A Presentation of some Preliminary Findings
**Key Project Objectives**

- Reopen 900 km of feeder roads, create sustainable all-weather transport conditions & local R&M capacity
- Increase socioeconomic development of rural households
- Local labour-based approach to R&M & target disadvantaged
Most roads were very poor & seasonally impassable before rehabilitation.

In 2001 residents along project roads, had landholdings between 0.5 and 1.5 ha, men & women sharing work on land (matrilineal society).

>15,000 people had been directly employed as labourers on the project by 2001.
## Project Main Impacts (1996/2001)

<table>
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<tr>
<th>Contractors</th>
<th>Roads</th>
<th>Women</th>
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| • Capacity development of SME contractors for road work and support services  
  • 1.3 MUSD injected in local economy via local employment with contractors | • Growth of motorized and non-motorized traffic volume  
  • Growth of volume of goods transportation  
  • Transport prices did not drop | • Better food security for households along rehabilitated roads  
  • Better health, education and social connections in general along rehabilitated roads  
  • Workers lives’ transformed |
Main Objective

- Assess outcomes & consequences of the project upon communities living in the vicinity of rehabilitated roads, ten years after impact study

Methods

- Discussion groups, interviews, observation, case studies (cohorts unsuccessful)
- Questionnaires and traffic counts

Sites

- Five road sections, five project monitored communities and four control communities
Preliminary Findings of Interest

- Limited qualitative impressions

- Improve regional linkages & local economy
- Women’s benefits

- Increased traffic
- Increased market activity

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FIELD OBSERVATIONS

- **Economic activity**
  - Traffic (flow of goods transporters)

- **More social infrastructure + services**
  - Schools, health units & water supplies

- **Local development**
  - Markets for agricultural produce, small traders, & sale of firewood + charcoal (>deforestation)
ASPECTS OF THE N321, MOCUBA – NIPALAGA
LOCAL DEVELOPMENT

- **Case 1- Mocuba-Nipalaga (Dugudela)**
  - Through traffic of goods transporters
  - Benefits to community bypassed
  - Regional development
ASPECTS OF THE R1114, MUGULAMA - ILE
**LOCAL DEVELOPMENT**

- **Case 2, Mugulama – Ile (Muazíua)**
  - Loaded transporters do not pass Muazíua (steepness)
  - Alternative = “ringuistas”
  - Vibrant local economy focus on Muazíua
ASPECTS OF THE BIVE – MAGANJA ROAD
LOCAL DEVELOPMENT

- **Case 3, Bive – Maganja (Damião)**
  - Traffic mainly related to timber transport
  - No established market
  - A few local middlemen buy agricultural produce to sell to Indian traders in Mocuba
ASPECTS OF THE R656, MOCUBELA - BAJONE
Case 4, Mocubela – Bajone (Nialene)

- Local market
- Irregular traffic
- Long tradition of trading post/weekly markets
- Large dynamic regional market (Alto Mutabide)
ASPECTS OF R652, ALTO BENFICA – DERRE (& MATICULA)
SOME PRELIMINARY CONCLUSIONS

IMPROVED ACCESS IS KEY TO ENCOURAGING LOCAL RURAL DEVELOPMENT, ESPECIALLY WHEN...

+ NGOs + agricultural & social inputs
+ connect to dynamic larger markets
+ where agric. prodn. is greater & women benefit
Obrigada