

# Yemen's Economic Development and the Role of Road Infrastructure

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**ABSTRACT:** Infrastructure in Yemen is one of the least developed. Due to Yemen's economic weakness and lack of the most basic factors for economic development, this study focused on the causes of Yemen's economic decline in terms of the three main methods, which are the road of Aden; the road of Al-Hadidah; and the road of play, as these three Roads are the main feedstock for the Yemen. Many of these technologies suffer from design and infrastructural issues due to their economic importance. Tankers have been held up by numerous impediments, most of which have been caused by construction activity. In order to obtain data, beneficiaries of the reconstruction initiatives were asked to self-administer structured questionnaires. Research in this area aims to explore the effects of road infrastructure on economic development in Yemen and to determine those effects. Literature reviewed in this study has previously provided a summary of current studies and legislation. 240 copies of the questionnaires were released and only 100 responses were obtained, which is 41.7 percent. Participants' replies were gathered, analysed, and used as needed to inform future decisions.

**Keywords:** *Aden Road, Aber Road, Hudidah Road, Economic Development, Economy Impact, Road Infrastructure, Yemen,*

## 1. INTRODUCTION

Long considered a subset or component of the capita, road infrastructure is the essential foundation that supports all production functions. Historically, timely delivery of raw materials to factories and finished goods to markets has been dependent on the availability and quality of rural transportation infrastructure, mostly in the form of highways used by trucks and automobiles [1, 2, 3]. Road infrastructure Economy was one of the least recognised subfields for much of the twentieth century, and it was completely ignored as an analytic component in the early development of economic literature, in which capital is undifferentiated and often represented as factories [4].

Many scholars have recently viewed road as a major facilitator of economic development, as well as a foundation for some industrialised countries' economic growth exercises [5] and [6]. Many researchers have recently viewed the Land Transport Corporation as an important economic development facilitator, as well as a foundation for some industrialised countries' economic growth exercises [5] and [6] contributions to an effective and efficient transportation system in multiple economic growth and stability. According to [6] and [7], timely delivery, increased economies of scale in the

manufacturing process, market integration, economic opportunity creation, and communication links cut transportation and production costs, hence improving trade. A well-functioning transportation system creates a big number of jobs while also encouraging tourist and foreign investment. These good outcomes of a well-functioning transportation system are especially relevant in developing nations like Yemen. From trade to industrialization, education, research, entertainment, culture, and defence, global transportation and communications impact every area of human life. Over the last two decades, there has been a heated debate about the relationship between infrastructure and economic growth. This shows that infrastructure investment has a considerable positive impact on the economy and production. [8] on the other hand, argued that there was no empirical evidence of a beneficial association between infrastructure and economic growth, and that there were no substantial negative effects on the state's motorways.

## 2. METHODOLOGY

The literature review and questionnaire survey were used as part of the research technique to attain the study objectives. To analyse the impact of road infrastructure on Yemen's economic development, a literature evaluation is conducted by reading academic research journals, textbooks, and, finally, information available on the internet. To aid in the achievement of study objectives, the quantitative approach of distribution of questionnaires was chosen as the data gathering method. Workers on road infrastructure, such as Construction Managers, Site Managers, and Quantity Surveyors, are the target respondents (QS). The research was designed around the research objectives and was based on quantitative research employing questionnaires to achieve the research goals. A total of 100 questionnaires were collected from a total of 240 that were dispersed throughout Sanaa, Yemen's capital city.

## 3. RESULTS AND DISCUSSION

Table 1 shows the results of the data analysis, along with a rating of the effects of road infrastructure on Yemen's economic development. This rating category indicates that most respondents believe that the present war is one of the most significant effects on road infrastructure. The second rank in Effects on the Road Infrastructure, which influences the Yemen's economy, is not improving of Aden, Hadidah, and Abar roads, which follows the first by 0.02 differences. With an average mean score of 4.28, the effects of road infrastructure are ranked second. Higher goods costs are the third most

important consequence of road infrastructure on Yemen's economic development. With an average mean score of 4.24, the second place was followed by the third place with 0.4 differences. High transportation prices came in fourth place in the consequences of road infrastructure, with a mean score of 4.18, just 0.06 points behind the third place. The fifth effect of road infrastructure is a significant road for Yemen's economy in Aden, Hadidah, and Abar regions, which came in fifth place with a mean score of 4.14, only 0.04 points behind the fourth place. Accidental deaths and injuries came in sixth place in the Effects of Road Infrastructure, with an average score of 4.07, just 0.07 points behind the fifth place. The Effects of Road Infrastructure, ranked seventh, is attracting private foreign enterprises. Finally, the 8th of the Effects of Road infrastructure is disbursed Aden, Hadidah, and al Abra region roads with an average score of mean 2.29, the lowest ranking of average score mean with 0.17 disparities from the 7th rank.

Table 1: The effects of Road infrastructure in Yemen economic development.

SN	Variables	Mean	Rank
1	Current War	4.30	1
2	Improving of (Aden, Hadidah and Abar) roads	4.28	2
3	Higher goods prices.	4.24	3
4	High transportation prices	4.18	4
5	(Aden, Hadidah and Abar) Roads	4.14	5
6	Accidental deaths and injuries	4.07	6
7	Calling private foreign companies.	2.46	7
8	dispensed (Aden, Hadidah and al Abra) roads	2.29	8
<b>Average mean</b>		<b>3.745</b>	

In order to achieve the study's first goal, the role of road infrastructure in economic development in Yemen is examined in depth in this part. A series of professional studies were done based on the verified literature in order to be offered to the study participants for inspection. Road infrastructure and economic development are inextricably linked. Many people in the road infrastructure industry have recommended these studies, and the acceptance rate for this study is the highest at 4.51. Respondents with mean scores 4.41, believe that there is already corruption in the tendering process, since tenders are given to contractors who are unqualified to manage infrastructure projects, among other things. Most respondents agreed that infrastructure projects are managed ineffectively at the mean score of 4.30. Others with the mean score of 4.27, expresses how well respondents agree that poor supervision and inspection of road infrastructure projects are the most important causes of the economy's deterioration, as supervision and inspection of road infrastructure projects are the most important causes of the deteriorating economy.

Respondents agreed that the choice of materials for road infrastructure is the reason why the Yemeni economy has not progressed from infrastructure with the mean score of 4.11, where respondents agreed that there

is an influence of climate on roads because climate change has a detrimental impact on road infrastructure projects. Finally, the seventh and final level is 4.03, which indicates that respondents agree that the state's policies are unrelated to infrastructure, as the state's policies are unrelated to road infrastructure efficiency.

#### 4. CONCLUSION

The findings revealed that the post war in Yemen has posed considerable difficulties to Yemen's existing unbroken road to economic growth. As a result, this project can be viewed as a crucial indication that provides the industry with some platforms to discuss the importance of road infrastructure in Yemen's economic development. The ongoing war, the improvement of Aden, Hadidah, and Abar highways, higher commodities prices, and high transportation charges, according to this study, are the main factors impeding Yemen's economic progress.

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