

**ROAD INFRASTRUCTURE AND ITS LINKAGE  
WITH MARKET CENTERS IN NEPAL**  
(A Case Study of Khimti- Manthali Road in the Eastern Hills)

**A Thesis**

**Submitted to Central Department of Rural Development  
In Partial Fulfillment of the Requirements for the Degree of Master of  
Arts in Rural Development**

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## **LETTER OF RECOMMENDATION**

The thesis entitled **Road infrastructure and its Linkage with Market Centers in Nepal, A case Study of Khimti- Mantali-Road in the Eastern Hills** is prepared by Sudarsan Karki, in the partial fulfillment of the requirement of Master' of Arts in Rural Development in Prescribed Format of Humanities and Social Sciences, under my guidance and supervision. It is, therefore, forwarded for evaluation and acceptance.

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**Prof. Dr. Mahendra Singh**  
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**Date:** -----

## **APPROVAL LETTER**

The presented thesis entitled **Road Infrastructure and its Linkage with Market Centers in Nepal, A Case Study Of Khimti-Manthali Road in the Eastern Hills** prepared by Sudarsan Karki has been evaluated and accepted as a requirement for the partial fulfillment for the Degree of Master Arts in Rural Development.

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**-Sudarsan Karki**

## **ABSTRACT**

This research shows the close linkage between rural transportation and market center. Transportation contributes to the economic, industrial, social and cultural development of any country. Transportation is vital for the economic development of any region since every commodity produced whether it is food, clothing , industrial products or medicine needs transport at stages from production to distribution. In production stage, transportation is required for carrying raw materials like seeds, manure, coal, steel etc. in the distribution stage, transportation is required from the production centers viz. farmers and factories to the marketing centers and later to the retailers and consumers for distribution. The inadequate transportation facilities retard the process of socio-economic development of the country.

While over 85 percent of the population of the country living in the villages, the development of urban centers alone do not indicate the overall development of the country. Only with the improvement in transportation facilities in rural areas there could be faster development of the rural centers. The fertilizers and other inputs for agriculture and cottage industries could reach the rural population easily and similarly the products can be sold at the nearest marketing centers for more remunerative price resulting in faster economic growth and decreased wastage. With improved facilities for education, health care and other social needs in the villages, the urge for the migration to urban centers decreases, thus helping in balance development of rural areas in particular and the country as a whole.

It may be said that deficiency in the road development in Nepal has contributed greatly to the set-backs in agricultural, commercial and industrial sectors. It is essential to provide road links between the villages and market centers. The prosperity around the urban areas alone do not reflect the economic and living conditions of the people of our country as a whole. Overall economic progress can be achieved, only if reasonably adequate transport facilities are made available to the villages and other district head quarter and commercial centers. The road networks have also to be supplemented with Express ways to keep pace with the requirement of uninterrupted movement of fast vehicles along the arterial roads. In general, developing countries have to raise their transportation system to a higher level both in terms of length and quality so as to meet

the demand which is being generated by the development plans. Also road development generates considerable employment potential.

It has been proved that a paved surface in reasonably good condition can contribute to 15 to 40 percent saving in vehicle operation cost. This is very significant from the point of view of energy crisis and conservation of petroleum fuel. Thus it is all the more important to construct and maintain road pavements in good condition.

The field survey for this research has been carried out Khimti - Manthali road in Ramechhap district Nepal. The survey sought to compile information on the Road Infrastructure and its linkage with Market centers and socio-economic conditions of the local people. Information was gathered mainly via questionnaire, direct observation and discussions with related personnel.

The survey shows that, the development of Road infrastructure enhances market evolution and people mobility. Road network has brought different places closer in socio- economic means of transportation. In the country Nepal, which is landlocked in nature with hilly topography setting makes it more relevant. More specially hilly districts and its remote and distant places from transportation network are to be included with the road system.

Development and evolution of market centers is definitely influenced by transportation network but this is not absolute fact that every center increases. Location aspects, geography and other relevant factors also are determinant more or less.

Some cultural changes, attitudes towards social and economic activities also take place. Mobility of people also changes with road service. Reduction of price level and consumption differences is major attacks on backwardness. But maintenance and upgrading of road and road safety measure issues also are to be considered to attain the optimum benefit. Thus we can say that transportation development is the major component drive of socio- economic development of the country. Above all it helps the poverty alleviation program also.

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## ACRONYMS

CBS	-	Central Bureau of Statistics
CDR	-	Central Development Region
DDC	-	District Development Committee
DR	-	District Road
FR	-	Feeder Road
GOs	-	Government Organization
HHs	-	Households
HMG/N	-	His Majesty' s Government
HW	-	Highway
Kg	-	Kilogram
LDCs	-	Least Developed Countries
m.	-	Meter
MOLD	-	Ministry of Local Development
MP	-	Member of Parliament
NGOs	-	Non-Government Organization
NH	-	National Highway
NRS	-	Nepalese Rupees
PWD	-	Public Work Department
Q	-	Quintal
RTO	-	Road Transport Organization
Sq.Km.	-	Square Kilometer
SSATP	-	Sub-Saharan Africa Transport
UR	-	Urban Road
VAR	-	Village Access Road
VDC	-	Village Development Committee
VT	-	Village Trials
WB	-	World Bank
K	-	Khimti
M	-	Manthali