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COMMUTING AND TRANSPORT IN ALBANIA

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Zindato

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- A quick glance at non-commuters
- Main socio-demographic characteristics of commuters
- Frequency and mode of transport to work
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DATA SOURCES

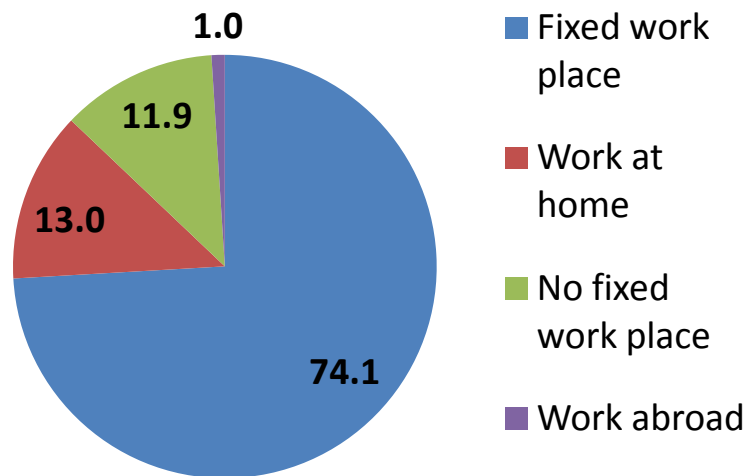
- ❖ Type of place of work ----->
- ❖ Geographic location of the place of work
- ❖ Mode of transport to work
- ❖ Frequency of travelling from home to work

“Where is your place of work?”

- Fixed workplace, away from home
 - In Albania
 - Abroad
- Work mainly at home
- No fixed place of work

COMMUTING STATUS

Employed persons by type of place of work (%)

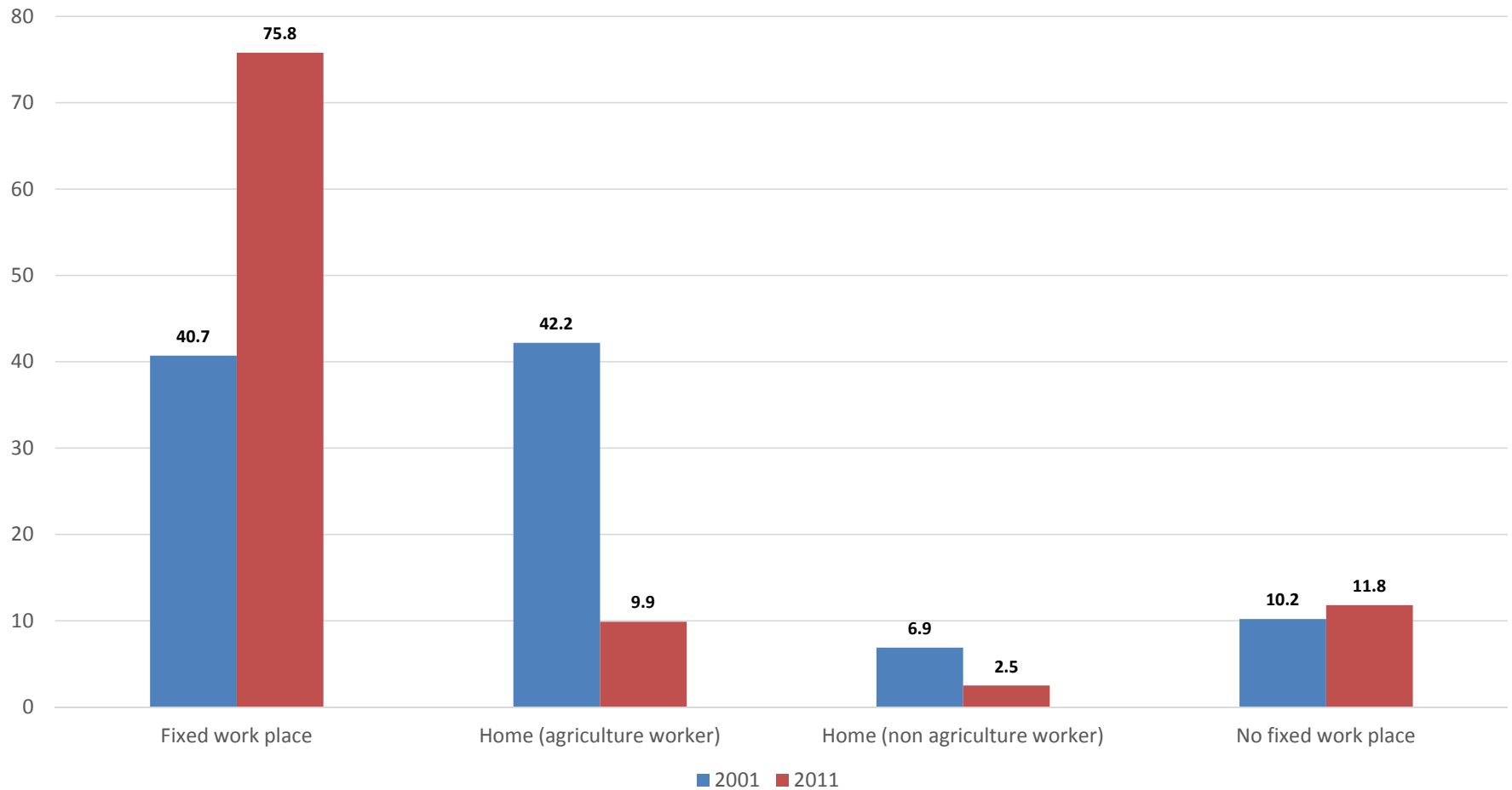


Employed persons who have a fixed workplace outside home = **3 out of 4 employed persons in Albania may be defined as commuters**

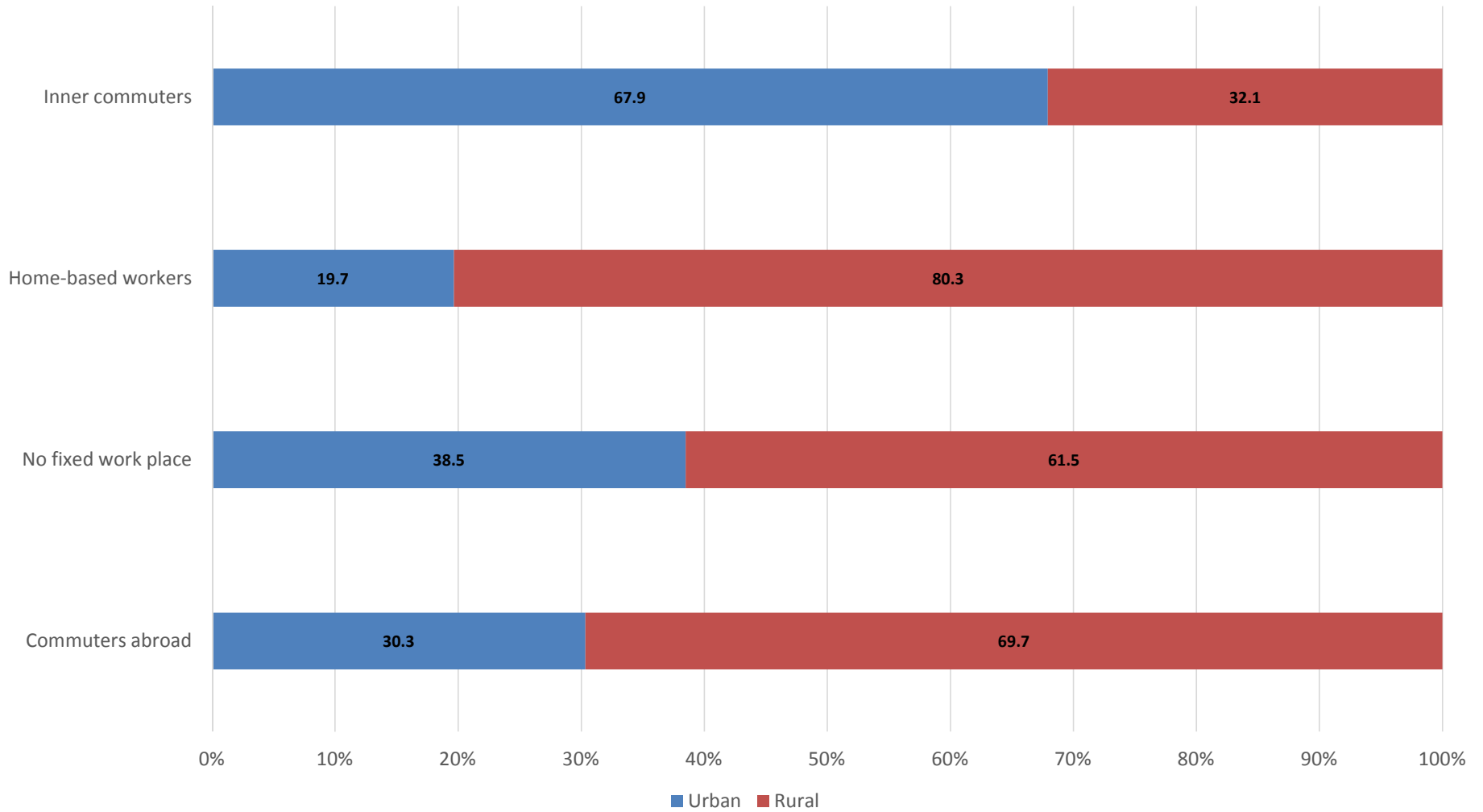
THE MEANING OF COMMUTING

- Commuters = Employed persons with a fixed workplace outside home in Albania (**inner commuters**)
- Commuting flows = Movements **between** municipalities (movements from home to work within the same village/town or between different villages/towns belonging to the same municipality will not be taken into account)

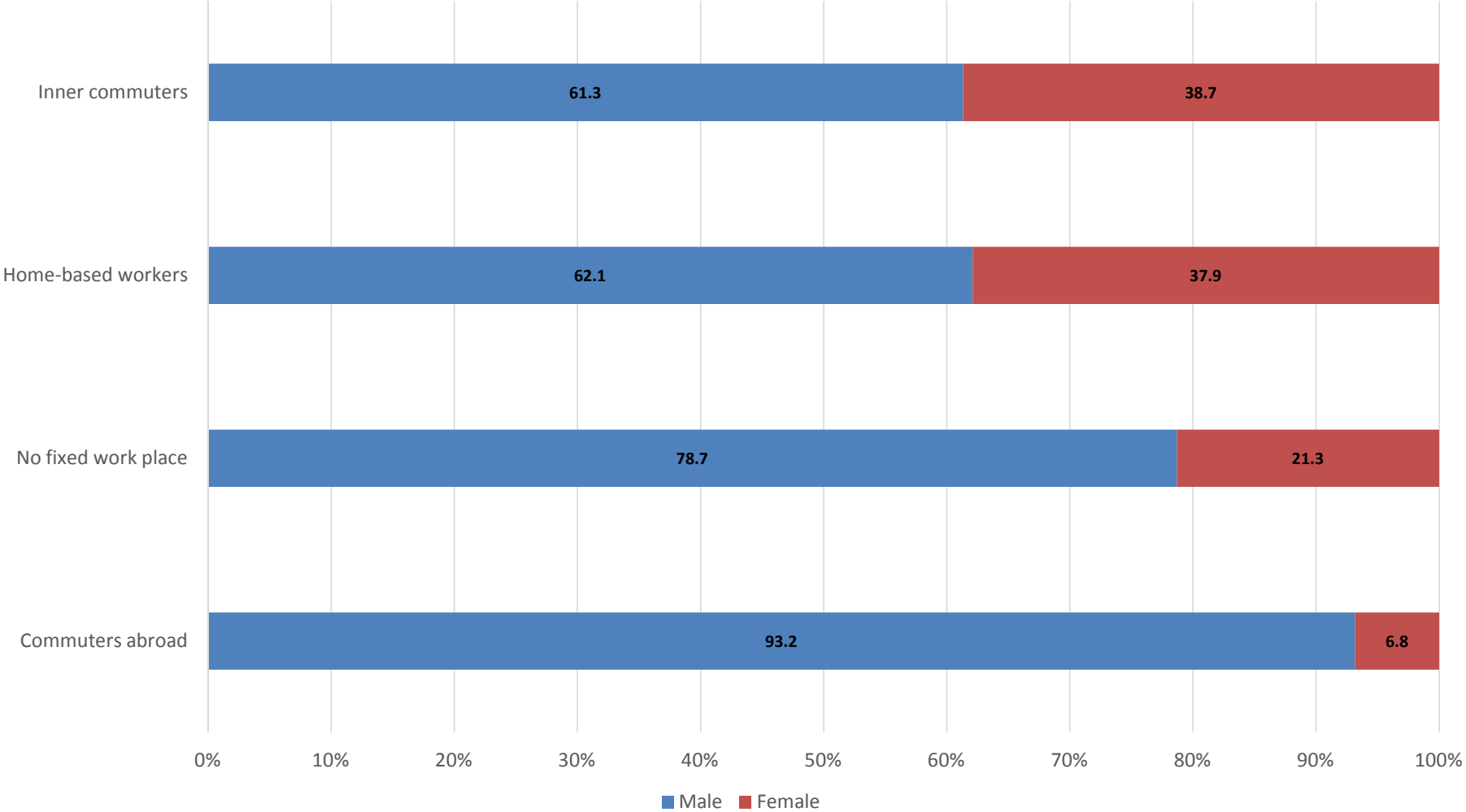
Employed persons by census year, type of workplace and agriculture/non agriculture home-based working (%)



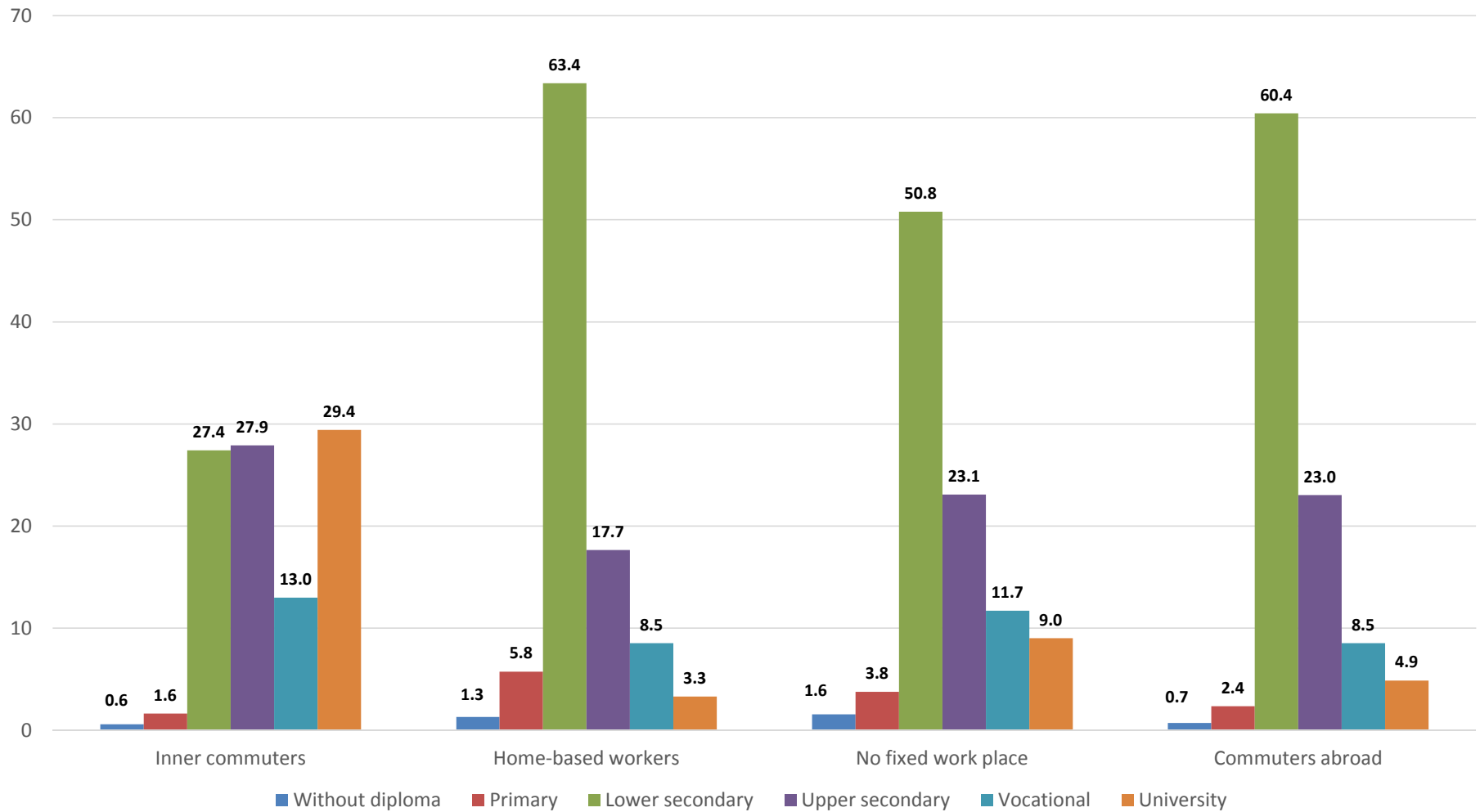
Employed persons by commuting status and urban/rural area (%)



Employed persons by commuting status and gender (%)



Employed persons by commuting status and level of education (%)

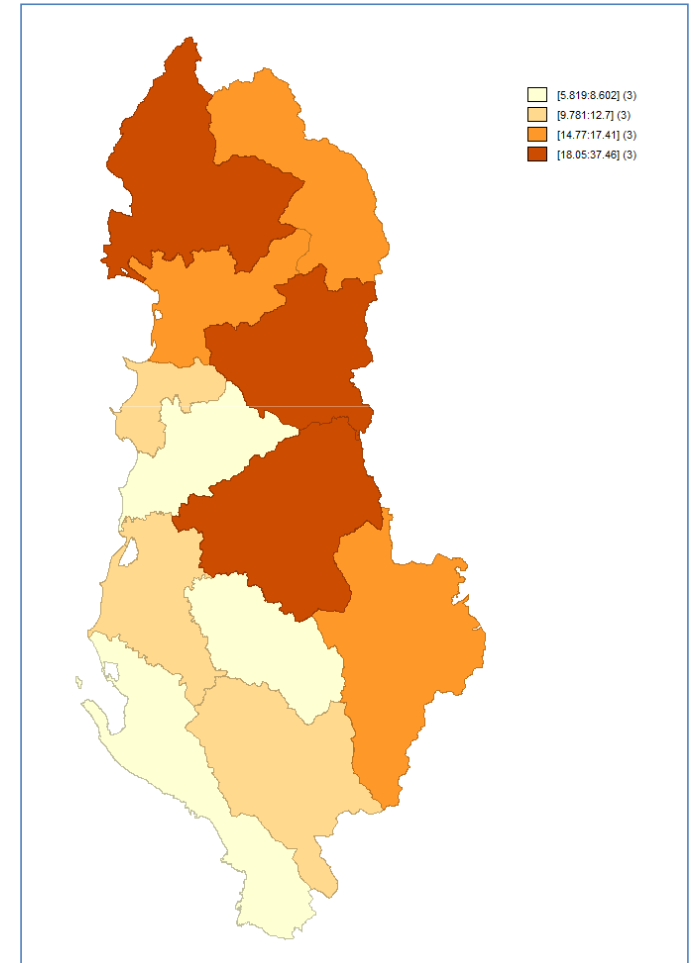
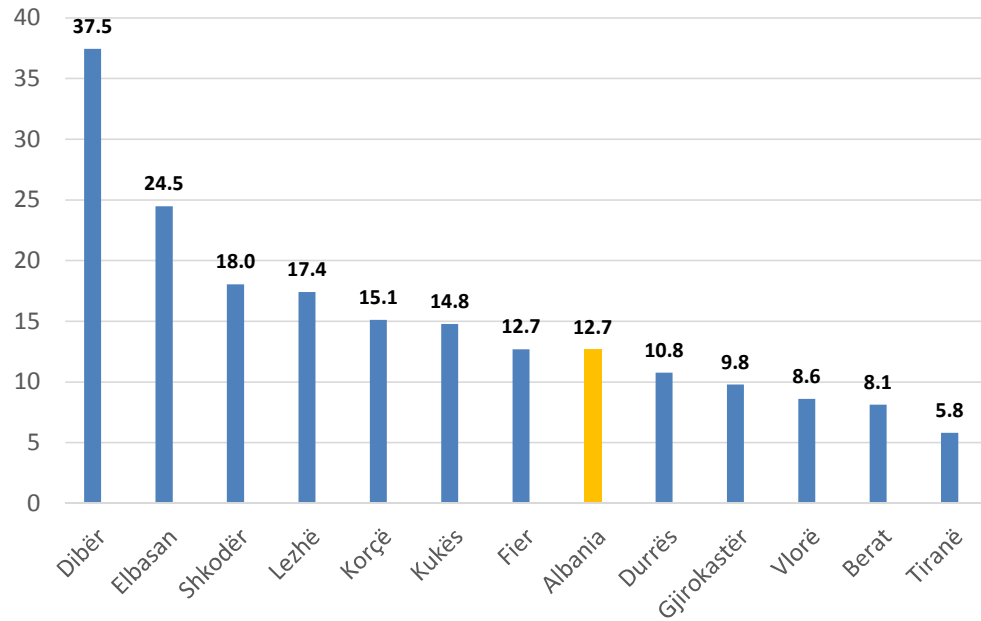


WORKING AT HOME: A RURAL PHENOMENON

- Home-based workers are about 86 thousands (13% of the total employed population).
- Rural phenomenon:
 - 80.3% of home-based workers live in rural areas
 - 80.2% of them work in agriculture
- One in every five of them lives (and works) in the prefecture of Elbasan (21.1%), and especially in the district of Elbasan (12.4%).

WORKING AT HOME: THE GEOGRAPHY

Home-based workers on employed persons by prefecture (%)

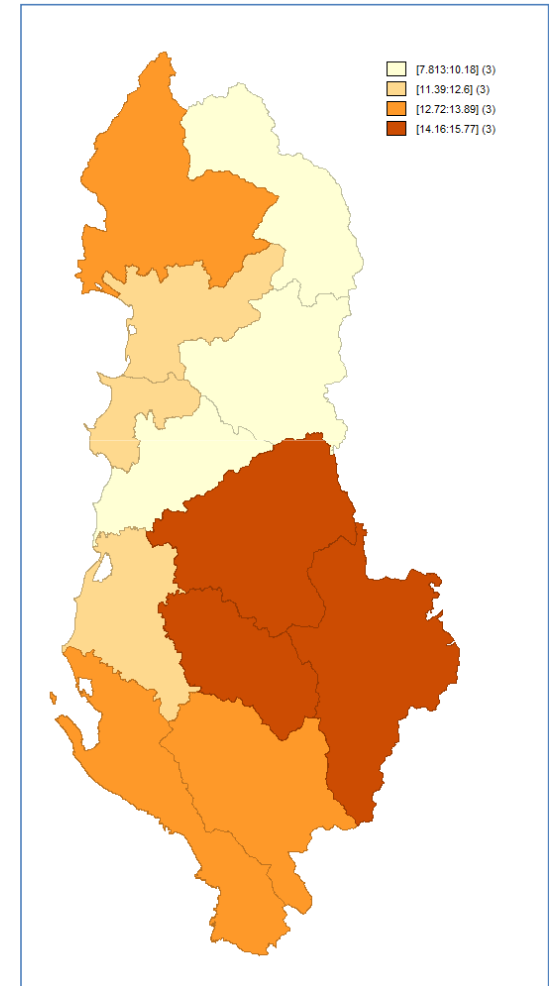
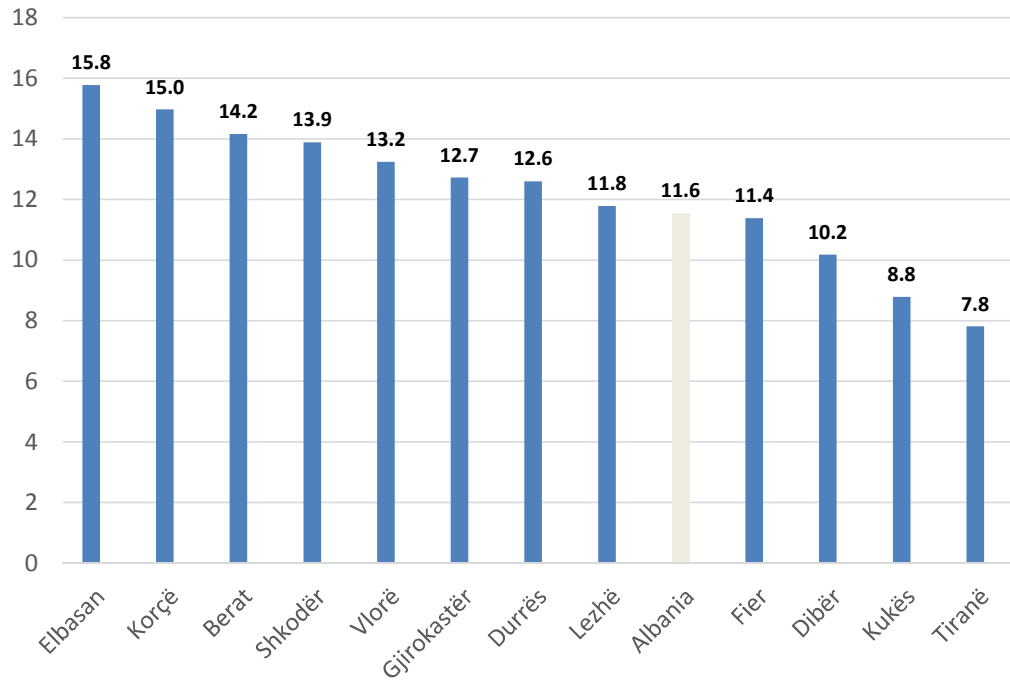


HAVING NO FIXED WORKPLACE

- Workers with no fixed place of work are about 78 thousands (11.9% of the total employed population).
- Diverse group = among them the rural population accounts *only* for 61.5% of the total (versus the 80.3% of home-based workers); mix of “mobile” and occasional workers.
- The prefecture of Tirana comprises 20.8% of them (mostly in the district of Tirana), followed by Elbasan (14.9%), Fier (12%) and Korçë (10.2%).

HAVING NO FIXED WORKPLACE: THE GEOGRAPHY

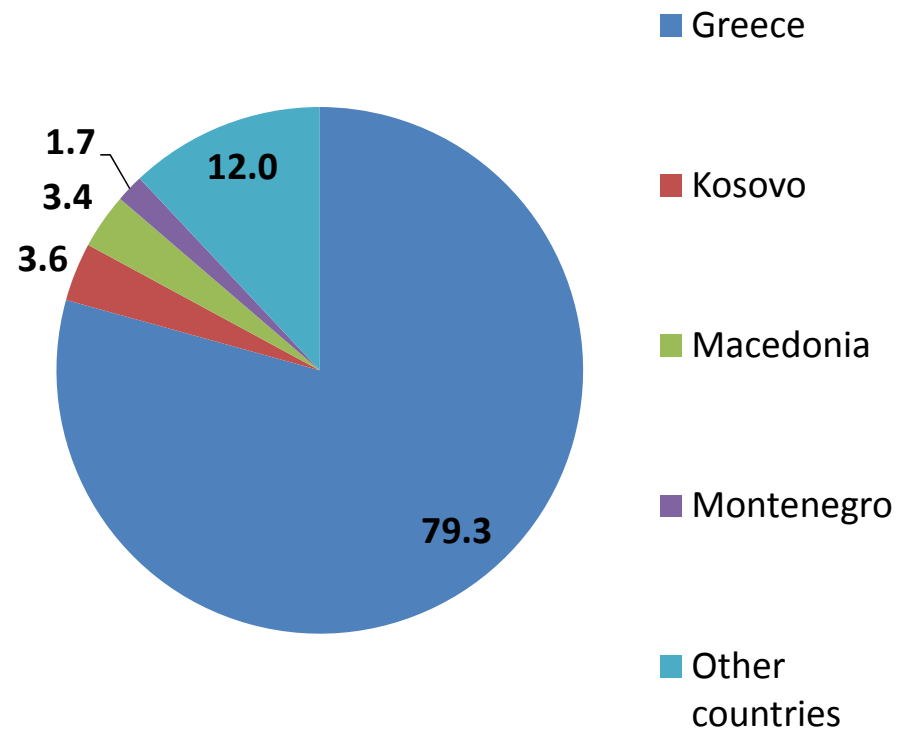
Workers with no fixed workplace on employed persons by prefecture (%)



COMMUTING ABROAD

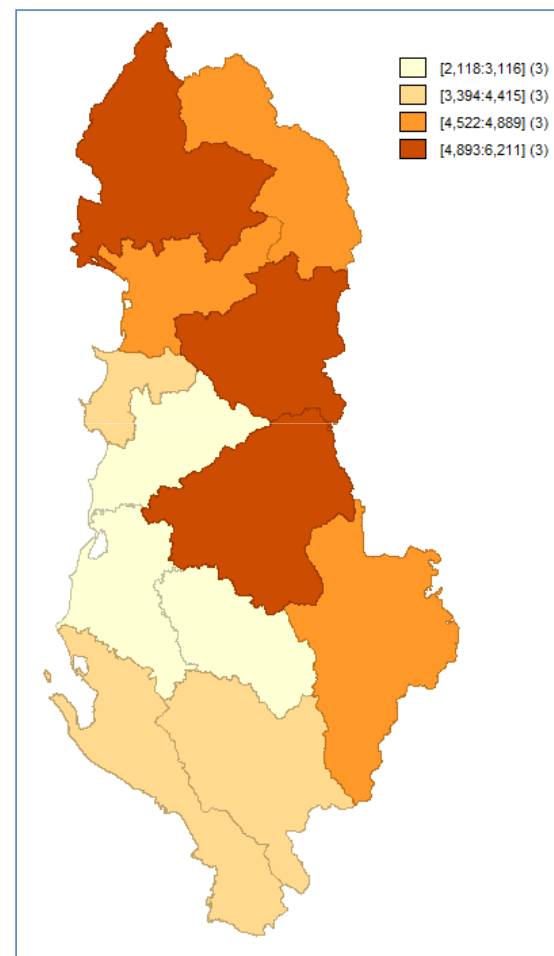
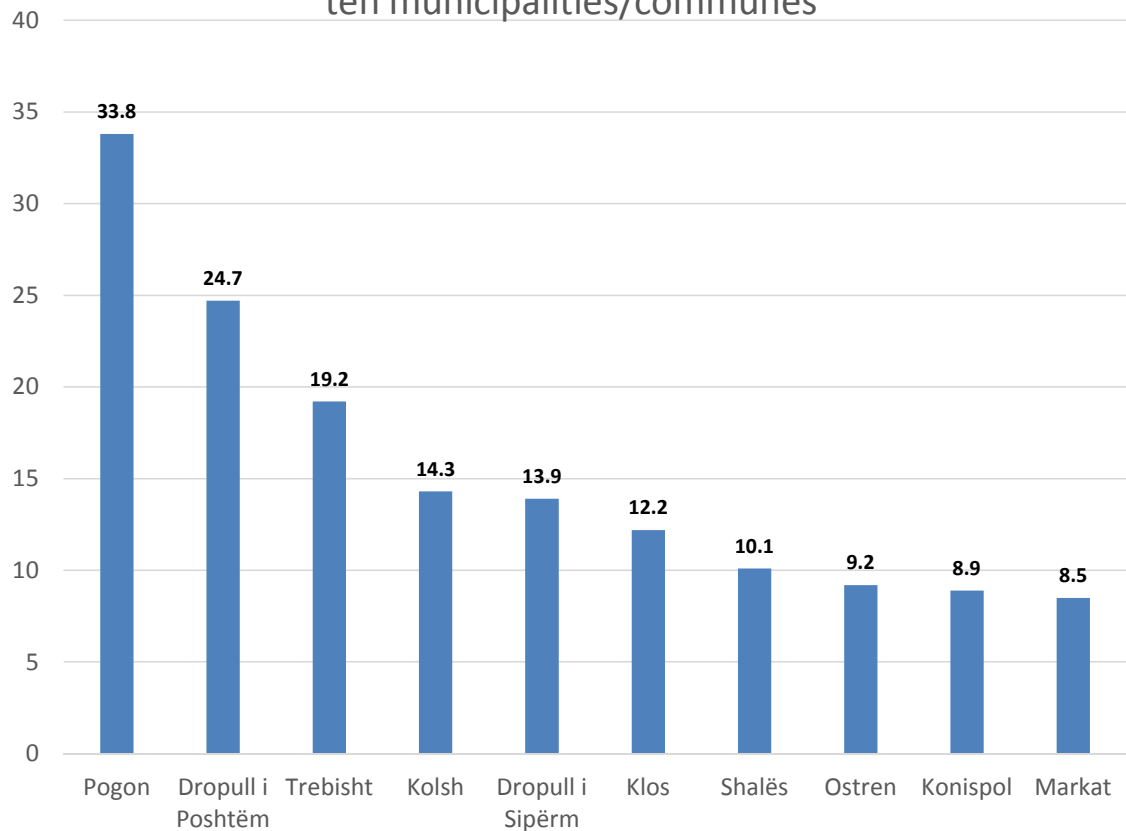
- Workers abroad are just 1% of the total employed population.
- They are for the vast majority men (93.2%), and very young (44.3% aged <30).
- They also register the highest percentage of never-married persons (22.8% versus 18%).
- Commuters abroad are mainly construction workers (40.2%) and agriculture workers (37.7%).

Commuters abroad by country of destination (%)



COMMUTING ABROAD: THE GEOGRAPHY

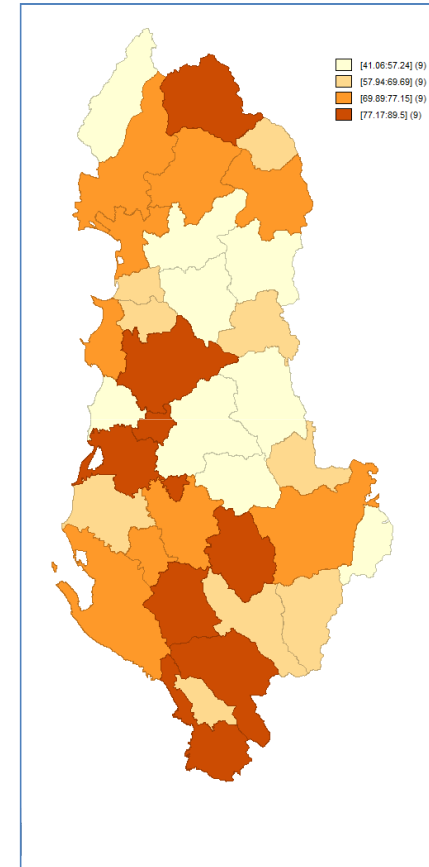
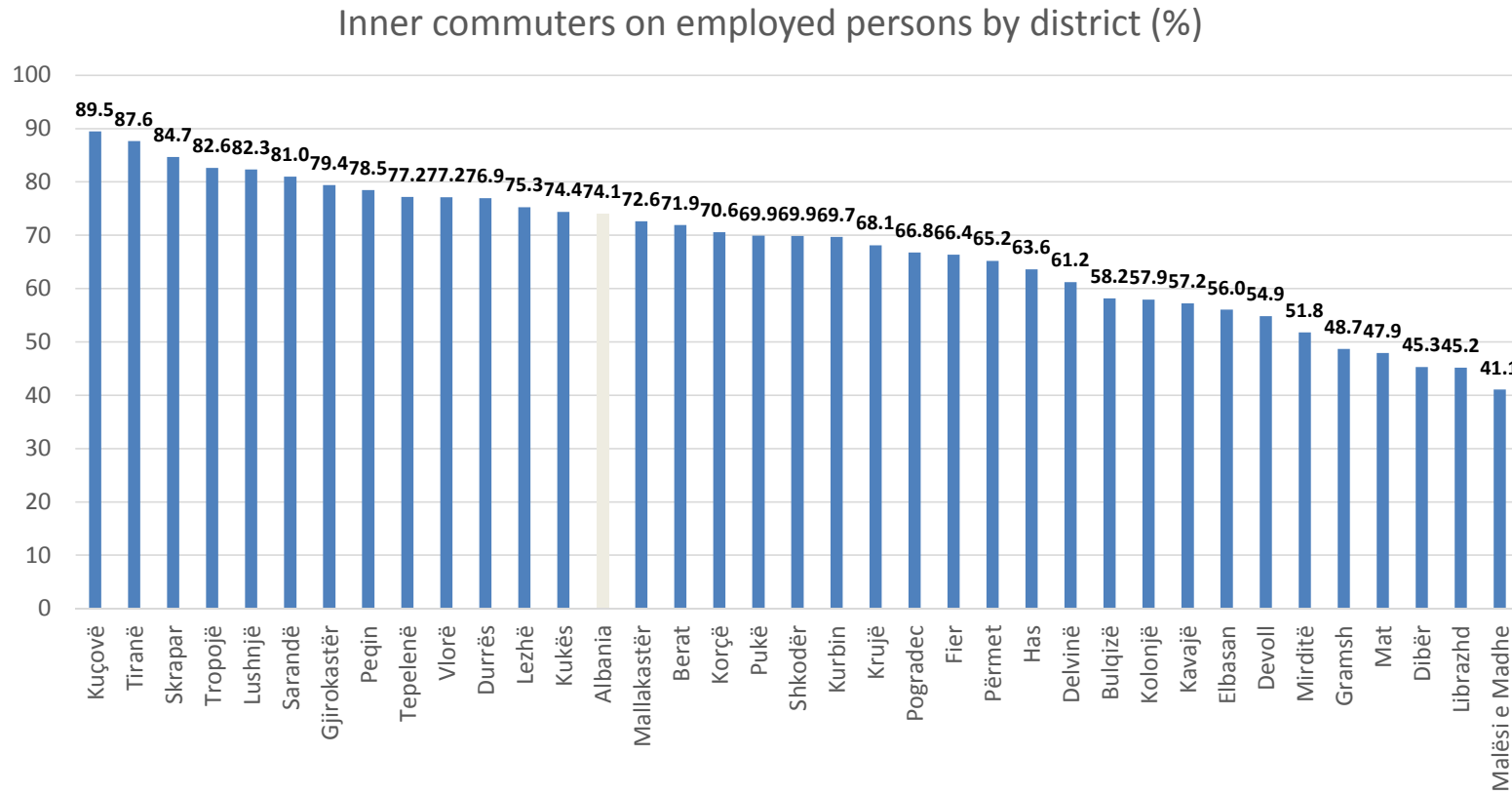
Commuters abroad on employed persons (%). First ten municipalities/communes



INNER COMMUTING

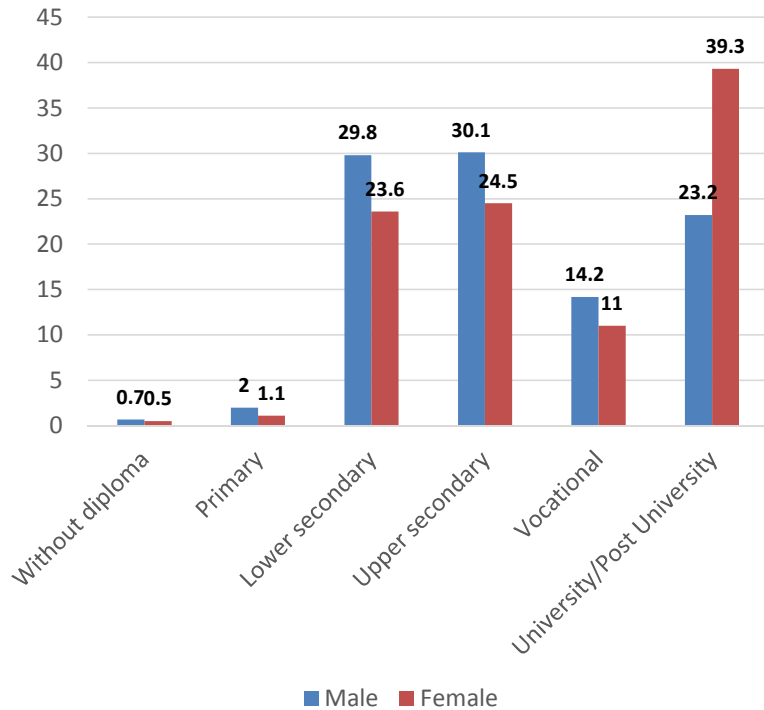
- Inner work commuters are almost 490 thousands and they are the large majority of the employed population (74.1%).
- More than a third of them live in the prefecture of Tirana (35.7%), followed by Fier (12.4%) and Durrës (9.0%).
- Compared to 2001, the share of Tirana has further increased, together with that of Fier, at the expenses of the other prefectures, with the exceptions of Berat and Vlorë.

INNER COMMUTING: THE GEOGRAPHY

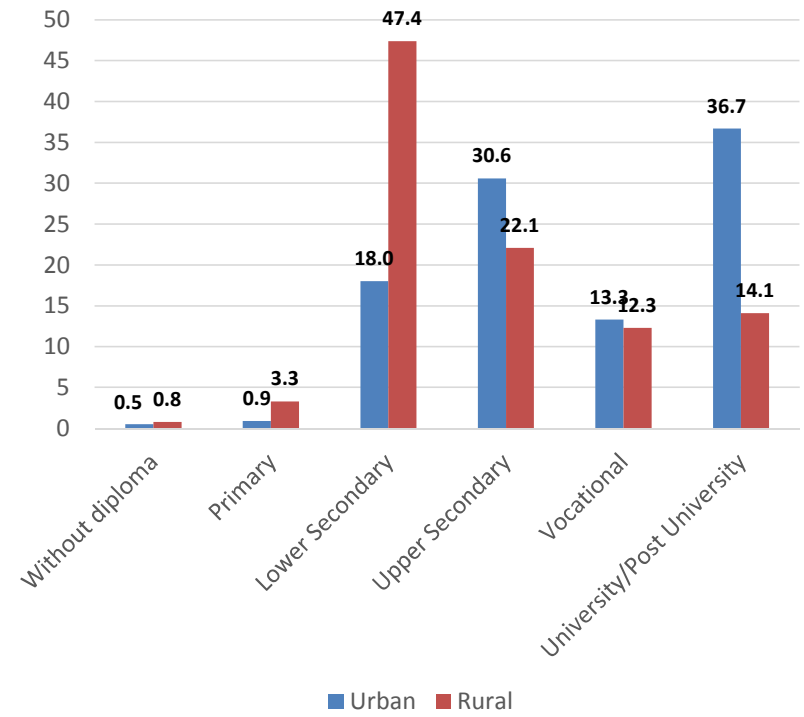


INNER COMMUTERS: EDUCATION PROFILE

Inner commuters by gender and education level (%)

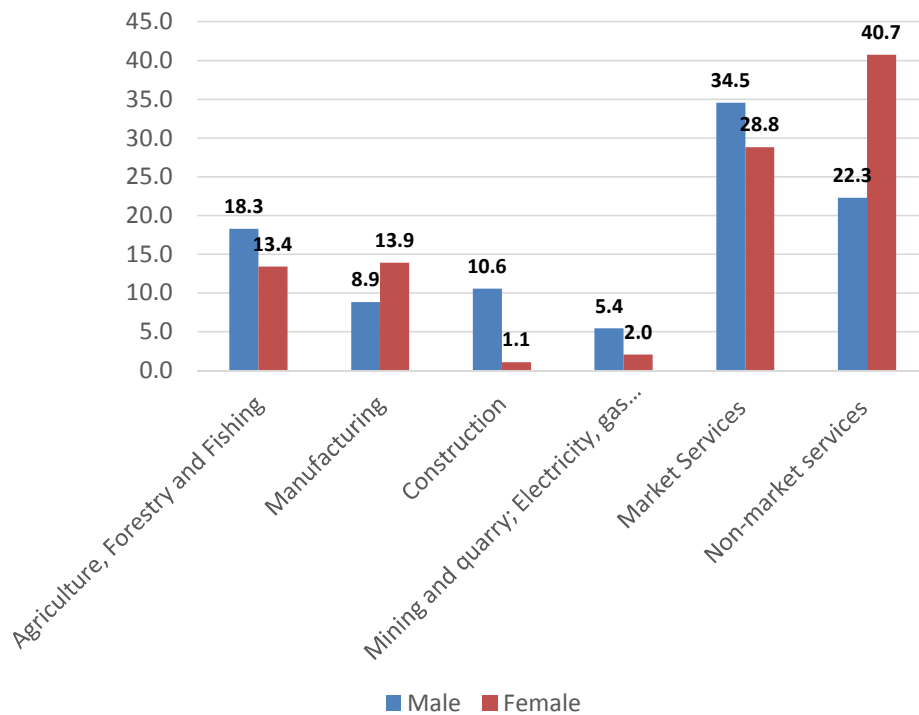


Inner commuters by urban/rural area and education level (%)

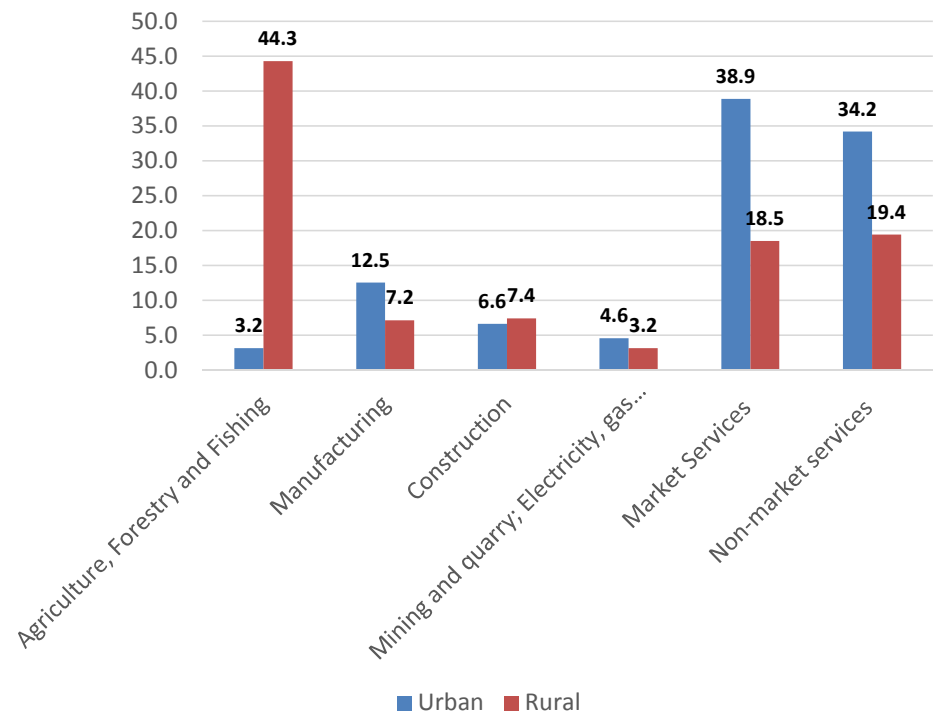


INNER COMMUTERS: INDUSTRY PROFILE

Inner commuters by gender and industry (%)

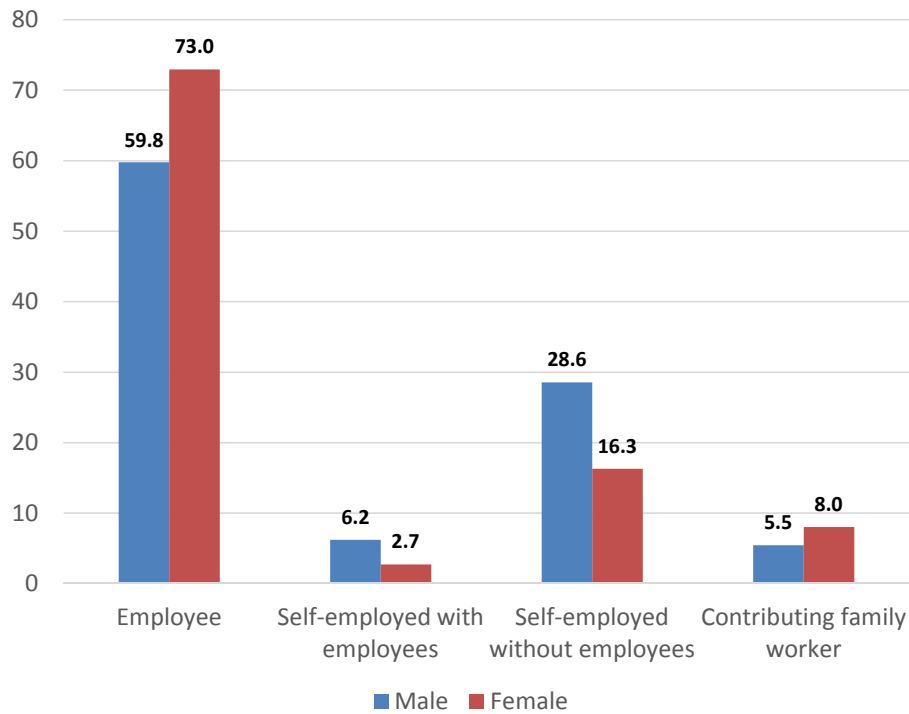


Inner commuters by urban/rural area and industry (%)

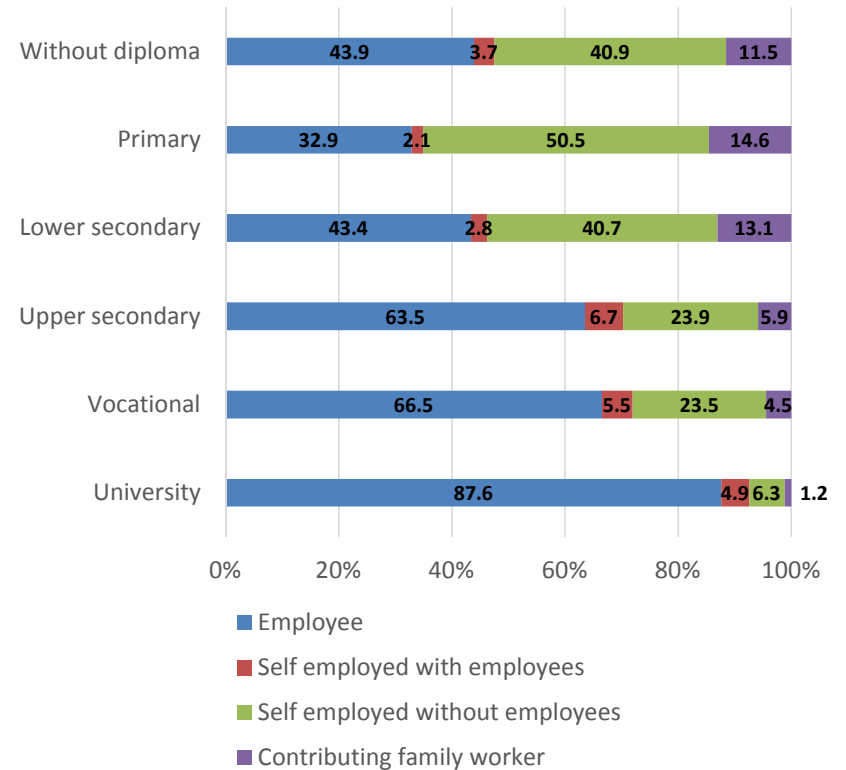


INNER COMMUTERS BY STATUS IN EMPLOYMENT

Inner commuters by gender and status in employment (%)

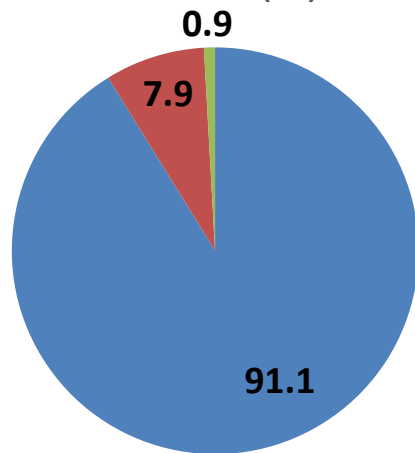


Inner commuters by education level and status in employment (%)



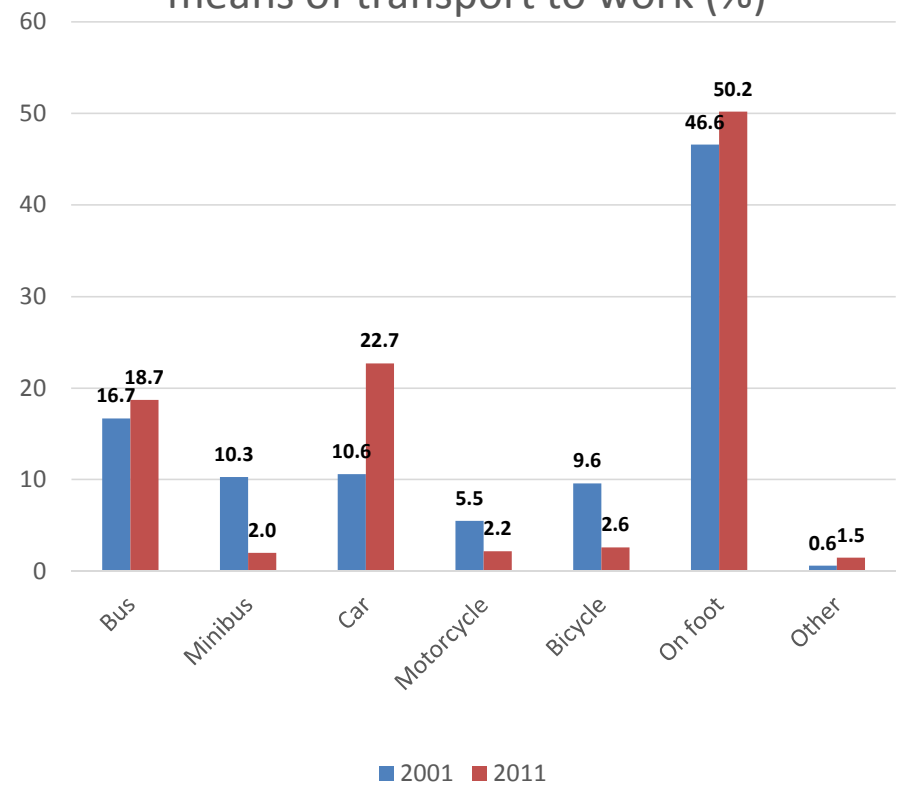
FREQUENCY OF TRAVEL/MODE OF TRANSPORT TO WORK

Inner commuters by frequency of travel to work (%)

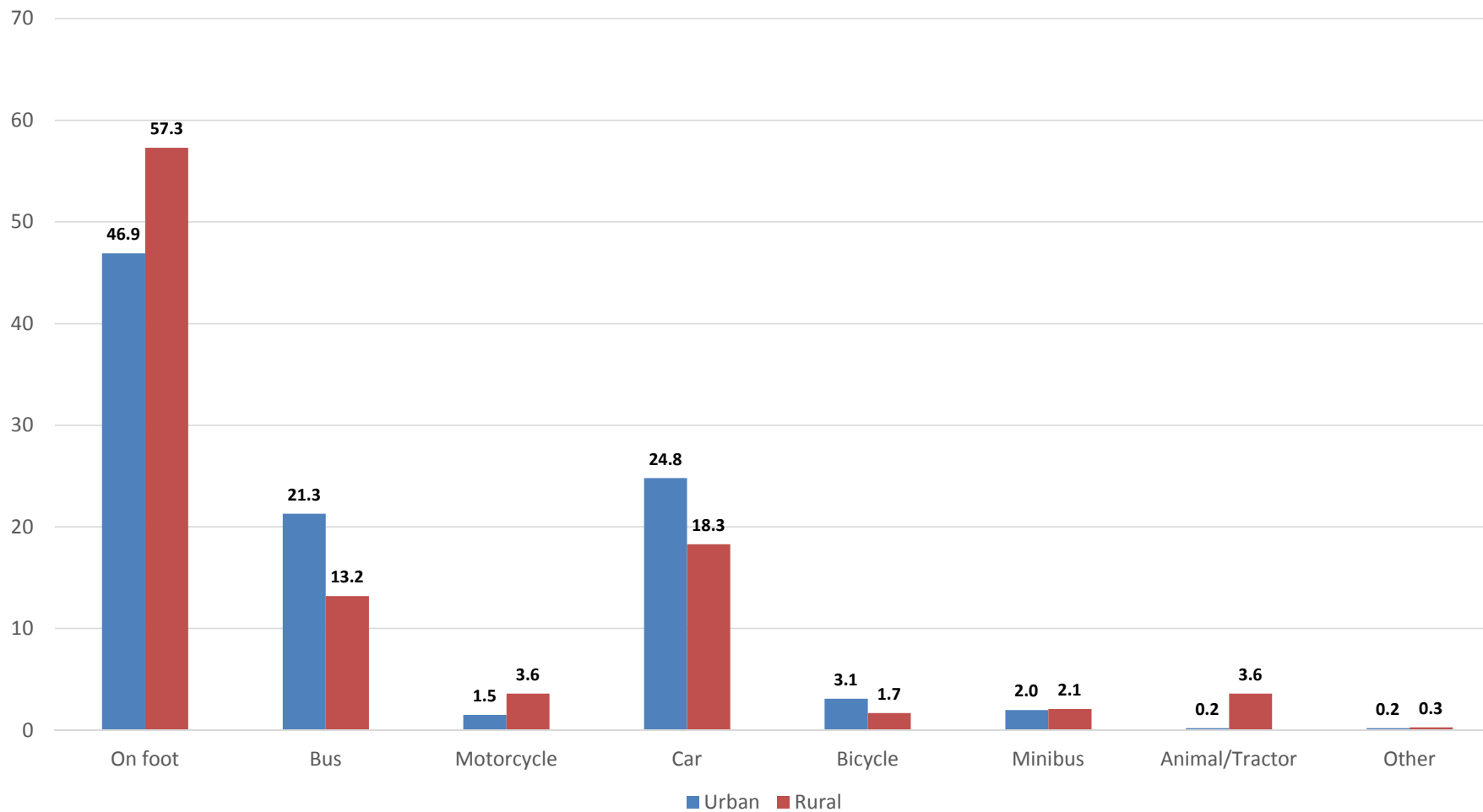


■ Daily
 ■ 1-4 times a week
 ■ Less than once a week

Inner commuters by census year and means of transport to work (%)

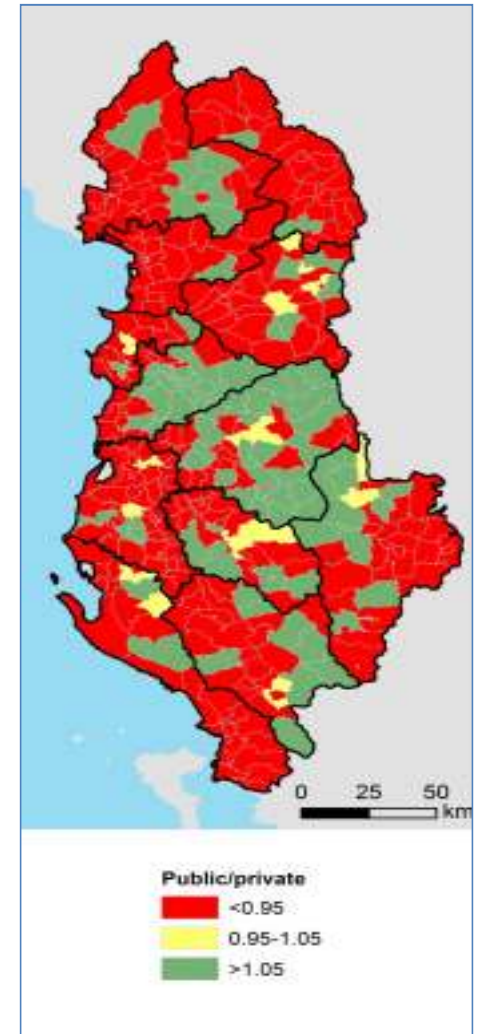
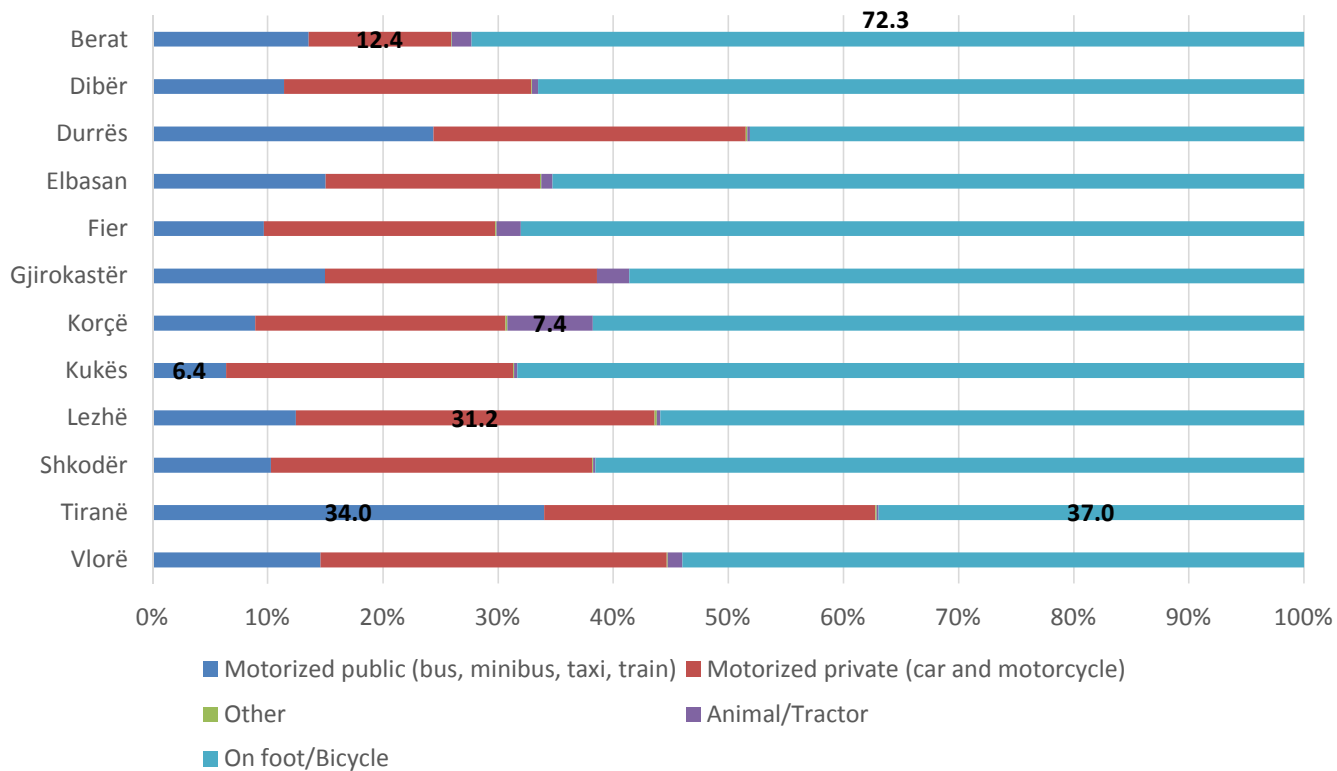


Inner commuters by urban/rural area and means of transport to work (%)



MODE OF TRANSPORT: THE GEOGRAPHY

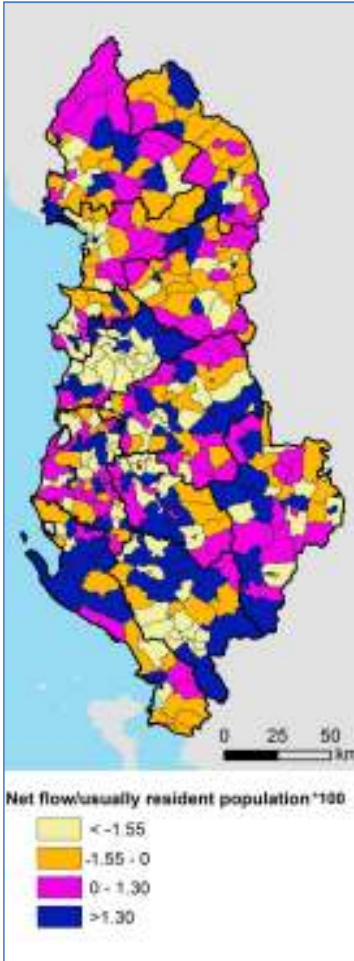
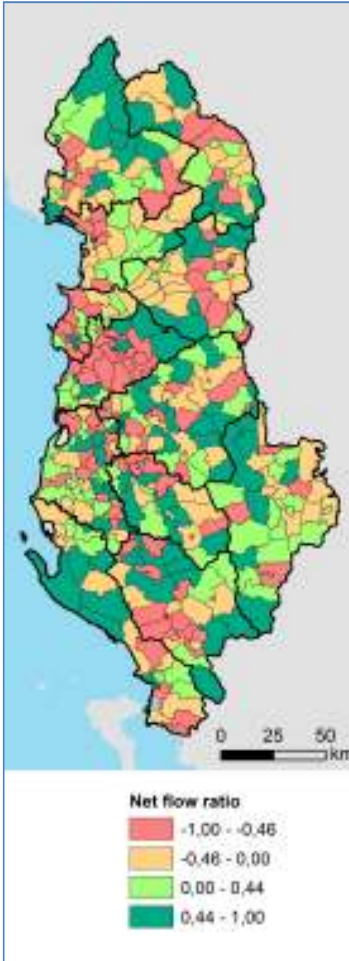
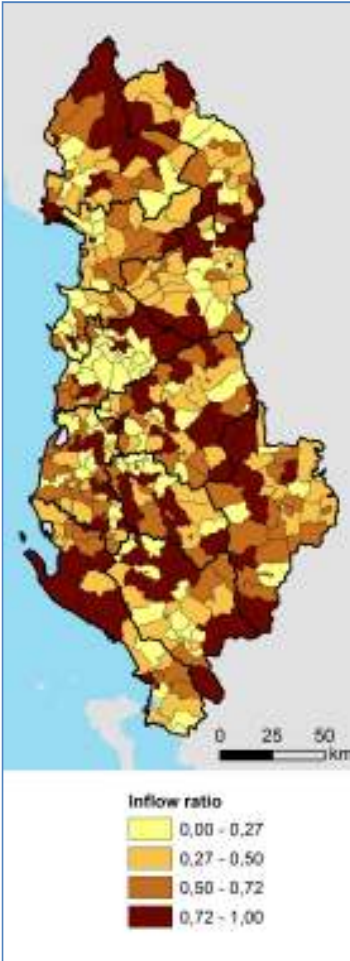
Inner commuters by prefecture and means of transport to work (%)



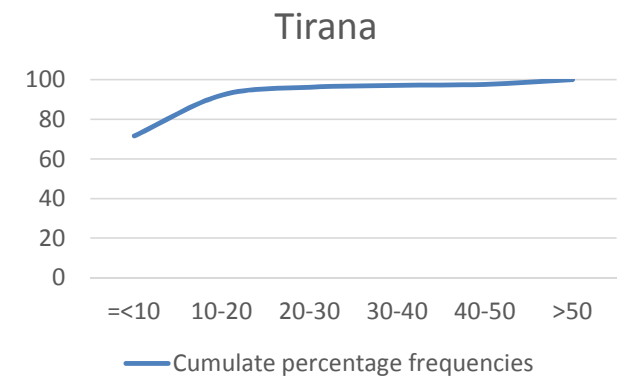
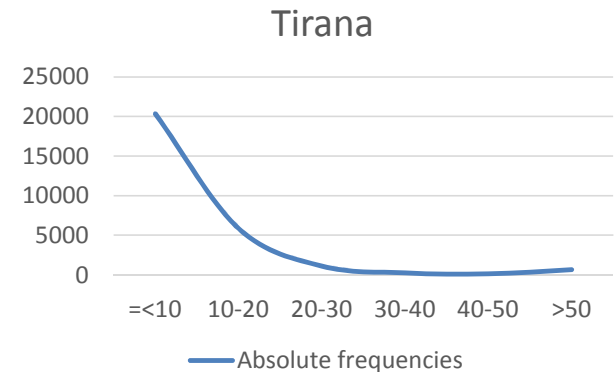
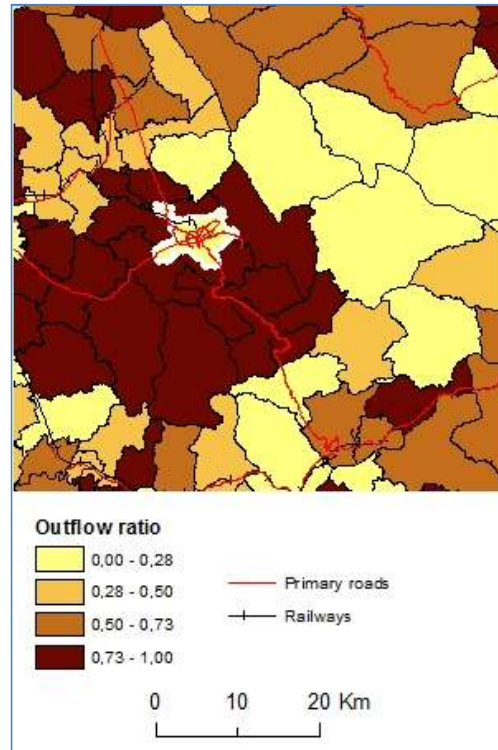
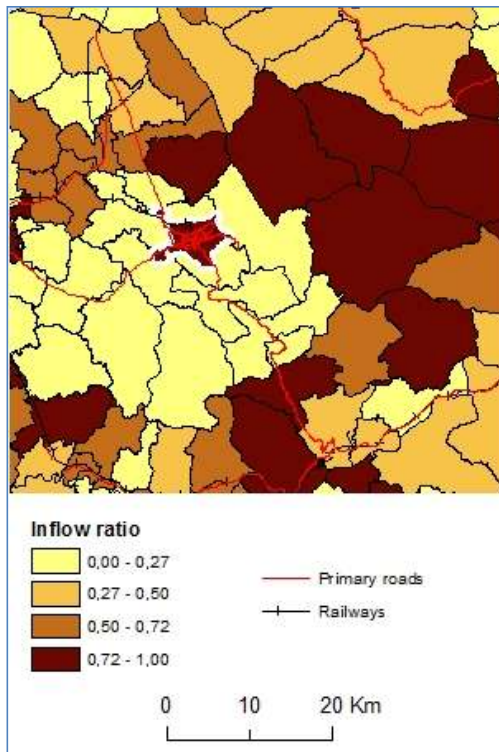
THE SYSTEM OF DAILY SPATIAL INTERACTIONS

- Daily work commuters are about 432 thousands.
- The volume of movements increases as we go down the geographical scale \Rightarrow most of daily spatial interactions take place **within the municipality/commune of the usual residence** (79% of daily commuters).
- About **89 thousand people work outside their municipality/commune of usual residence** (21% of daily commuters)
 - almost 14 thousand people are **at the same time commuters at the district level** (15.2% of the total flows between municipalities/communes)
 - about 10 thousand people are **also commuters at the prefecture level** (11.5% of the total flows between municipalities/communes).

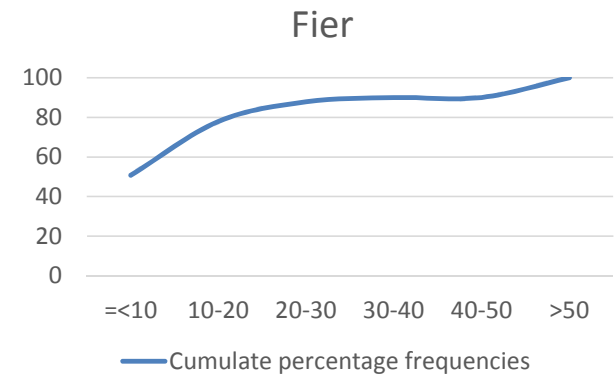
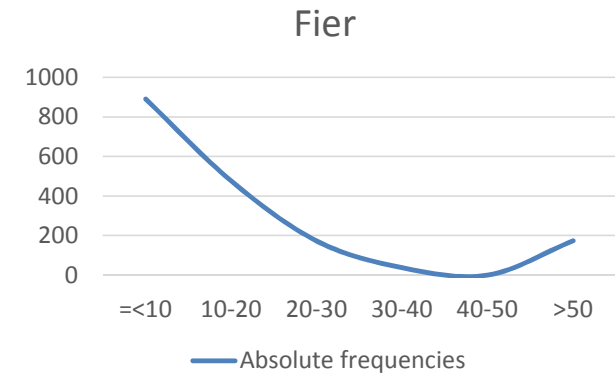
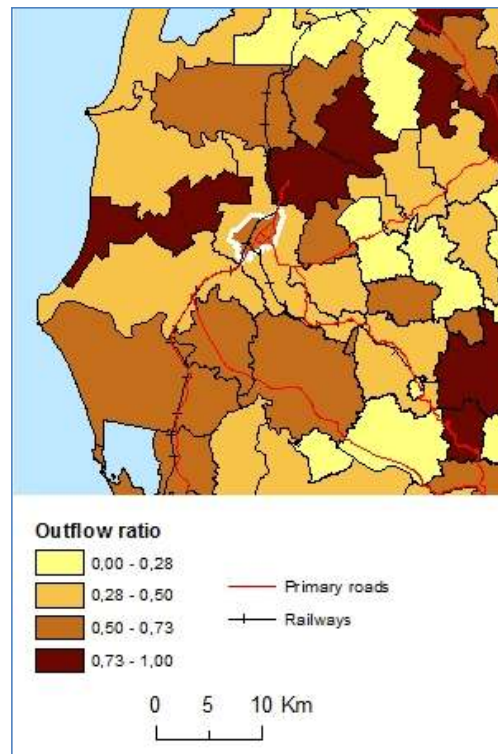
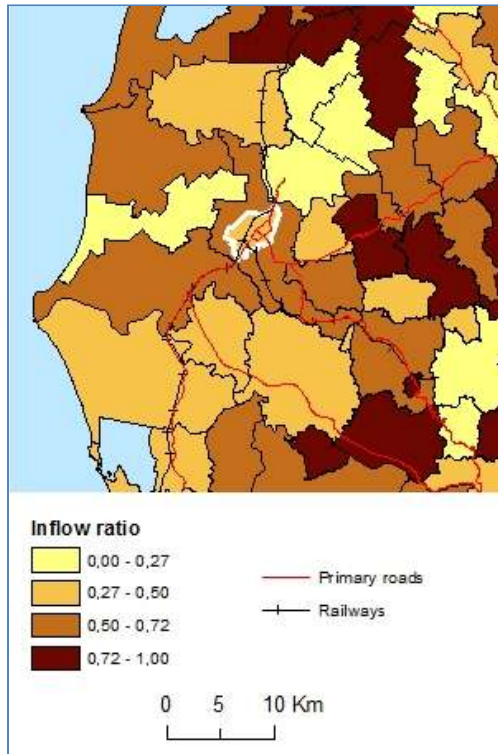
DAILY SPATIAL INTERACTIONS: THE GEOGRAPHY



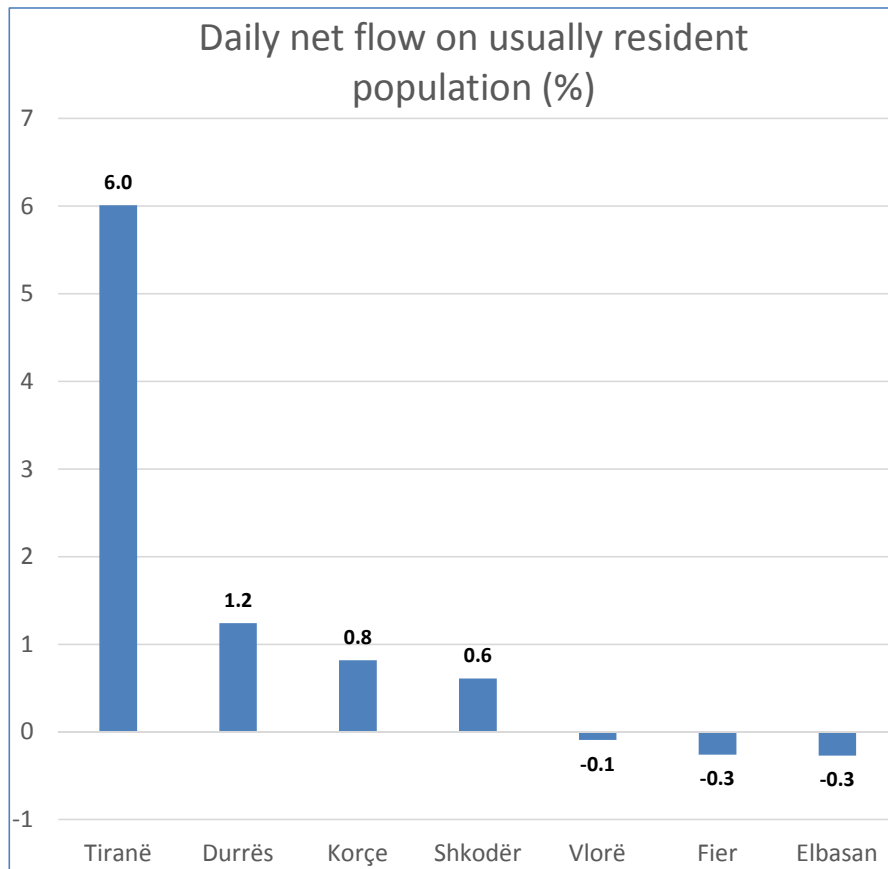
THE ROLE OF BIG MUNICIPALITIES: TIRANA



THE ROLE OF BIG MUNICIPALITIES: FIER



THE IMPACT OF DAILY INTERACTIONS



Municipality	Usually resident population	Day-time population	Absolute variation
Tiranë	418,495	443,636	25,141
Durrës	113,249	114,656	1,407
Vlorë	79,513	79,439	-74
Elbasan	78,703	78,489	-214
Shkodër	77,075	77,549	474
Fier	55,845	55,702	-143
Korçë	51,152	51,573	421

PERCENTAGE DISTRIBUTION OF DAILY COMMUTERS BY MUNICIPALITY/COMMUNE OF RESIDENCE



PERCENTAGE DISTRIBUTION OF DAILY COMMUTERS BY MUNICIPALITY/COMMUNE OF RESIDENCE



DAILY SPATIAL INTERACTIONS AMONG THE SEVEN BIGGEST MUNICIPALITIES

- The map shows the distribution, for each of the seven municipalities, of daily commuters coming from one of the other six.
- Each municipality's gravitational area becomes better defined and it clearly emerges that these seven systems of daily mobility are linked to each other and, in some cases, such as for the flows Tirana/Durrës, Tirana/Elbasan, Tirana/Fier, the link is even quite strong.



CONCLUDING REMARKS

- Significant territorial variability with regard to daily spatial interactions ⇒ mainly related to the role played by the major conurbations as both attraction and redistribution poles.
- Altogether, big municipalities and municipalities in their surrounding areas form complex systems of daily mobility, which in some cases are also linked to each other (Tirana/Durrës, Tirana/Elbasan, Tirana/Fier).
- On the other hand, peripheral and rural areas appear as self-contained, with a rather scarce volume of commuting flows. Effect of rural/less developed economy, or lack of means of transport?
- Very interesting is the key role played in work-related commuting by non-motorized means of transport.