 1 billion every year on rural roads; this avoids use on fundamental and secondary roads (World Bank, 2007).

Notwithstanding the significance of the theme, there is some disappointment with the proof to exhibit the effect of rural road speculation. In spite of the fact that there have been all in all number of investigations of effect, giving changing outcomes, quite a bit of it has been recounted and in 2008 one reviewer reached the resolution that there were generally barely any investigations that had been done with legitimate controls and subject to thorough examination and factual testing (De Walle, 2008).

## 2.2. Rural Roads in Afghanistan

The rural road implies low classification road secondary road and tertiary road, the secondary road which is associated two locale, region to region and region to town, the secondary road traffic is more than tertiary road, tertiary road likewise call town to town road, town to occupy and town to territory focus, this sort of road have less traffic and width of road is just for one path the majority of those are built by Ministry or rural restoration and improvement MRRD and the secondary road are consider for two path of traffic this class road are developed by the service of transportation MoT in Afghanistan.

In the Afghanistan the development of rural road is more effect in the nation economy according to Afghanistan area increasingly material for rural are accessible exceptionally close to the development territory for development of rural road like total dike filling, stone and sand every one of those material is accessible in light of the fact that call minimal effort road additionally with development of rural road can likewise the interest of traffic and local network will, likewise the key diminishing cast for the development of rural is the road surface when consider the solid surface or high two layer black-top layer that will expensive than rock or stone dressing is less expensive the support is likewise simple for local network to fix without cost or ease, from 2002 in Afghanistan got more store for rural roads from the world bank (WB) , Asian Development bank (ADB) and USAID the vast majority of rural are built with bituminous surface. Further to above rural compression the gently traffic mean tertiary

road just the earth surface or graveling road are more financial than black-top surface road and solid surface roads.

The below is rural road classification base on connectivity as per rural road MRRD in Afghanistan.

<b>Table-1 Rural Road Classification base on connectivity</b>					
<b>Rural Access Type</b>	<b>Identification</b>	<b>Connectivity</b>		<b>Road Marks</b>	<b>Remark</b>
		<b>From</b>	<b>To</b>		
<b>None-Standard and Minor Roads</b>	Basic Access	inter village network		R1	None-Standard Road
		A Village	Village	R2	None-Standard Road
		A Village	District	R3	None-Standard Road
		A Village	Province	R4	None-Standard Road
		A Village	Main Road	R5	None-Standard Road
		A Village	Market/Growth Centers	R6	None-Standard Road
	Full Access	A Village	Village	R7	Minor Road
		A Village	District	R8	Minor Road
		A Village	Province	R9	Minor Road
		A Village	Main Road	R10	Minor Road
		A Village	Market/Growth Centers	R11	Minor Road
		District	District	R12	Minor Road
		District	Main Road	R13	Minor Road
		District	Province	R14	Minor Road

The below are two rural road cross sections

Standard Element of Cross Section

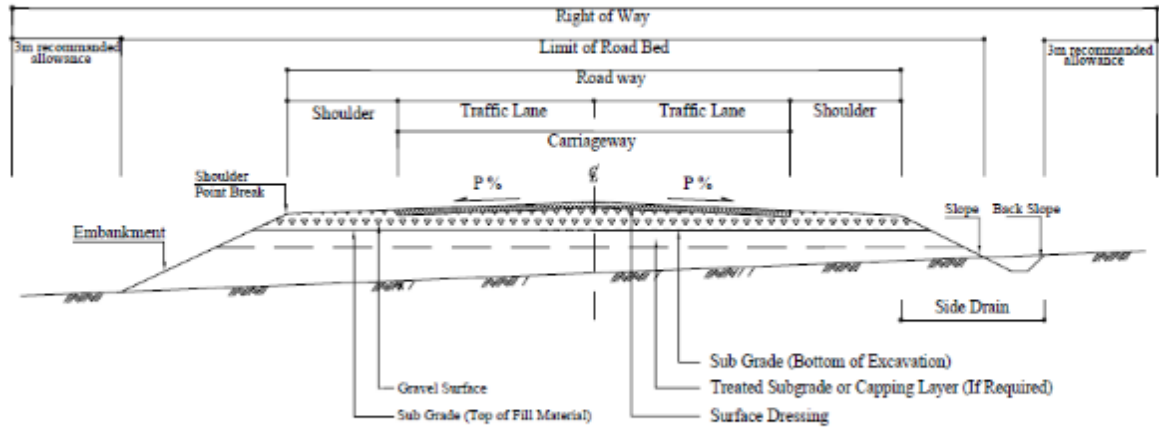


Figure -1 the General cross section of Rural Road in plain and rolling Terrains (Not To Scale)

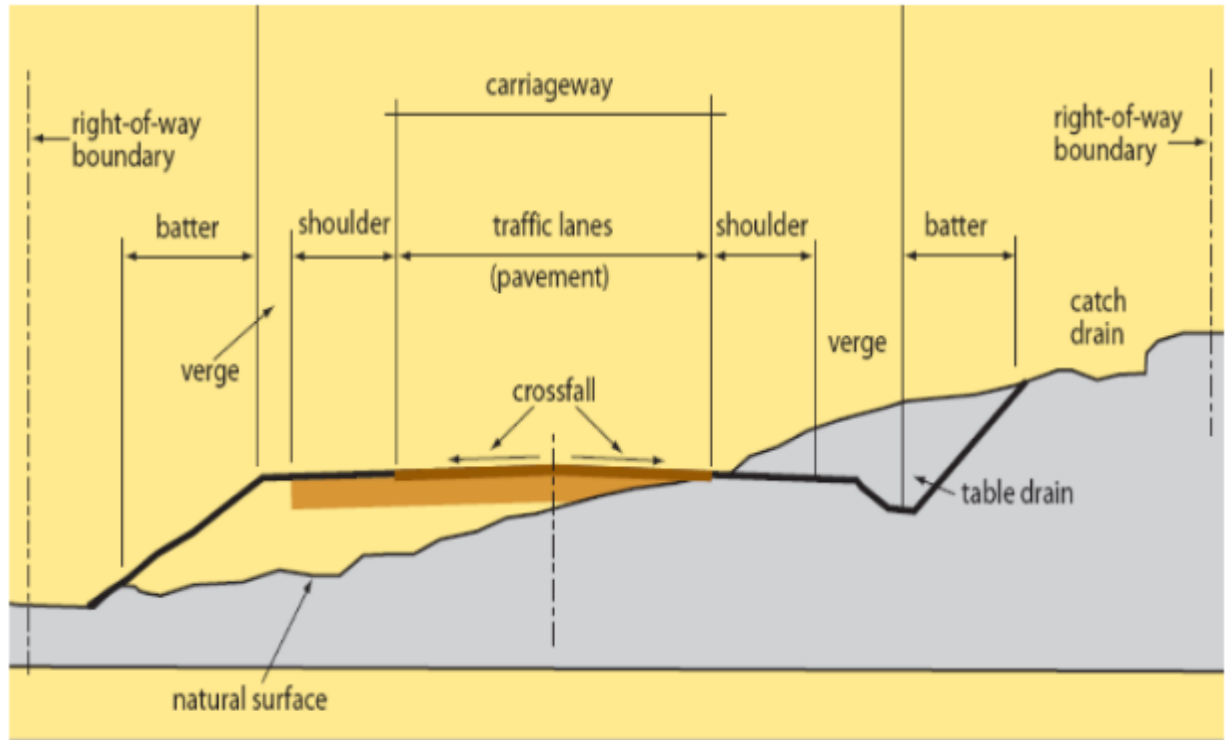


Figure -2 the General cross section of Rural Road in mountainous Terrains (Not To Scale)

## 2.3 Economic analysis of Afghanistan

Afghanistan's financial advancement can be altogether helped through framework mediations and institutional part changes that will build the productivity of the arranging, structure, execution and future support of foundation in the transportation area. The Asian Development Bank (ADB) investment program will give an impetus to financial development through expanded portability and access to market sectors, in this way giving huge chance to trade between region, province and district center. This speculation program will make an empowering situation for reciprocal financial advancement intercessions and private segment exercises in the recuperating delicate state, especially by all in all supporting expanded social union, showcase based collaboration and trade, and expanded rural agrarian-based job open doors for remote networks. The proposed tranche 1 subprojects are:

Reconstruction and rehabilitation of the 50 kilometer (km) road between the urban communities of Bagramy and Sapary as a feature of the administration's drive to assemble a second two-path road among Kabul and Jalalabad (Pakistan Border),

Rehabilitation and development of a 51 km road between the urban communities of Jabul Saraj and Nijrab as a major aspect of the administration's drive to give network between Jabul Saraj and Sourbi for traffic going towards Pakistan however needing to sidestep Kabul, and

Recovery and development of a 44 km road between the urban communities of Faizabad and Beharak as a feature of government's drive to furnish availability to the fringe with Tajikistan.

### **Result of Economic analyze:**

1. Improved movement and market access. By construction of rural road, it will benefit the traveling to the education and health facilities, access to market, travel to district center and provincial center, the rural people will conduct exchange such as agricultures products.
2. Value of time saved. Before construction the rural road the roads are in bad condition gravel and rough road surface. More location of the rural road passing from high gradients in the mountains area. The bad condition of roads effects in the ravel time low speed of the vehicles, after construction the rural road the road surface will good gravel or asphalt surface reduce the higher gradients to appropriate gradients which are recommended by standards, the travel time will increase from 20-30 km to 50m km kph it will positive effect in passenger's time.
3. Vehicle operations cost savings. Before construction of the rural road the road was in bad condition the vehicles operation cast was more usable of more tires and other parts of vehicles, there will major save of vehicle operations maintenance cost after construction of the rural roads with gravel or asphalt surface and reduce the higher gradients.
4. When the rural road is constructed the emergency rehabilitation and maintenance cost will reduce, without construction of the rural road the gravel bad condition road will need more time emergency cost as per flood and other reasons, by construction the rural road the roads

life will increase and will need only periodic maintenance from beginning of the road construction up to the end of project life cycle.

5. With of construction of the rural road will provide job opportunities during the work will work for stone masonry, concrete work, earth work and surface, the local community skill and unskilled labors will work during the construction work, also after construction of the rural road more job will provide job to center market.
6. When the rural road is constructed to the remote area and provide access to local peoples the time and cost will reduce by access to the market, the agricultural products and good will transport to the market and in time without vast the time. By construction and improved the rural road access to the market will improved the service, facilities for residents of rural communities and provide and find the economic interest to local products and more exchange goods.

## Conclusions

the results of the economic analysis by the Asian Development Bank ADB suggest that the proposed investment in the project roads would benefit the economy of Afghanistan as the economic internal rate of return is above the social discount rate, normally considered at 12% for developing and/or under developed economies. Thus, the proposed investment in the project roads is considered economically feasible.

## 2.4 study about rural road in Afghanistan

On 2016 United Nation office for project Services (UNOPS) conducted study about the rural road and rural access improvement projects. This project is implemented by UNOPS for North region Balkh province, Samangan, Sari pul and Jawzjan provinces, this program was funded and supported by Swedish International Development Cooperation Agency, the following the study and impact in the rural community.

The United Nations Office for Project Services (UNOPS) conducted the Impact Study of the Rural Access Improvement Project (RAIP) on 2016. The project, supported by the Swedish International Development Cooperation Agency (Sida), was implemented by UNOPS in the four provinces of Balkh, Jawzjan, Samangan and Sari Pul. The following case study are conducted from the rural area which is located under project rural road construction by UNOPS as bellow;

### 2.4.1 Access to education

Education in Afghanistan is related to money factors such as security, family culture, family economy to use for education, as per UNOPS survey and study where is constructed the rural road and provide the access is higher from the area where is no access. As study find that the number of students are increase from 54% to 70% for boys and from 35% to 45% for girls the below table is based on the survey. Table-2

	<b>Access area</b>	<b>Non access area</b>
<b>Percentage of household with boys enrolled in school</b>		
Boys in community-based school	11%	17%
Boys in primary school	11%	16%
Boys in middle school	18%	17%
Boys in high school	14%	20%
<b>Total</b>	<b>54%</b>	<b>70%</b>
<b>Percentage of households with</b>		
Girls in community-based school	5%	11%
Girls in primary school	8%	11%
Girls in middle school	10%	9%
Girls in high school	12%	14%
<b>Total</b>	<b>35%</b>	<b>45%</b>

## 2.4.2 Access to health services

Access to health service is same as access to the schools in the communities. The study and survey more focused in maternal health and children, the rural road access is positive result for reduce the time to basic health clinics. The study show the number of family is increase by construction of rural road and easily can travel to basic health clinics (BHCs)

Number of times family visited BHC or CHC for infant/child illness over past 12 months  
(Figure-3)

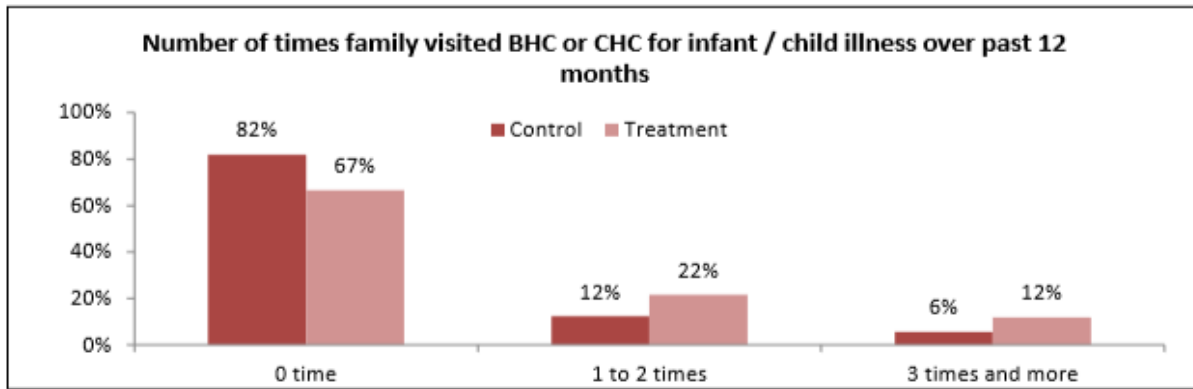


Figure-4: Number of times women visited BHC or CHC for their own health issues over past 12 months

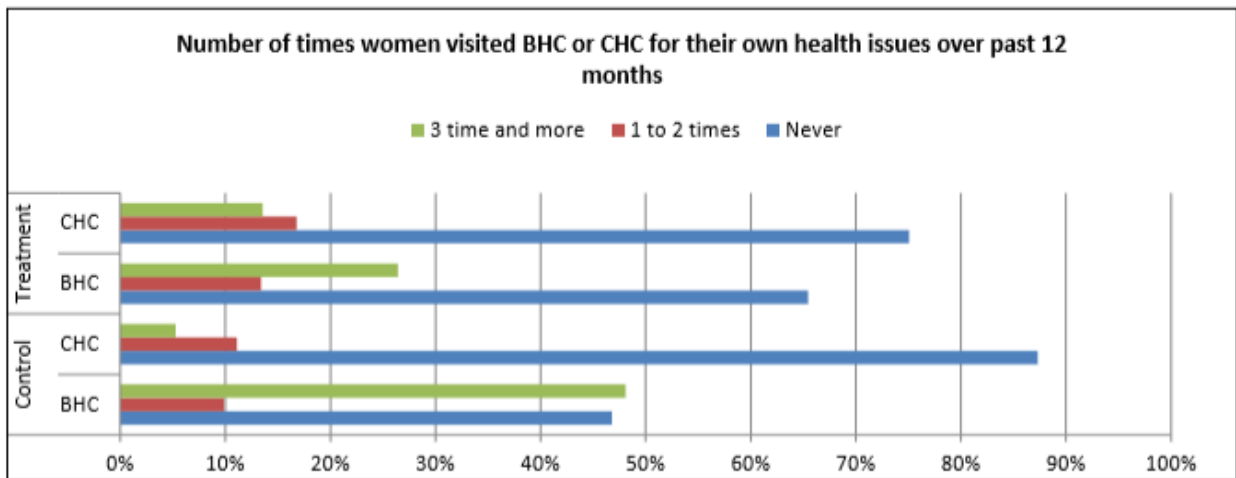
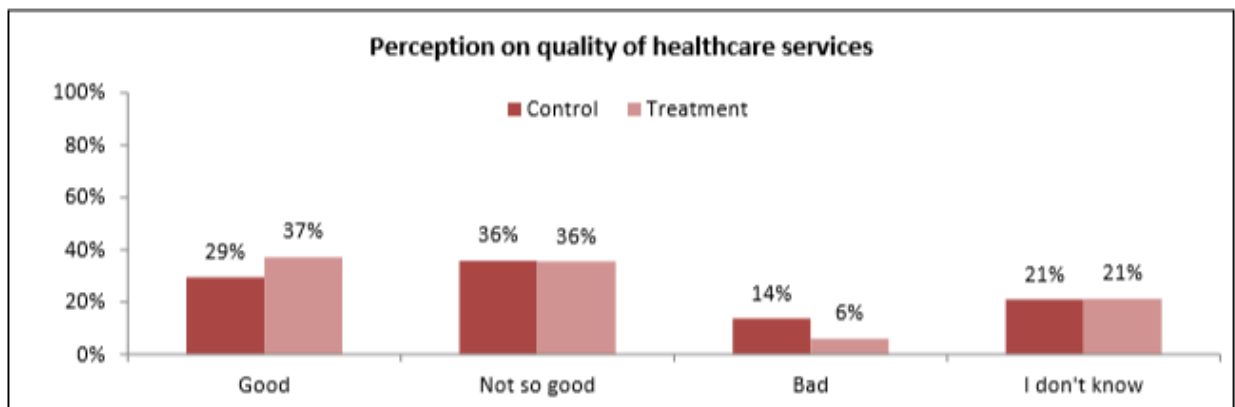


Figure 5: Perception on quality of healthcare services





### 2.4.3 Access to markets for buying production inputs and consumption items

this survey and study is including the household survey, for the local community people were asked from where they purchased their agriculture products and other eating and drinking items, as per survey and study showed that where is rural road construction the consumption items and agriculture products are increase from the rural area where is no access to the market, the number of travel are increase and easily can purchases from market and sales the local products to the center market.

Table 3: Point of purchase of agriculture inputs and consumption items

	Seeds		Fertilizers		Food and beverage		Clothes and shoes		Meat and dairy	
	Control	Treatment	Control	Treatment	Control	Treatment	Control	Treatment	Control	Treatment
No sale/no response	86%	67%	94%	84%	29%	20%	35%	16%	29%	23%
Local market	5%	16%	0%	4%	41%	40%	16%	25%	51%	46%
Distant market	10%	16%	5%	12%	29%	38%	49%	57%	18%	30%
Friends/ neighbours/ relatives	0.3%	1%	0.1%	0%	.8%	1%	.6%	2%	1%	2%

Table 4: Frequency of purchase of agriculture inputs and consumption items

	Food and beverage		Clothing and shoes		Meat and Milk	
	Control	Treatment	Control	Treatment	Control	Treatment
No sale/no response	23%	16%	27%	10%	21%	15%
weekly	18%	44%	3%	3%	37%	42%
Monthly	55%	37%	9%	19%	35%	36%
Twice a year	4%	2%	48%	55%	6%	4%
Annual	1%	0.40%	14%	13%	1%	3%

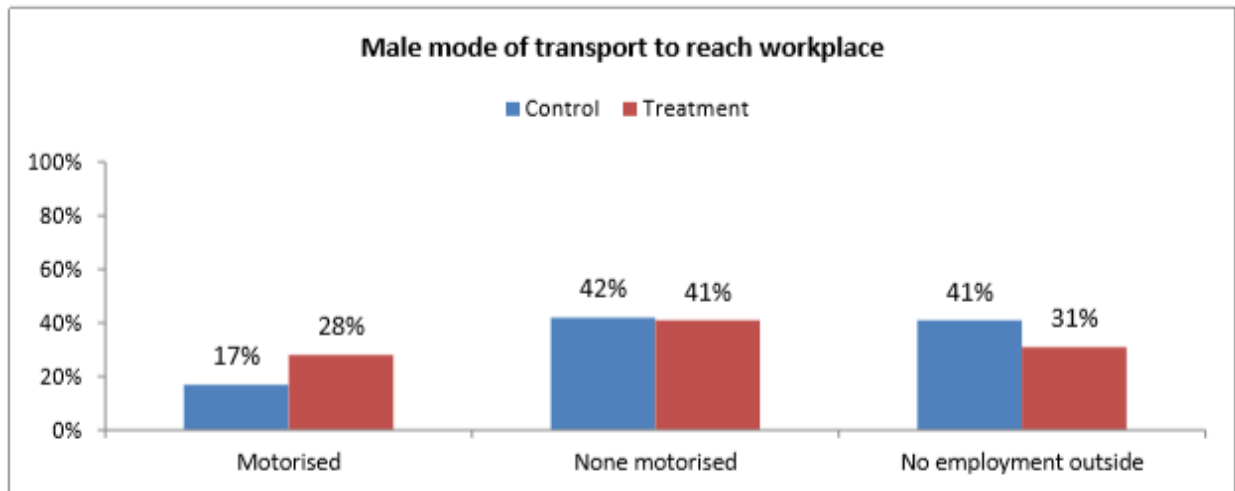
#### 2.4.4. Access to markets for selling products

By construction of rural road provide the access from the rural area to accessing marketing for selling the products, the time and cost of travel are reduced to market from rural area and by cheaper transport the cost of products is also cheaper in the market where the rural road projects are constructed.

As per study and survey where the rural road is constructed the car rent to the bazaar was about 1000 Afg and by construction of the road the cost was reduced 300-500

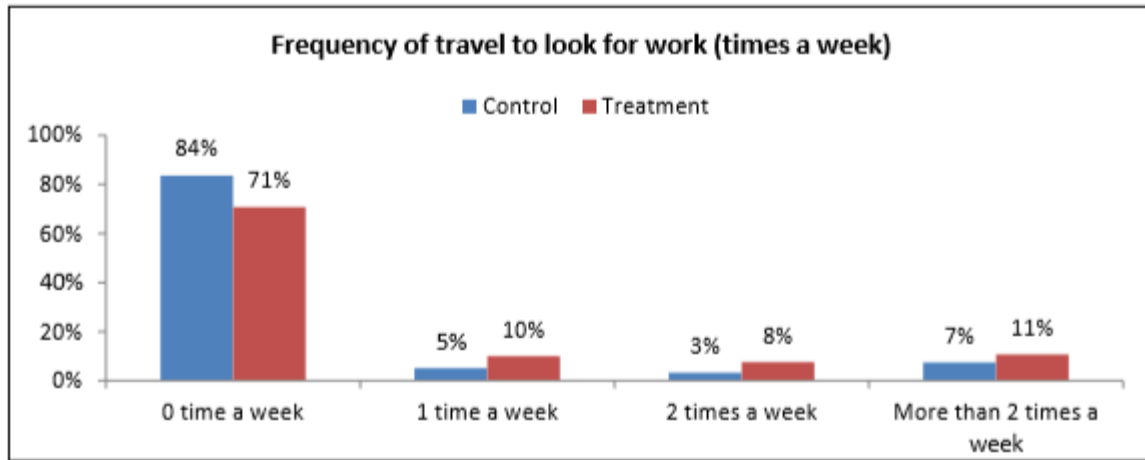
Also the traveling to the market is easy and have positive impact to the market for selling the products by construction of the rural road and provide the access and the financial situation is improved. more people buy the cars and the numbers of the cars are increased and the number of travel and increase to the market for selling the products and bring the eating items, goods and cloths.

Figure 6: Mode of transport to reach workplace (for adult males only)



As mention the raveling numbers are increase, the study and survey are done where the rural road are constructed and where is no accesses to the market the blow is comparison,

Figure-7: Frequency of travel to look for work (times per week)



As per UNOPS survey and response from the peoples where the road is constructed the travel time is decrease and easy to travel therefore more work opportunities and provided also farmers can sell their product in time to the market and center of district or province.

The study also found during the construction of rural road there were a lot of work opportunities the during the construction the wage of labors are high from other time its 300 Afghanis, when the rural road is completed the wage are decrease back to 200 Afghanis, also after the construction of access going and coming are easy from one village to other and to district center of provincial center.

Capacity Building during construction of rural roads.

The capacity building was more useful during the survey Design, procurement and construction stage, during survey and design stage more national Engineers got training in the update survey equipment's and software for design from international Engineers and provide training, during construction more national company got the capacity for construction of road and local community improved the capacity for skill labors for futures work maintenance they can work for during the project operation time.

## **2.4.5 Training of road engineers in construction companies and engineering faculties**

Training of contractors and students in the engineering faculties seem to have had a positive, but limited impact, which is reviewed here through two case studies.

The study and survey got the rural road construction program from different organization with line Ministry of MRRD and MOT founded by World Bank (WB), Asian Development Bank (ADB), JICA, SIDA and USAID thorough implemented by intonation organization UNOPS, IRD, LBG and other organization based on UNOPS study during Survey & design, procurement and construction phase national Engineer got more training and on job training use the survey by updated survey equipment total station and GPS station and for design of rural road use updated software for design of rural road by Civil 3d, MX and Civil Cad, now all the rural program are implementing by national Engineers this is good news, also during the implementation and construction of the rural road and Bridges local company got more experience and got more machinery now the local company have enough capacity to construct the rural road.

## **2.4.6 Capacity building on maintenance at the community level**

The rural road construction most parts of the work is constructed by the local people to provide job opportunity to the local peoples therefore after completion of the project the implantation organization provide training for maintenance to community, as per UNOSP survey the local community is interesting and participated in training about the maintenance of the rural access for open traffic during the flood or other damage of the road.as per UNOPS survey interview with local people they are able to work with construction project and got the capacity such as masonry work concrete work how to Mix , gabion weaving by woman for protection walls and graveling the road which material is good for road surface.

## CHAPTER THREE

### **Methodology**

#### **3.1 Introduction**

The chapter three is about the Research Methodology which is the most important part of a thesis. As such the CHAPTER THREE of this thesis discuss on the method that used including the data collection, analysis and its interpretation. This chapter includes the Procedure/ Research Design, Sampling Method, Sample Size, Data Collection Method, Limitation and Data Analysis Method.

The section three is about the Research Methodology which is the most significant piece of an examination study. All things considered the CHAPTER THREE of this thesis talk about on the technique that utilized including the data collection, analysis and interpretation. This section incorporates the Procedure/Research Design, Sampling Method, Sample Size, Data Collection Method, Limitation and Data Analysis Method.

#### **3.2 Procedure and Research Design**

This thesis depends on the qualitative research techniques utilizing the phenomenology approach. Phenomenology is a way to deal with qualitative research that centers around the shared characteristic of a lived understanding inside a specific gathering. The major objective of the methodology is to show up at a depiction of the idea of the specific marvel (Creswell, 2013). Regularly, interviews are directed with a gathering of people who have direct information on an occasion, circumstance or experience. The interview(s) endeavors to respond to two wide questions (Moustakas, 1994): What have you encountered as far as the wonder? What settings or circumstance have commonly affected your encounters of the marvel (Creswell, 2013)? Different types of data, for example, records, perceptions and craftsmanship may likewise be utilized. The data is then perusing and rehash and winnowed for like expressions and topics that are then assembled to frame bunches of significance (Creswell, 2013). Through this procedure the researcher develops the widespread importance of the occasion, circumstance or encounter and show up at an increasingly significant comprehension of the wonder. The examination questions are descriptive centering Impact of provincial street development in neighborhood economy in

Afghanistan. The research utilized the primary data through directing interviews and secondary data through literature review of the subject with regards to different nations.

### **3.3 Sample Size and Technique**

In light of the qualitative research technique and phenomenology approach, aggregate of 5 center gathering (each gathering comprise of 5 individuals) were chosen for interview. The phenomenology approach configuration has solid philosophical underpinnings and normally includes leading interviews (Giorgi, 2009; Moustakas, 1994). As per the (Creswell,2007), the example size for phenomenology will be between 5-25 of those individuals who has understanding of the subject. Additionally, the system utilized right now is top to bottom meeting and numerous meeting, observation, diary, craftsmanship, verse, show, films, novel (Moustakas, 1994).

### **3.4 Data collection**

The data utilized in this thesis acquired from two fundamental sources, to be specific primary data sources getting the necessary data through direct interview with specialists who encountered the marvel and the secondary data got through complete literature review of the subject. The part two of this investigation referred to all the various sources, NRAP, papers, WB, Asia Bank, books and scholarly diaries distributed the Impact of rural street development in nearby economy in Afghanistan.

### **3.5 Primary Data**

The most significant piece of this investigation was the collection of primary data through direct interview with the specialists who has encountered the phenomena during their expert life. Thusly, the researcher arranged the organized interview survey containing four (4) distinct questions and led interview with various on-screen characters associated with the usage of street development extends in Afghanistan. Individual from the International Organizations: the significance of country street sway in neighborhood economy in Afghanistan, the researcher moved toward the International Organizations, for example, JICA, IRD, LBG, UN, SIDA and USAID who are supporting the benefactors and customers on the usage of provincial street extends in Afghanistan. The global association are filling in as International Supervision Consultant firms who are liable

for building up the Projects, execution, quality control and quality affirmation the board, money related administration, cast advantage break down, HSSE perspectives and give limit working to the remote territory, for example, development for ability and untalented work . All things considered these are the significant on-screen characters who ought to have enough limit, information and involvement with the rustic street in Afghanistan. The researcher led interviews with three UNOPS proficient Engineers who are as of now working with UNOP for service of transportation and two national Engineer who working with NRAP/MRRD for various areas with various positions. The expert Engineers are take in and got the limit from universal individuals.

Afghans working with the Public Agencies/Ministries: The Public Agencies/Ministries like Ministry of Transportation (MoT), Ministry of rustic recovery and advancement (MRRD) and National provincial street get to program for Ministry of MOT and MRRD called customer who are associated with the country street development ventures. The Ministry of Transportation and Ministry of Rural Rehabilitation and Development are the two services liable for development of country street extends all around the Afghanistan. These services likewise assuming control over the finished ventures from contributors and supervision specialists who bolstered the activities through various subsidizing plans. All things considered they are liable for the activity and support of the finished tasks. Right now, researcher moved toward both the MoT and MRRD and led interviews with two senior Engineer that are working for over 10 years the country street extends for the benefit of service of transportation and MRRD.

The subsidizing source/giver: The World Bank, Asian Bank, USAID, JICA and SIDA are the contributors they are offering money related help for the execution of provincial street undertakings to the afghan government Ministry of rustic recovery and advancement (MRRD) and Ministry of transportation (MOT). As entertainer the benefactors are additionally liable for distinguish, surveying and dealing with the effect of country street on nearby economy on the undertaking targets. In this way, the researcher drew closer to one the givers called Japanese International Cooperation Agency and directed interview with one of their most ranking staff who is answerable for dealing with the ventures in the interest of the JICA Office.

### **3.6Secondary Data**

Secondary data are gathered through extensive literature review of the past investigations directed by various researchers and establishments the association who are working in rustic street

development and regarding the matter of Rural street sway on neighborhood economy. The researcher concentrated on the research papers which were led in Afghanistan by usage advisors and benefactors (World Bank Group, Asian Bank) and other creating nations which have a similar setting. These incorporate the India, Pakistan and Africa Region nations, for example, Kenya, Nigeria, Sudan, Mali... and so on.

### **3.7 Data collection method**

In view of the research method and approach, the researcher arranged four (4) interview questions supporting the fundamental research questions. The general data collection is abridged in the accompanying three stages:

1. Identifying the specialists encountered the phenomena: in the initial step of data collection, the researcher recognized the most experienced individuals in various organizations who has the information, experience and aptitude of provincial street development and effect on local economy/or engaged with the usage and the board of the rural road extends in Afghanistan.
2. Sending/sharing of the questionnaire through email: the survey was imparted to the candidates alongside an introductory letter containing the target of study to give a clue on the most proficient method to set up their reaction on every one of the questions.
3. Receiving/gathering of answers: The researcher gathered the reactions from up-and-candidate through email

### **3.8 Research limitation**

Each research has its own confinement and imperatives which as aftereffect of outer factors past the researcher control. The specific difficulties and constraint in data collections process ordered as underneath:

Impediment in collection of secondary data: there are sure difficulties in collection procedure of legitimate, dependable and precise data/data from different sources/or research papers. The difficulties that researcher experienced during collection procedure of the secondary data incorporates the constrained investigations led in the field of study explicit on the rural road development extends all around the Afghanistan. Too the researcher approached diverse



association inside Afghanistan, for example, NRAP/MOPW, NRAP/MRRD, MoT, MRRD, Kabul Municipality to get the data, yet because of absence of data focuses and framework, the data didn't get.

Constraint in collection of primary data: Lack of the ability in the field of rural road development and the effect of the rural road on local economy, breakdown of the money saving advantage investigate for rural road in the rural road during the overview, structure and arranging stage is the fundamental test in the primary data collection process Given the claim to fame of this subject, it was extremely hard to distinguish the potential possibility for the primary data collection process.

Test size: The researcher got seven (7) reactions out of the ten (10) chose competitors. In that capacity the couple of number of responders is a restriction of the research.

Time impediment: Per the qualitative research phenomenology approach, the descriptive research interview questions were readied. The chose up-and-comer were the most senior individuals in their particular association and were extremely occupied with their own every day errands. In any case, giving reaction to the descriptive questions requires adequate time.

Language boundaries: The research interview questions were set up in English. The entirety of the responder other than 2 universal staff of the associations are Afghans which don't have solid English composing abilities. The English language is challenge for those Afghan associates who arranged their perspective for every one of the questions.

challenge for those Afghan colleagues who prepared their point of view for each of the questions.

## **CHAPTER FOUR**

### **Data Analysis**

#### **3.9 Introduction**

This section of the examination talks about the investigation of primary data gathered through interview surveys from all the conceivable included gatherings in the road development project in Afghanistan. All out seven interview questions were asked from donor, customer, executing accomplice and local works contractual worker to help the four research question so as to accomplish the two (2) objective.

### 3.10 Objectives 1-2

1. To identify the relationship between construction of rural road and local economy development in Afghanistan;
2. To identify the relationship between construction of the rural road and employment opportunity and house hold income in Afghanistan;

The above targets can be gotten by noting the accompanying one research questions;

Research question

1. Does the construction of rural road and local economy have any relationship?
2. What are the impact of construction of rural road on local economy in Afghanistan?

For responding to the principal research questions, two interview questions were created and asked from the specialists to give the appropriate responses per their own encounters experienced during the expert life.

### 3.11 Interview questions 1-4

1. Does the construction of rural road and local economy have any relationship?
2. What is the relationship between construction of the rural road and employment opportunity and house hold income;
3. Will the local community life style economic level be changed will construction of rural road?
4. Is the rural community household annually income is increase after construction of rural road?

### Responders details

First Responder: The first responder is one how have an ace degree level advanced education in structural building with a specialization in transportation designing field and have enrollment of the Institute of Civil Engineers, London. Altogether, he performed two research papers and four contextual analyses in transportation designing field. He is the writer of two books in material building and third one is progressing. At this moment, he is working with TSP/AFOC/UNOPS as a Highway Engineer in retainer based agreement, and with the Office of the Sr. Guide to the President for Transportation Affairs as Transportation Engineering Specialist in full time based

agreement. Min's over 14 years' work involvement with transportation, geotechnical, asphalt and materials designing field in the Afghanistan give me chances to finish numerous enormous and little size ventures in transportation, geotechnical and asphalt material building fields.

Second Responder: The subsequent responder is an Engineer and graduated Kabul Engineering Faculty in 2002. He has 18years involvement with the transportation area. He has been the extension engineer, road specialist and head of building group in various sectorial services and universal associations. I have worked in the Ministry of the Rural Rehabilitation and Development, the Ministry of Transport and the United Nations Office for Project Services whose fundamental exercises in the network Development fields.

Third Responder: The third responder is as of now working with MRRD as Monitoring Engineer. he has a four year college education in structural designing. At this moment, my work is with NRAP/MRRD subsidized by World Bank as a common Senior Engineer at Bamyan Province. he graduated in 2004 from the structural designing division and have worked with various giver offices for example USAID, PRT, GTZ in the limit of Project Management Specialist, Engineering Advisor and Senior Civil Engineer. Over the most recent couple of long stretches of my administrations in Afghanistan, numerous open doors have been given to me to achieve huge and little size ventures in the transportation segment just as other framework segments effectively

Fourth Responder: He has more than 19 years of critical, dynamic work involvement with the zones of arranging, study, plan, development supervision, quality control and affirmation identified with development of vertical structures like schools, centers, customs, and other administrative structures and furthermore in the development of adaptable and unbending cleared roads (solid roads, Asphalt roads, DBST roads), development of scaffolds, Hydraulic structures, water system and water supply framework. Experienced in fruitful finishing of assorted activities in various territories of Afghanistan with various services (MoPW, MRRD, MoHE, MoE, MoPH, and MoEW ) additionally ACD and regions supported by USAID, UN, WB, and DFID . his dynamic designing experience has furnished me with the chance to create solid customer relationship building aptitudes and a capacity to lead multi-disciplinary groups. Strengths: Project Management, Construction Supervision and Quality Assurance on roads, scaffolds and water system foundation restoration ventures.

Fifth Responder: The fifth responder is as of now working National Technical guide for the limit building segment of RAIV-IV United Nations Office for Project Service (UNOPS) for rural road MRRD ventures. He has Master of Engineering (M. Eng.) from Asian Institute of Technology, Bangkok Thailand at Department of School of Structural Engineering. He was Quality Control and Road Inspector for 120 km black-top road of "Herat to Kandahar" at the Louis Berger Group Inc.

6th Responder: He is working with United Nation Office for Project administration (UNOPS) He worked JICA and other universal Organization, he has more the fifteen years' involvement with the rural road configuration, arranging and development, he went to all the more preparing about the rural road overview plan and development supervision, additionally he finished the MBA

#### **4.1.1 Analysis of interview question 1**

As an expert, Does the construction of rural road and local economy have any relationship of road construction projects in Afghanistan.

#### **4.1.2 First Responder**

he is progressively invalid The rural road extends in the structure, development, arranging and investigate the expense and answer the first inquiry as follows:

Indeed, the rural road associating the rural living arrangement to the focal market and open help which have direct impact on the locals' economy particularly in creating nations where its habitation economy remains on the horticultural items. All around associated rural roads, can cause to effectively convey the local items to the business sectors. It can expand the money related estimation of the items, spare items from the harm, decline the lease esteem, abbreviate the association courses, and so on.

#### **4.1.3 Second Responder**

He is increasingly engaged with the rural road development venture more in Quality control, wellbeing and he was close working with network and got the local individuals thought and the effect of the rural road during the development and his answer to the inquiry 1 as underneath;

The development of the rural roads positively affects the local economy of the inhabitants from various perspectives. Firstly, the presence of the roads encourages and gives chance to the

inhabitants who are for the most part the rural makers and creature makers to take their items to the market. Furthermore the simple and cheap access to the instruction, wellbeing and market offices would straightforwardly and in a roundabout way increment the degree of the economy of the inhabitants of the towns.

The development of the road venture, if work based method of development is utilized, gives the opening for work to the both man and ladies of the towns.

#### **4.1.4 Third Responder**

He is working with NRAP/MRRD and UNOPS with various situation as observing Engineer, common Engineer and task supervisor he works close with Bamyan area with network he answers the first inquiry as howl;

Your answer: Definitely Yes! By development of Rural Roads transient work can be made for the local individuals, Agriculture items conveyed to local markets on schedule and with great value, Reduction of Transportation Cost, Lower vehicle support cost, diminish the hour of transportation, For Example, I will bring Dara e Sadat Road of Bamyan Province which is situated close to Bamyan City. Prior to the development of the road, those individuals were jobless and were just occupied with their cultivating terrains and a few people were having sheep groups. Their local items (Potatoes and Dairy items) were not conveyed on time to the local markets of Bamiyan and Kabul. The transportation cost was over the top expensive and even some of the time the transporters were not heading off to the structure areas where the ranchers were gathering their items and the ranchers were obliged to take out their items on jackasses and ponies structure their structure lands. Because of unpleasant or unchanged roads, vehicle support was high and now and then drivers were bricking a few pieces of their vehicles. The hour of transportation was extensive for the items to arrive at the local markets on schedule.

As the previously mentioned road got need in the World Bank Fund through the National Rural Access Program (WB/NRAP/MRRD) and got built.

What was the deal?

The road length was 20 Km and 6 meters wide with shoulders. Associated three primary towns (Bam Sarai, Khulankash and Chap Dara) to one another and afterward to the fundamental road of Dara e Foladi. The venture span was one and a half years. In excess of 12 thousand work days had

been made for the local individuals, which itself helps the economy of the local individuals. The transportation cost has gotten half from the past time. Local merchandise or items were conveyed on time at a decent cost. Vehicle upkeep was completely overlooked as of the improved road. The span of the conveyance of the items is decreased and the products are presently providing inside no time. The occupants are exceptionally cheerful and their economy is expanding step by step.

#### **4.1.5 fifth responder**

He is concentrating on the limit of the rural road development, plan and wellbeing his answer for the effect of rural road on local economy is as roar;

Truly, the rural road advances evenhanded financial development by giving all year access to fundamental administrations and offices in rural territories which makes it simpler to get to the market for the local farming and local mechanical item which itself reinforces the economy, thusly the level condition turns out to be better. Wellbeing being improved by better rural roads or access for a local network.

#### **4.1.6 sixth responder**

He is more include on the structure, arranging and development of the rural road his answer for the effect of rural road on local economy is as cry;

The development of rural road in local territory where are no entrance, during the development of road according to our experience the rural individual's life is change with development of rural road for access to the market, according to individual's reaction in the development region their reaction was sure it implies yes there are connection between rural road and local economy.

#### **4.1.7 Analysis of interview question 2**

As an expert, what is the relationship between construction of the rural road and employment opportunity and house hold income of rural road construction projects in Afghanistan.

#### **4.1.8 First Responder**

He is increasingly invalid The rural road extends in the structure, development, arranging and break down the expense and he is additionally understanding about the effect of rural road and he answer the first inquiry as follows:

The development of rural roads, can cause to build the work openings during its development, upkeep, and activity. As the rural roads associates towns to the focal markets, it can improve the resident's matter of fact and can cause to build up item's worth and supply chains in the towns, both can cause to expand the activity work rate and locals salary.

#### **4.1.9 Second Responder**

He is increasingly engaged with the rural road development venture more in Quality control, wellbeing and he was close working with network and got the local individuals thought and the effect of the rural road during the development and his answer to the inquiry 1 as beneath;

The development of the rural would profit the townspeople as far as the business opportunity. The work based method of road development, if deliberately cultivated, can be an exceptionally incredible wellspring of salary for the a large portion of the individuals. Individuals can learn numerous occupations like carpentry, structure working, stone work and welding, etc which would then assist them with looking for some kind of employment and addition salary. There are different actives that can give the ladies the chance to look for some kind of employment and addition salary. The gabion work, bread shop, etc are the exercises that don't require incredible physical quality and ladies can actualize.

#### **4.1.10 Third Responder**

He is working with NRAP/MRRD and UNOPS with various situation as checking Engineer, common Engineer and undertaking supervisor he works close with Bamyán territory with network he answers the first inquiry as roar;

The connection between the development of Rural roads and work opportunity and family pay greatly affects one another. Without roads or we can say, rural roads there are not many work openings. Where there is no road the individuals have no entrance to the local markets, Schools, Clinics, region Centers, and so forth...

Right now, will bring a case of the Bonaq e Bala town individuals of the Kahmard District of Bamyán Province. Those individuals were occupied with cultivating their territories, Orchards,

Beekeeping and sheep and cowherds. From the land perspective, the town and the locals had social relations with Tala wa Barfak area of Baghlan region, however authoritatively it goes under the Kahmard region of Bamyan region. Along these lines, the inquiry is here why these individuals had social relations with different areas as opposed to their own locale.

Since they were not associated with their own area through road and extension. There is a waterway streaming in the middle of the area community and their town and had not an improved road and a scaffold over on the stream to interface them into their own region. At the point when the town is associated by two RCC Girder connects and improved rock roads both side the residents become associated with their own region. They began business in the local area showcase. They approach schools, facilities, region focuses and now they are driving to Bamyan commonplace markets and other government offices. The vast majority of them are currently utilized by the administration divisions and different NGOs working in the Kahmard District of Bamyan Province. The family salary is unquestionably expanded in light of the fact that a few individuals from the families are occupied in their own business and a few individuals from the families are working in government and with NGOs and winning great cash.

#### **4.1.11 fourth responder**

He has recognized the effect of rural road spans he is working with structure of scaffold he knows the effect of development of the Bridge in the local zone and he answer as underneath;

Development of rural road will fundamentally improve the house hold salary despite the local economy improvement. During the development stage, the talented and incompetent work will be contracted and they will be paid on regular routine which the pay straightforwardly goes to house hold level. At the point when the transportation cost is diminished and the local ranchers could without much of a stretch exchange their items to the local markets, this will likewise straightforwardly affect the house hold salary. Furthermore, the entrance openings which will be accommodated local network, at the first steps it expands the house hold salary. During the development stage as well as, the gifted and incompetent work will be engaged with road support which this will likewise improve their home hold pay.



#### **4.1.12 Fifth responder**

He is concentrating on the limit of the rural road development, structure and wellbeing his answer for the effect of rural road on local economy is as howl;

The development of rural roads has two recognized advantages in work creation, first the immediate work during the development stage and also the post-development stage. The road assumes a crucial job like a vein that transmits blood in the human body. From the financial perspective, the road is the gadget of benefit transmission in a nation which unquestionably improves work, for example, local vehicle, the travel industry and others increment.

#### **4.1.13 Sixth responder**

He is more include on the structure, arranging and development of the rural road his answer for the effect of rural road on local economy is as howl;

For responding to this inquiry during the development work the principle parts of the roads done physically by works like cutting, filling, leveling, stonemasonry and solid work with each one of those exercises local individuals are included aptitude and untalented works, along these lines the rural road development have direct effect in the opening for work and circuitous opening for work.

### **4.2 Analysis of interview question 3**

As an expert, Will the local community life style economic level be changed will construction of rural road construction projects in Afghanistan?

#### **4.2.1 First Responder**

He is progressively invalid The rural road extends in the structure, development, arranging and dissect the expense and he is all the more understanding about the effect of rural road and he answer the first inquiry as follows:

Truly, with the presence of very much associated rural roads organize, the locals can undoubtedly discover access to the open administrations, for example, emergency clinics, facilities, markets, schools, colleges, social focuses, and so forth. All these case to change the network way of life and watch splendid positive improvement and change in their life.

### **4.2.2 Second Responder**

He is increasingly engaged with the rural road development venture more in Quality control, wellbeing and he was close working with network and got the local individuals thought and the effect of the rural road during the development and his answer to the inquiry 1 as underneath;

The office and the chance of approaching improved transportation framework have positive effect on the monetary and in this manner on the way of life of the rural occupants. When there is an all-around planned and developed road to the market and other instruction, wellbeing and different offices, individuals would change to the motorized vehicles from creature hauled trucks which are unmistakably increasingly perfect and agreeable. The further inclination to utilize motorized vehicles would then progressively prompt urbanization.

### **4.2.3 Third Responder**

He is working with NRAP/MRRD and UNOPS with various situation as observing Engineer, commonplace Engineer and venture supervisor he works close with Bamyán area with network he answers the first inquiry as roar;

Indeed! As I have referenced in my past answers that when there is a rural road or improved road built and the occupants locate the nearby access to local markets and bazaars their financial conditions itself changes and directly affects their way of life.

### **4.4.4 fourth responder**

The fourth responder has recognized the effect of rural road spans he is working with plan of extension he knows the effect of development of the Bridge in the local territory and he answer as beneath;

It will be significantly adding to improve the standard of life in local network. The house hold pay decidedly influences the existence models, where kids can approach training, wellbeing administrations and local markets. At the point when the entrance is accommodated local networks through road development, the network will pick up information and experience while going from the remote zone to urban zone and they will be confronted with the new life norms in the urban regions which will be duplicated.

#### **4.4.5 Fifth responder**

He is concentrating on the limit of the rural road development, plan and security his answer for the effect of rural road on local economy is as howl;

Clearly road or access development acquires positive change way of life and improves it. For instance; the road drives a network toward training and expert expertise which itself advances the economy of a network and thus conduct and way of life of a network.

#### **4.4.6 sixth responder**

He is more include on the structure, arranging and development of the rural road his answer for the effect of rural road on local economy is as howl;

Where is no rural road associations no entrance to advertise, when the rural road developed and the people groups travel time in week or a month are expanding, they are visit the market and see update change the are likewise considering in their life this in other hand when the local individual's economy great according to development of rural road the life of individuals additionally can be change.

### **4.5 Analysis of interview question 4**

As an expert, 4. Is the rural community household annually income is increase after construction of rural road projects in Afghanistan?

#### **4.5.5 First Responder**

He is progressively invalid The rural road extends in the structure, development, arranging and break down the expense and he is all the more understanding about the effect of rural road and he answer the first inquiry as follows:

Truly, when the townspeople discover access to the open administrations and local/focal markets, it can improve their business and day by day salary. At general, it can expand the yearly pay of local habitation.

#### **4.5.6 Second Responder**

He is progressively associated with the rural road development venture more in Quality control, security and he was close working with network and got the local individuals thought and the effect of the rural road during the development and his answer to the inquiry 1 as underneath;

The presence of the road diminishes the expense of costs of the living which is in a roundabout way an expansion in the yearly salary of the network family units. Diminishes in the costs, fix of gadgets and the time expended in the voyaging can without much of a stretch be changed over into cash. The snappiness of moving the merchandise and items to and from the market forestalls the wastage and ruining of those merchandise and items.

#### **4.5.7 Third Responder**

He is working with NRAP/MRRD and UNOPS with various situation as checking Engineer, common Engineer and undertaking administrator he works close with Bamyán region with network he answers the first inquiry as cry;

Certainly Yes! At the point when a town has an improved rural road their items will be conveyed to the closest market inside no time except if in any case their items will get spoiled or potentially ruined as a result of having no rural roads. Other than that, they will have other private organizations just as some proficient individuals who will have administrative occupations. In this manner, it is certain that the family unit yearly pay will be expanded after the development of rural roads.

#### **4.5.8 fourth responder**

He has distinguished the effect of rural road spans he is working with structure of extension he knows the effect of development of the Bridge in the local territory and he answer as beneath;

Obviously, the yearly pay will likewise be improved after the road development. The people group will pay less transportation cost while voyaging, and they can likewise move their items to the local markets with minimal effort. They can spare the transportation cost consistently and they can spend that cash on the instruction of their youngsters.

#### **4.5.9 Fifth responder**

He is concentrating on the limit of the rural road development, plan and wellbeing his answer for the effect of rural road on local economy is as howl;

Numerous Studies and researchers have discovered that roads are a key consider influencing rural salaries creating nations. However, there is moderately sparse proof of the financial effects of rural roads at the individual family level. This investigation gives literature by experimentally dissecting the impacts of rural road development on family salary and pay inequality.

#### **4.5.10 Sixth responder**

He is more include on the structure, arranging and development of the rural road his answer for the effect of rural road on local economy is as howl;

About this questions when the rural road built the lease of the autos are diminished, head out time to advertise decreased, the upkeep cost for vehicles activities decline additionally individuals can simple vehicle their local items to the market in time and with low rate for lease. Every one of those have constructive effect in the local individuals yearly pay to the local network.

### **4.6 Result of the interview question – 1**

The rural road development extends in Afghanistan is perhaps the most tallness need for the administration, according to responder replay and research about the road which associating the rural house to the focal market and open supplier which have direct effect on the locals' money related framework predominantly in creating countries where its abode economy remains on the rural items. Very much related rural roads, can motivation to without issues supply the close by items to the business sectors. It can extend the fiscal estimation of the items, store items from the harm, decline the lease esteem, abbreviate the association courses, and so on.

Likewise, we got that the development of rural road is the great affect the local financial arrangement of the occupants from numerous points of view. Firstly, the presence of the roads encourages and presents opportunities for the occupants who are regularly the agrarian makers and creature makers to take their product to the market. Besides the easy and less expensive access to the instruction, wellbeing and market offices would immediately and randomly expand the phase

of the monetary arrangement of the inhabitants of the towns and town to town moreover diminish the contract for the local individuals and support cost. On the off chance that The rural road development is work based method of development is utilized, gives the opening for work to the both man and ladies of the towns which is done in Afghanistan and give the opening for work during the development and after development.

The development of Rural Roads brief term business can be made for the local individuals, Agriculture items conveyed to neighborhood showcases on schedule and with right value, Reduction of Transportation Cost, Lower car insurance cost, decline the hour of transportation, For The transportation esteem has gotten half from the past time. Local merchandise or items had been conveyed on time at a suitable cost. Vehicle safeguarding used to be unquestionably not noted as of the quickened road. The length of the transportation of the items is diminished and the merchandise are currently introducing inside no time. The occupants are entirely agreeable and their economy is expanding day by means of day.

Development of rural roads significantly make a commitment to the local economy, underneath are some key angles:

1. Lessening in transportation cost: The transportation cost and timing will restrict and the local ranchers can without issues change their items to the local markets.
2. Work: Skilled and untalented works will be procured from the close by network and business openings will be outfitted to them all through the test execution which will without a moment's delay influence neighborhood economy.
3. Assets: Local resources will be utilized all through the venture execution which will pick up the local this will incorporate, introducing of development substances and hardware from the local providers.
4. Access: Access to close by business sectors, access to financial chances, get admission to class and wellness focuses will be provided for local neighborhood through road development.
- 5 The fifth responder is concentrating on the limit of the rural road development, sketch and security his answer for the effect of rural road on neighborhood financial framework.

## 4.7 Result of the interview question – 2

The improvement of rural roads, can thought process to grow the business opportunities for the length of its development, support, and activity. As the rural roads associates towns to the focal markets, it can improve the resident's the same old thing and can thought process to build up item's cost and outfit chains in the towns, each can rationale to extend the activity business cost and locals' pay.

The development of the rural would profit the locals as far as the business opportunity. The work based approach of road development, if circumspectly practiced, can be an exceptionally fabulous wellspring of income for the greater part of the individuals. Individuals can research numerous occupations like carpentry, shape working, brick work and welding, etc which would then help them look for some kind of employment and procure pay. There are various actives that can give the women the likelihood to look for some kind of employment and procure salary. The gabion work, bread shop, etc are the activities that do now not require marvelous physical force and women can actualize.

The connection between the development of Rural roads and work likelihood and family unit benefits notably affects one another. Without roads or we can say, rural roads there are not many work openings. Where there is no road the individuals have no get passage to the close by business sectors, Schools, Clinics, region Centers, and numerous others.

Development of rural road will definitely improve the living arrangement save profit disregarding the local monetary framework improvement. During the structure stage, the master and incompetent work will be utilized and they will be paid on every day basis which the salary promptly goes to habitation look after level. At the point when the transportation cost is diminished and the local ranchers may need to easily change their product to the close by business sectors, this will likewise on the double effect the house keep salary. Moreover, the entrance prospects which will be accommodated close by network, at the first steps it will build the house keep pay. Not exclusively for the span of the development segment at the same time, the master and untalented work will be stressed in road conservation which this will likewise improve their home look after salary.

The development of rural roads has two unprecedented advantages in work creation, first the immediate business all through the development portion and furthermore the post-development stage. The road plays out an essential job like a vein that transmits blood in the human body. From the money related factor of view, the road is the gadget of benefit transmission in a nation. which unquestionably upgrades business, for example, neighborhood transport, the travel industry and others increment.

#### **4.8 Result of the interview question – 3**

By development of rural roads arrange, the locals can without issues find get admission to the open contributions, for example, emergency clinics, facilities, markets, schools, colleges, social focuses, and so forth. All these case to change the network presence style and examine sparkly phenomenal improvement and exchange their life.

The office and the chance of having get section to expanded transportation framework have superb effect on the financial and hence on the presence style of the rural occupants. When there is an appropriately structured and manufactured road to the market and diverse training, wellness and various offices, individuals would change to the motorized vehicles from creature hauled trucks which are far more prominent simple and agreeable. The what's more inclination to utilize automated engines would then consistently prompt urbanization.

The advancement of rural road will be recognizably adding to upgrade the favored of life in neighborhood network. The house keeps up salary emphatically influences the presence norms, the spot youngsters can have get section to instruction, wellness contributions and neighborhood markets. When the get passages to is accommodated neighborhood networks through road development, the network will pick up data and ride while going from the faraway locale to urban region and they will be stood up to with the new presence prerequisites in the urban territories which will really be replicated.

The rural road or get admission to building gets pleasant change lifestyle and improves it. For instance; the road drives a network toward instruction and expert expertise which itself advances the economy of an area and in this manner lead and lifestyle of a network.



#### **4.9 Result of the interview question – 4**

at the point when the townspeople discover access by development of the rural road to the open administrations and local/focal markets, it can improve their business and day by day pay. At general, it can expand the yearly salary of local living arrangement. The development of the rural road diminishes the expense of costs of the living which is in a roundabout way an expansion in the yearly salary of the network family units. Diminishes in the costs, fix of gadgets and the time devoured in the voyaging can without much of a stretch be changed over into cash. The speed of shipping the merchandise and items to and from the market forestalls the wastage and ruining of those merchandise and items.

At the point when a town has an improved rural road their items will be conveyed to the closest market inside no time except if in any case their items will get spoiled and additionally ruined as a result of having no rural roads. Other than that, they will have other private organizations just as some educated individuals who will have administrative employments. Hence, it is exceptionally evident that the family unit yearly salary will be expanded after the development of rural roads. The yearly salary will likewise be improved after the road development. The people group will pay less transportation cost while voyaging, and they can likewise move their items to the local markets with minimal effort. They can spare the transportation cost consistently and they can spend that cash on the instruction of their youngsters.

Numerous Studies and researchers have discovered that roads are a key figure influencing rural earnings creating nations. However, there is moderately insufficient proof of the financial effects of rural roads at the individual family level. This examination gives literature by observationally breaking down the impacts of rural road development on family salary and pay inequality.

#### **4.10 Conclusion of research question –1**

According to responders to the inquiry, the development of the rural roads positively affects the local economy of the rural occupants from various perspectives. The development of the rural roads encourages and gives chance to the rural networks who are primarily the farming makers and animal makers to take their items to the market. Besides the simple and cheap access to the instruction, wellbeing and market offices would legitimately and in a roundabout way increment the degree of the economy of the inhabitants of the towns.

the rural road advances impartial financial development by giving all year access to essential administrations and offices in rural zones which makes it simpler to get to the market for the local farming and local mechanical item which itself fortifies the economy, therefore the level condition turns out to be better. Wellbeing being improved by better rural roads or access for a local network.

Development of rural road will essentially improve the house hold salary notwithstanding the local economy improvement. During the development stage, the talented and untalented work will be procured and they will be paid on regular schedule which the pay legitimately goes to house hold level. At the point when the transportation cost is diminished and the local ranchers could without much of a stretch exchange their items to the local markets, this will likewise straightforwardly affect the house hold pay. What's more, the entrance openings which will be accommodated local network, at the first steps it builds the house hold pay. During the development stage as well as, the gifted and untalented work will be engaged with road support which this will likewise improve their home hold salary.

The development of Rural Roads transient business can be made for the local individuals from direct profited and for long haul will be from circuitous profited after development like Agriculture items conveyed to local markets on schedule and with great value, Reduction of Transportation Cost, Lower vehicle support cost, lessen the hour of transportation. The development of rural roads, can cause to build the work openings during its development, support, and activity. As the rural roads interfaces towns to the focal markets, it can improve the resident's the same old thing and can cause to set up item's worth and supply chains in the towns, both can cause to build the activity work rate and local's salary.

The development of the rural would profit the residents regarding the business opportunity. The work based method of road development, if deliberately cultivated, can be an extraordinary wellspring of salary for the majority of the individuals. Individuals can learn numerous occupations like carpentry, structure working, workmanship and welding, etc which would then assist them with looking for some kind of employment and increase salary.

There are different actives that can give the ladies the chance to look for some kind of employment and addition pay. The gabion work, pastry shop, etc are the exercises that don't require

extraordinary physical quality and ladies can actualize. The connection between the development of Rural roads and work opportunity and family unit pay greatly affects one another. Without roads or we can say, rural roads there are not many business openings. Where there is no road the individuals have no entrance to the local markets, Schools, Clinics, region Centers, and so on

The development of rural roads has two recognized advantages in work creation, first the immediate work during the development stage and besides the post-development stage. The road assumes an essential job like a vein that transmits blood in the human body. From the financial perspective, the road is the gadget of advantage transmission in a nation which unquestionably improves business, for example, local vehicle, the travel industry and others increment.

#### **4.11 Conclusion of research question –2**

with the development of all around associated rural roads arrange, the townspeople can without much of a stretch discover access to the open administrations, for example, emergency clinics, facilities, markets, schools, colleges, social focuses, and so forth. All these case to change the network way of life and watch splendid positive improvement and change in their life.

By development of the rural for network advancement, it will be enormously adding to improve the standard of life in local network, the house hold pay decidedly influences the existence principles, where kids can approach training, wellbeing administrations and local markets. At the point when the entrance is accommodated local networks through road development, the network will pick up information and experience while going from the remote zone to urban territory and they will be confronted with the new life measures in the urban zones which will be replicated.

Clearly rural road get to development gets positive change way of life and improves it. For instance; the road drives a network toward training and expert ability which itself improves the economy of a network and subsequently conduct and way of life of a network.

at the point when the residents discover access to the open administrations and local/focal markets, it can improve their business and every day pay. At general, it can expand the yearly salary of local living arrangement.

The development of the road diminishes the expense of costs of the living which is in a roundabout way an expansion in the yearly salary of the network family units. Diminishes in the costs, fix of gadgets and the time expended in the voyaging can without much of a stretch be changed over into cash. The speed of moving the merchandise and items to and from the market forestalls the wastage and ruining of those products and items.

the yearly pay will likewise be improved after the road development. The people group will pay less transportation cost while voyaging, and they can likewise move their items to the local markets with minimal effort. They can spare the transportation cost consistently and they can spend that cash on the training of their kids. Numerous Studies and researchers have discovered that roads are a key consider influencing rural salaries creating nations. However, there is generally meager proof of the financial effects of rural roads at the individual family unit level. This investigation gives literature by observationally dissecting the impacts of rural road development on family unit pay and pay inequality.

## **CHAPTER 5**

### **5.1 Conclusion**

At the point when the rural road development started in 2003 in Afghanistan from various contributors World bank, Asian Bank and USAID through execution by universal advisors, the rural road ventures and program was intended to address the genuine and earnest needs of the rural populace of Afghanistan. An absence of tertiary roads and low quality secondary roads introduced significant hindrances to rural financial advancement in the fragile, horticulture subordinate regions of Afghanistan.

The discoveries from this Questions exhibit that improved access has brought about positive immediate and roundabout advantages for Rural road Access program recipients on an assortment of financial levels, principally because of decreased travel time and general simplicity of movement encouraged by improved secondary road surfaces and tertiary road associations. The rural road recipients appreciate a higher pace of vehicle proprietorship and utilization than non-recipients and have a broadly held conviction that movement costs have diminished. The salary in these networks is increasingly different, showing a more extensive access to local and region advertises and diminished dependence on yields and day work compensation alone. Driving has gotten simpler, encouraging access to a more extensive scope of business openings. Rural road get to programs networks have expanded physical access to schools, with a higher extent of young ladies taking care of the schools.

Female social versatility is likewise higher in the rural road development zones, with more men OK with letting ladies travel alone. This could be one reason for expanded female participation at fundamental wellbeing administrations for risk natal treatment and family arranging administrations – one of the most basic strides in tending to Afghanistan's incessant kid lack of healthy sustenance and high maternal death rates. Rural roads recipients likewise note improved access to safe savoring water correlation with non-rural road development areas, a similarly significant advance in tending to mother/kid wellbeing. These accomplishments are halfway ascribed to help from different organizations in improving access to administrations.

According to ADB financial investigate, the consequences of the monetary examination recommend that the proposed interest in the task roads would profit the economy of Afghanistan as the financial inside pace of return is over the social rebate rate, regularly considered at 12% for creating as well as immature economies. In this way, the proposed interest in the task roads is considered financially achievable.

## **5.2 Result and findings**

The outcomes from the examination about the effect of rural road in local economy dependent on research questions and data gathered from various sources Key discoveries are:

- 1) Reduced travel time of recipients living along the improved road to the closest fundamental offices.

- 2) Increased no. of excursions taken by recipients living along the improved road to the closest fundamental offices.
- 3) Reduced contrast in cost of key utilization and creation wares between the recipient towns and the closest town.
- 4) Reduced cost of transport administrations, vehicle activity and upkeep cost
- 5) Increased Proportion of stirs taken up by privet parts and local networks
- 6) Reduction of time for revealing and reviewing reports
- 7) Reduced pace of road organize decay
- 8) Improved access to Education, wellbeing and financial status of family units
- 9) Household salary sources are progressively extended in the rural road development. Improved access for carryout the agribusinesses items so as to the market.
- 10) Improve Access to instruction in the rural road built task region, in spite of the fact that it has helped understudies to go on a smooth road surface. A large portion of the understudies stroll to class. Then again, consistency of participation and instructors' quality have improved because of better road conditions.
- 11) improve Access to wellbeing administrations in the rural road developed task zone. Specialists' reaction time is shorter in the undertaking zones too. While different elements (accessibility of centers close by for example) may have had an impact, the general portability of heath care staff is preferred in the task over the non-venture territories.
- 12) improved wages related with better access to business sectors. The local network can utilize their own or employed vehicle for looking for occupations, social communication, acquisition of data sources and offer of homestead produce.
- 13) Traffic thickness starting with one town then onto the next, town to region and District to another dependent on populace thickness and generally security conditions for going on the road. All things considered, by and large traffic thickness can possibly increment after some time as the financial prosperity of families and security circumstance improve.
- 14) Road security stays a worry as expanded mishaps and fatalities show up on improved roads, to a great extent because of speeding and new drivers who need formal driving preparing.

### **5.3 Limitation of research**

The investigation requests another endeavor as research has certain confinements. The generally little example size of only five (6) individuals is probably the greatest impediment; too little example size can't be ideal for making any expectation.

Notwithstanding the straightforward size, the absence of skill in the development of road sway in local economy in Afghanistan too the type of descriptive questions are likewise the fundamental difficulties right now. Expanding the example size and gathering data from every Afghan Ministry (MRRD and MOT) also from the International Implementing accomplices, benefactors and temporary workers too distinguishing more aptitude in the field will assist with defeating the foresaid impediments and challenges and give clear and greater image of the rural road development sway in local economy in Afghanistan.

### **5.4 Recommendations:**

The examination, papers and research question responder show that improving access rural road for rural populaces in Afghanistan has just brought about positive effects. It proposes the accompanying key proposals dependent on the examination, papers from UNOPS, ADB, WB and responders the rural roads undertakings and projects which is executed by MRRD and MOT and other association who work for rural access with various periods of the venture structure and usage to build the effect for networks;

- As per study rural road have sway in the local economy consequently Afghanistan's advancement accomplices World Bank, Asian Bank JICA, SIDA USAID and legislature of Afghanistan ought to think about proceeded with help for improving access to the rural populace in the nation. to execute the further period of the projects and ventures.
- The further period of the rural road arranging, plan and usage of activities ought to be expected thought to local network needs. This will require more extensive conference with organizations engaged with the arrangement of network, financial, social and ecological administrations. The procedure ought to likewise focus on decreasing road fatalities through a deliberate exertion with respect to all partners, structuring, for example, open mindfulness crusades about safe

driving practices. The undertaking configuration ought to unmistakably according to necessities sign board, road checking and traffic sign.

- A maintainable road support reserve ought to be made to empower local proprietorship for activity and upkeep over the characterized monetary existence of the office

## ANNEX-A Location for Rural road program regions wise in Afghanistan





ANNEX-B Photos



Rural road construction provide access to Education in Afghanistan



Construction of concrete Bridge in rural area provide access to transportation of local products



Construction of rural road in rural area provide access for transportation of local products



Construction of rural road in rural area provide access for transportation of local products



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