


<p>Impact of Urbanization to Demographic Changes Occurred in Recent Years in Areas along the Tirana-Durres Corridor</p>		<p>Tourism</p> <p>Keywords: urbanization, demography, migration, population, Tirana, Durres, corridor.</p>
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<p>Abstract</p>
<p>Since the starting point of political and economic transition in the 90's in Albania there has been a significant displacement, or better still a considerable shift in the movement of population from rural to urban area by region due to massive immigration and internal migration. Rural population moved in a lightening manner from rural to urban areas primarily along the segment of Tirana-Durres motorway, in response to the low income they obtained from their farms, or from limited opportunities for non-agricultural activities as well as from the low level of infrastructure and public service development. The highest rate of migration along the corridor Tirana-Durres occurred from 1993 to 2000 with about 51% of migrant residents. The commune of Kashar is evaluated to have about 61% of migrants interviewed in this area. Others study zone as Vora, Sukth and Manëz have been evident significant migration levels 38%, 51% and 53% respectively. The highest population growth along the highway has been during the period 1993-2000, where 55.3% of migrants are located in the areas under study. The curbing of population growth which is depicted for the period years 2008-2013 at 10-12% is a result of the reduction of the phenomenon of urbanization in these years. During the period 1993-2000 migration has had a far greater influence on population growth.</p>

Introduction

Urbanization is a global process which exerts far-reaching impacts on our society. Urban life as such touches upon and affects each and every one of us and not only those people who dwell and reside in cities (Atalik & Beeley, 1993). An endless stream of people descends upon the cities in order to meet their own economic, social, cultural and political needs (World Bank, 2009). That alone is a dynamic process that has influenced and guided along almost all social, economic and political upheavels (Alho & Spencer, 2005). Regardless of the fact that the majority of the destitute and poor people will carry on living in rural areas in the immediate future, more than half of the population at this point in time lives in urban areas and it is expected that by 2050 and thereafter roughly 70% of the world's population will live in cities (Lall, et al., 2006). It is rightly assumed that urbanization is a very important process that has contributed significantly to the economic growth throughout the world and it is still playing an important role in meeting the main objectives of human development associated with the economic growth, employment, sustainable economic and social development (Gibson, 2002). If one is to analyze the categories of influences triggered by the phenomenon of urbanization it should be acknowledged that the economic impacts have far bigger importance to the overall development and this by all indications derives from their pronounced interdependence with other categories of impacts (Glaeser et al., 1993).

Urban sociologists have conducted a significant number of studies on the city in terms of its social aspects. These aspects relate closely to the population, the formation of social groups, movements, institutions, complex arrangements that do exist and are embedded in the city (Chang et al., 2007). Other related studies have been undertaken for purposes of examining the urban ecological arrangements; they have also examined closely the natural growth of the city, the concentration of population in urban communities, the use of land and so forth. Within the span of the past 20 years the Tirana-Durres corridor (motorway) has undergone demographic changes which are characterized by an increase in population size which is approximately twice as high as the natural growth due to the migratory paths, while the rural population of the areas where they come from originally is dwindling fast due to their departures in huge numbers (Annual Report, 2011). The geographical pattern of the Albanian economy is adequately clear with a growing concentration of population and of economic activity pointing towards the Tirana-Durres motorway which has brought about an increased prosperity to the existing residents of these areas and such like settlements (Census 2001; Carletto, et al., 2011). The concentration of population is increasingly becoming more consolidated along the motorway, since this region is expected to remain the pull of gravity for the entire economy alongside the industrial and agro-food activities. Nor are there any study on local government units to assess urban development patterns and their impact on the socio-economic variables of the surrounding rural areas. The urbanization of the highway in question started after the 90's in quite a spontaneous and in a rather unplanned. Its occurrence surely tipped the social and economic characteristics of the area by changing the ratio of urban to rural areas (King & Vullnetari, 2003). While the explanatory aspect to the study is primarily intended to highlight the causes by depicting relationships among phenomena such as the impact of migration, the diversion of land use, the changing economic structure and employment growth, poverty elevation and human development along the Tirana-Durres motorway (Ródenas et al., 2007). Moreover, it also tries to put to test the weight and role played by the agro-industry development and local and central government policies on urban development.

Materials and method

The methodology used in this work is based on the testing of hypotheses arrived at from the theoretical model upon which it is built, which looks at the phenomenon of urbanization as something that has significant impact on the economic, social, cultural and human development. The researcher wants to test its truthfulness. Once the hypotheses derived from the theory are

tested by analyzing the statistical data by looking also at the sampling strategy, the result can be generalized for the population collected in this study. The starting point is a generally accepted approach and it finishes with individual and specific cases.

As for the determination of the type of study materials and study method various sources of literature have been used by analyzing similar studies that have been conducted in other countries in which similar patterns of urbanization in both time and space have been put under the microscope. A heuristic approach is one that passes from a theory or hypothesis to empirical observations and conclusions.

For intents and purposes of data collection two study-oriented questionnaires were used (structured and semi-structured questionnaires). Members of the administration were allowed adequate time to complete the questionnaire because of the amount of information that was required. While all residents participating in the interview were asked to complete a structured questionnaire on a face to face mode. Data were collected for a period of one year during 2013.

Sampling

For purposes of conducting the study the probability-based sampling was used, which supports the model of randomized selection in a certain population, where each sample unit has the same chance to be selected which is not to be excluded. This sampling method offered two important advantages to the study. First, the study is representative and as such we think highly of its representation. Second, this approach is a priority in terms of sampling regarding the "external validity", because this allows us to perform generalization of the findings of this study by means of the sampling strategy.

Based on a population of some 85,859 inhabitants in the study areas which covers the commune of and the municipalities of Vora, Manëz and Sukth respectively, there have been efforts towards specifying the number of persons to be included in the survey in order to wind up with a good level of representation. Although the sample size resulted in as many as 398 individuals in order to increase the scope of the study we decided to increase it to 595 individuals, distributed across four areas in the study, in order to compensate any potential invalidities. Respondents in the study were selected above 17 years of age. The questionnaires were designed by the so-called task oriented research. They are structured in five parts which contain specific questions selected on the selected hypotheses in our study. Below we present a schematic presentation of the survey technique in which the study was conducted.

Questionnaires used in the study

The study method consists in the type of polling conducted by using both semi-structured and structured questionnaires to evaluate the socio-economic indicators in the study areas. The compilation of questionnaires has had as a reference point their model on the basis of the study objectives which comprise the evaluation of a range of socio-economic indicators. In the case of communes and municipalities at the center of the study a semi-structured questionnaire was designed in order to collect statistical data from administration civil servants as well as from the finance and statistics offices. This questionnaire was designed to include in it questions which were aimed to obtain information on demographic and socio-economic indicators from the commune and municipalities in the study. As for the survey of residents in areas under the study at the focus has been the questionnaire comprising simple and direct questions in order to render them easily understandable for residents who were surveyed.

Questionnaire for the municipal commune administration in the study

In order to collect information on demographic, socio-economic and statistical data on land use a semi-structured questionnaire was utilized for the survey of administration civil servants in the Kashar commune as well as in the municipalities of Vora, Manëz and Sukth. This questionnaire model is made up of a series of close-ended and open-ended questions. In order to allow the researcher to form a full and thorough picture regarding the situation of urbanization in the study areas and the extent of the impact on this phenomenon on economic and social indicators. It also helped us become familiar with important data on the Tirana-Durres motorway. In addition a series of surveys was conducted with key persons in the administration of the areas under this study. Key persons, in this case, were considered those individuals who worked for the offices of communes and municipalities in the study, who had access to data that the researcher is interested in, as well as those individuals who thanks to their knowledge, reputation and skills are members of the local community and know what is happening in and around the community. The purpose of interviewing the respondents is to collect information from a wide variety of people, because the key people are the ones who have helped draft and implement the policies and strategies in the community. These experts, with their specific knowledge, can provide information about the nature of the problem and issue recommendations for solutions.

Questionnaires for surveying of residents of the municipality and municipalities in the study

In order to evaluate the impact of urbanization on demographic and socio-economic indicators in areas under the study for purposes of surveying the residents were utilized the so called structured questionnaires that consist of a series of questions. For each commune and municipality, as has been described above, is used the probability-based sampling and individuals were subjected to interviews randomly in both urban and rural areas by ensuring the completion of as many as 595 questionnaires that collected the information necessary to test the hypotheses of the study. The questionnaires were designed based on the tasks of the study. The questionnaires are structured in five parts which contain specific questions on the basis of the selected hypotheses in our study. Residents of communes or municipalities who were interviewed pertained to the age group from 18 years to 70 years of age. The questionnaires designed for the residents of areas in the study were compiled being split into 5 simple and straightforward parts for different education levels of residents being surveyed.

Regression and correlation analysis

A series of indicators, techniques and statistical tests were utilized to describe, evaluate and interpret the available data as well as the likely links among different variables. Operationalization of the major variables of the study was conducted by reviewing the literature which is being dealt with extensively in the previous chapter. In this analysis the operationalization of the urbanization variable is broken down into two components which are: (1) migration and (2) population growth. The econometric analysis is based on testing the impact of urbanization indicators (migration and population growth) in each of the economic and social indicators, mainly the average monthly income and unemployment. The relationship among these variables is done by using multifactorial regression.

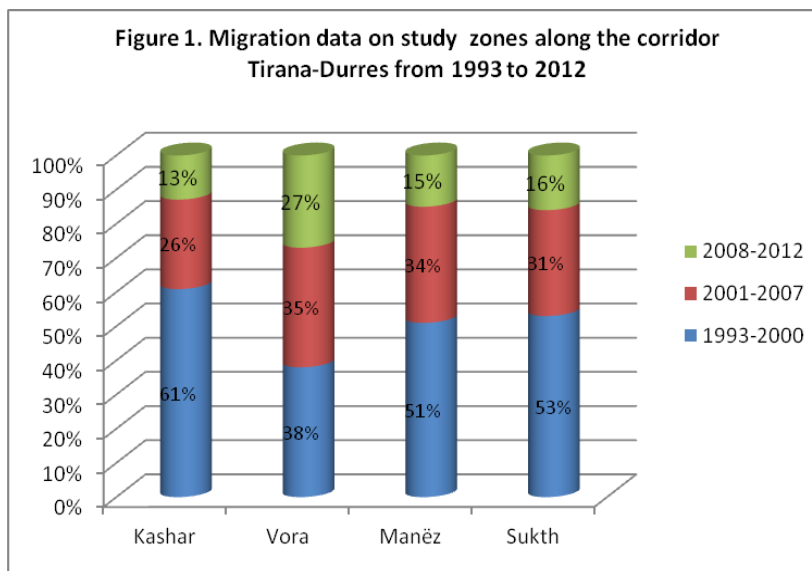
Results and discussions

In 2013, is carried out this descriptive and explanatory study on the urbanization and its associated impact on migration and population growth on the commune of Kashar and on the municipalities of Vora, Manëz and Sukth. The descriptive aspect of the research is solely intended to describe and report upon the characteristics of the population in the study-based areas concerning the demographic changes that have occurred in recent years, as well as the characteristics and impact of the urbanization phenomenon on the economic indicators and their social institutions.

Analysis of demographic changes in the study-based areas

The survey was conducted aiming at a far more uniform distribution of respondents by age, sex and administrative division of areas. Of 595 people interviewed, 56% of the respondents were males and 44% female with an average age of about 43.5%. Even the selection of the residents surveyed was administered on the basis of age groups where there was a uniform distribution with average of 20% of residents in each age group. The data collected also serve to depict divorce as a huge social problem which on the basis of the data averaged at 4% of the population surveyed. On account of the socio-economic changes happening in these areas and given the problems that migrant families are faced with there has been a slight increase in the number of divorces. 2, 2% of the respondents have reported a live-in existence. 37% of married couples have declared they have offspring, while 10.4% did not have children. Due to the increased cost of living, but also in the face of the social problems the number of childless couples has been on the rise. The trend in the number of children per family goes from 1 or 2 children and there has been a decrease in the number of families with 3, 4 or more than 4 children.

Analysis of migration in the study-based areas



The biggest migration of all has occurred from 1993 to 2000 with about 51% of migrant residents. The biggest migratory pattern is evaluated in Kashar commune with 61% of migrants interviewed in this area. Whereas the municipalities of Vora, Sukth and Manëz have been characterized at this period from significant migration level 38%, 51% and 53% respectively. Roughly 26% of migrant residents surveyed have been located in study-based areas in the period 2001-2007 showing that during these years there have been significant migratory movements. The Vora municipality had about 35% of the migrant population settled during this period. Likewise Manëz municipality has had its own share of migrants with about 34% of the total number of migrants over the spend 20 years. Massive migration occurred in some others corridors in EU countries as Rumania, Bulgaria and Serbia (Beciu et al., 2011).

Analysis of population growth

Table 1. Population growth of study zones along the corridor Tirana-Durres from 1993 to 2012

Zones (municipalities)	Population growth in (%)		
	1993-2000	2001-2007	2008-2012
Kashar	62%	28%	10%
Vorë	51%	37%	12%
Manëz	60%	28%	10%
Sukth	47%	33%	20%
Total	55.3%	31.3%	13.4%

The population growth along the highway has been evaluated with high value during the period 1993-2000, where 55.3% of migrants are located in the areas of study zones. The rate of population growth was reduced for the period years 2008-2013 at 10-12% because of low intensity of urbanization in this time. During the period 1993-2000 migration has had a far greater influence on population growth (World Bank, 2007). Various scholars in their analysis of economic growth and socio-economic changes of the economic theory of agglomeration indicate that population growth in centered economies which are also influenced by migration flows for a long period have been a few of the main causes (Gibson, 2002; Bijak 2010).

Conclusions

- The migration flux occurred from 1993 to 2000 was higher consisting with 51% of migrant residents settled along the corridor. The biggest migratory pattern has been evident in commune of Kashar with more than 61% of migrants living in this area. The municipalities of Vora, Sukth and Manëz have significant migration level 38%, 51% and 53% respectively.
- The period 1993-2000 migration had greater influence on population growth. The biggest population growth of corridor Tirana-Durres has been during the period 1993-2000, where 55.3% of migrants living in the areas. The rate of population growth is decreased in the period years 2008-2013 at level 10-12%. The reduction of the phenomenon of urbanization in these years had impact on migration and population growth.

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