

## CHAPTER TEN

### DEVELOPMENT IN REMOTE AREAS





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### DEVELOPMENT POLICY IN REMOTE AREAS

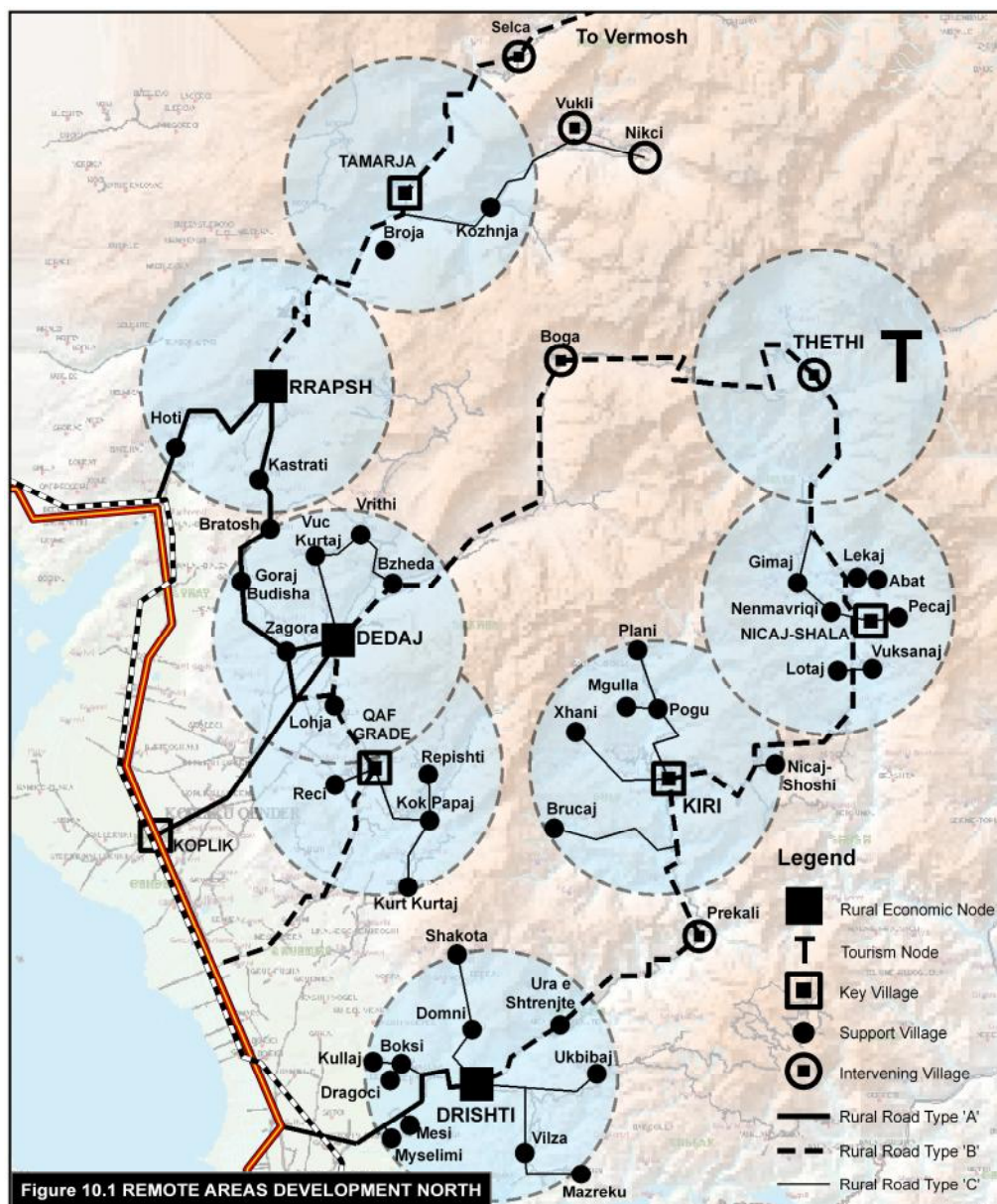
#### 10.1 INTRODUCTION

This chapter aims to describe a comprehensive development policy for the remote mountainous areas. This area is very large, however, and detailed planning can only be carried out with active involvement at the level of each village and commune. Therefore, this chapter can only be regarded as indicative of a general approach.

The structure of the planning of remote areas is based on the following conceptual approach. This was summarized in Chapter 3. In this section we discuss settlement

pattern, business land and rural highways together. However, strategic regional/national roads were discussed in an earlier section.

As described in Chapter 3, the plan proposes to designate some villages as 'Rural Economic Nodes' (i.e. business and employment centres); and some as 'Key Villages' (i.e. service centers) and some as 'Support Villages' which depend on the Key Villages for services. Other villages would be allowed to decline. Villages are assembled into 'Clusters' within a 5 km radius (on the map) and clusters are organized as 'Groups' along an important road.



## 10.2 RURAL ROADS

There are three categories of rural road.

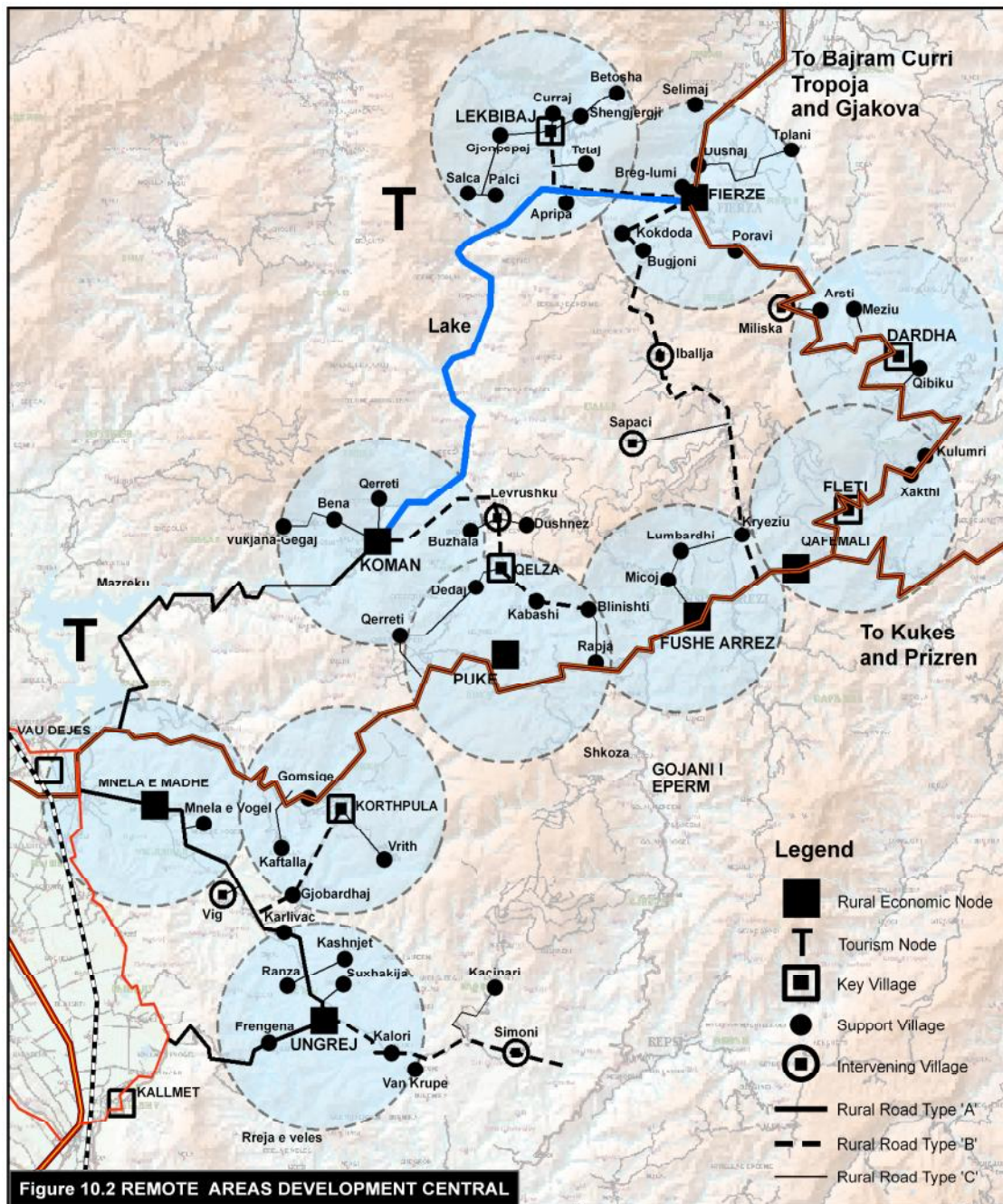
- **Type A.** This connects towns in the urban region to the Economic Nodes by surfaced 5m roads suitable for medium sized lorries.
- **Type B.** These connect Economic Nodes to Key Villages by surfaced 3m roads.
- **Type C.** These connect 'Support Villages' to Key Villages by unsurfaced roads, which are regularly maintained to a good standard.

Some important villages are located between clusters and are called 'Intervening Villages' and are allocated resources in a separate category: see below.

The cost rates per kilometre for rural roads are assumed to be as follows

Type	Cost per kilometre	
	Leke	Euro
A	200,000	1,660
B	50,000	920
C	15,000	125

Table 10.1 Rural Road Cost Rates





## 10.3 VILLAGE TYPES

### 10.3.1 Economic Nodes

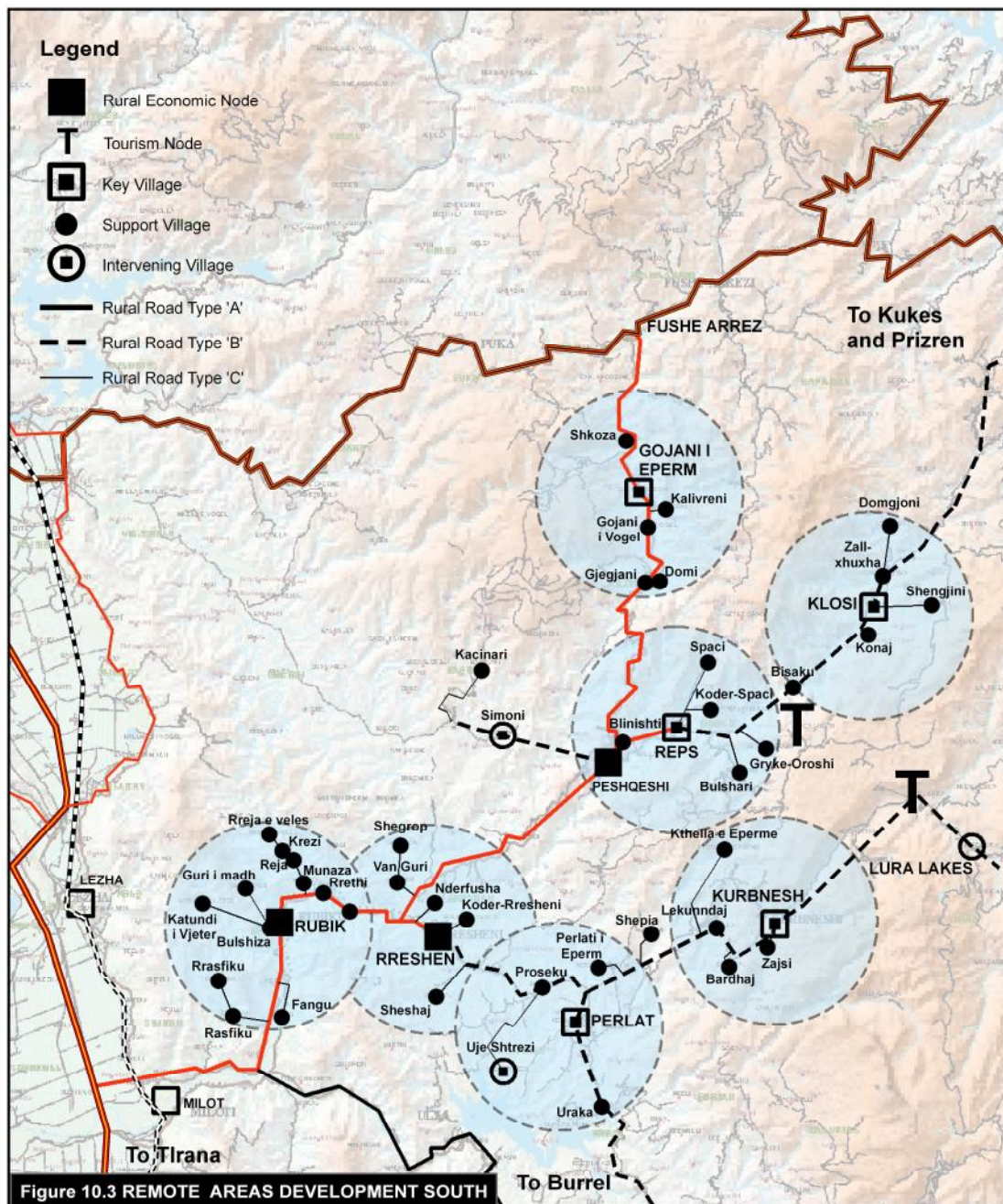
These are planned to become the most important villages (or small towns) in the remote areas. Rural Economic Nodes include the following ten villages: Vermosh, Rrepsh, Dedaj, Drisht, Koman, Mnele e Madhe, Korthpule (or Gomsiqe,) Qafe Mali, Fierze, Poshqesh (or Reps.) They are located relatively close to the urban region, (perhaps about 10km from a major growth area,) along a key rural route of 'Type A'. We envisage a budget on average of € 30,000 for 0.25ha of serviced land for small workshops, factories or offices etc. Specific facilities might typically be refrigeration, packaging, milk treatment, logistics, food processing and preparation, butchery,

wood products, handcrafts production etc. Each economic node will also include a 'Key Village' project as described below.

However, where proposed economic nodes are substantial towns, we have assumed the land area will be on average 0.5ha. The budget cost is assumed to be € 60,000. These economic nodes would be Fushe Arrez, Puke, Rreshen, Rubik, Milot, Lac and Mamurras.

### 10.3.2 Key Villages

These are planned to be the centre of a cluster of 'Supporting Villages', and will provide schools and health centres for the cluster as a whole.



GROUP	CLUSTER	ECONOMIC NODE	KEY VILLAGE	SUPPORT VILLAGE	INTERVENING VILLAGE	ROAD TYPES		
						A	B	C
VERMOSH-HOT-DEDAJ	Tamara		Tamara	Broja Kozhnja	Vuk Nik Selce			Tamara-Nik
	Vermosh		Vermosh	Kui i Vermosh Iqenit	Tepishta			
	Rrapsh	Rrapsh		Kastrati Hoti		Hani Hotit to Rrapsh	Rrapsh to Vermosh to border	Vermosh- Iqenit Vermosh-Kui i Vermoshit
	Dedaj	Dedaj		Bratosh Vuc Kurtaj Vrith Bzheta Goraj Budisha Zagora		Koplik to Dedaj. Rrapsh to Dedaj	Shkoder to Qafe Grade to Dedaj	Dedaj-Bzheta
	Qaf Grade		Qaf Grade	Lohja Repisht Kok Papaj Kurt Kullaj Rec	Boga			Qaf Grade- Repisht/Kurt Kullaj
SHOSH-SHALE-THETH	Nicaj-Shale		Nicaj-Shale	Grimaj Nenmavric Lotaj Lekaj Abat Vuksanaj Pecaj	Theth		Drisht-Theth- Boge	Nicaj-Pecaj- Nenmavric etc.
	Kir		Kir	Nicaj-Shosh Plan Pog Mgulla Xhan Brucaj				Kir-Xhan Kir Brucaj Kir Plan
	Drisht	Drisht		Shakote Domen Ura-Shtrenjte Vilza Mareku Kullaj Dragoc Boks Mes Myslim Ukbibaj	Prekali	Shkoder- Drisht		Drisht- Ukbibaj- Mareku Drisht- Shakote Drisht-Dragoc
UNGREJ-KOMAN	Korthpule		Korthpule	Gomsiqe Vrith Gjobardhaj Kaftalla			Korthpule to Vig	Gomsiqe to Kaftalla Korthpule to Vrith
	Mnele i Madh	Mnele i Madh		Mnele i Vogel	Vig	Vau i Dejes to Mnele i Vogel		
	Ungrej		Ungrej	Karlivac Suxhalia Ramza Frengjin Kalori Kashnjet	Kacinar Vau Krupe		Mnele to Ungrej to Poshqesh Kallmet to Ungrej	Ramza to Kashnjet Ungrej to Suxhalia Vau Krupe to Kacinar
	Koman	Koman		Qerreti Palaj Vukjana Gegaj Bushat		Vau i Dejes to Koman		Koman to Vukjana- Gegaj

Table 10.2 Rural Development Project Identification: sheet 1

GROUP	CLUSTER	ECONOMIC NODE	KEY VILLAGE	SUPPORT VILLAGE	INTERVENING VILLAGE	ROAD TYPE		
						A	B	C
QAFE MALI-FIERZE	Puke	Puke	Qelza	Dedaj Qerret Kabash Blinisht Rrape	Levrushk Dushnaz		Qelza Koman Qelza to Rrape	Dushaj to Toplan
	Fierze	Fierze		Kokoda Bugjoni Breglumi Selimaj Poruvi Toplan				Dushaj to Toplan
	Lekbibaj		Lekbibaj	Salca Palci Aprripa Gjonpepaj Betosha Pepaj			Fierze to Lekbibaj	Lekbibaj to Salca/Palci Lekbibaj to Betosha Bridge to Aprripa
	Dardha		Dardha	Arsti Meziu Qibiku	Maliska			Maliska to Astri Merziku to Dardha Meziu to Dardha
	Flet	Qafe Mali	Flet	Vethi Kukumbi				Vethi to Kukumbi
	Fushe Arrez	Fushe Arrez		Kryezi Lumbardhi Micoj	Iballa Sapaci		Fushe Arrez to Iballa to Fierze	Iballa to Sapaci
FAN	Gojani i Eperm		Gojani i Eperm	Shkoza Kalivar Gojani i Vogel Gjegjan Domi	Lumzi			Gjegjan-Domi
	Reps	Poshqesh	Reps	Spac Koder Space Orosh Blinisht Bashar	Simon			Reps to Spac Reps to Orosh, Bashar
	Klos		Klos	Konaj Bisaku Shengjin Zall xhuxha Dom Gjoni	Thirre		Poshqesh Klos	Klos to Kukes Road Klos to Shengjin Klos to Dom Gjoni
MIREDDITA	Rubik	Rubik		Rreja e Veles Rrezi Reje Munaza Guri i Madh Katundi i Vjet Bulshize Rrasfiku Fierza Fangu Rrethi				Rubik Rreja Veles Rubik to Guri/Katundi Fierze to Rrasfiku
	Rreshen	Rreshen		Shegrop Uje Shtrezi Prosek Perlat Eperm				Rreshen to Shegrop Rreshen to Koder R Rreshen to Sheshaj
	Perlat		Perlat	Urak Uje Shtrezi Prosek Perlat Eperm				Uje Shtrezi to Prosek Perlat to Shlepia
	Kurbnesh		Kurbnesh	Zajsi Bardhaj Lekundaj Kthellaj	Rreshen to Perlat (and Burrel)		Perlat- Kurbnesh (and Lura Lakes)	Kurbnesh to Kthellaj

Table 10.2 Rural Development Project Identification: sheet 2

Key villages will be connected to Economic Nodes by a rural route of 'Type B'. Ideally, key villages will be in a linear array focused on a single road. The Supporting Villages would be linked if necessary to the key village by a road of 'Type C', (although many supporting villages are located in any case on Type B or Type A roads.) Currently, many villages have schools and health centres, but these are not always rationally located, and they are sometimes too small to be economically optimal. The principle now is to ensure that each key village has an all-purpose Education/Health building (which has a secondary, middle and primary school plus a health centre, designed to allow multi-use for a wide range of community purposes.)

Existing buildings should be integrated into this system. This may involve extending and repairing some buildings; selling or even demolishing others, or changing their use. We propose an average budget of € 100,000 per cluster, but a substantial study is first needed. The theme is usually called 'facilities management', (and it is an expertise in itself.)

### 10.3.3 Intervening Villages

There are some important villages which fall between clusters, being in nature isolated, (even though they may be quite large.) These cannot be incorporated in any cluster, and in these cases the policy is to provide a smaller version of the Education/Health building mentioned above.

We propose an average budget of Euro 100,000 per village, on the basis that no new secondary school is contemplated.

### 10.3.4 Declining Villages

As we explained in Chapter 3, the strategic aim is to manage the inevitable population reduction in the most rational and least painful way. Therefore, in order to strengthen the village pattern overall in the longer run, small and remote villages would be allowed to decline. The roads connecting to them would be maintained only for humanitarian purposes until the village was abandoned. In Table 10.1, we name proposed groups, clusters, economic nodes, key villages, intervening villages and rural road projects.

It is important to say that the consultants work here has not been in sufficient depth. It is indicative of the correct principles, but we feel it is important to **involve local communities in the planning process before action is taken.**

### 10.3.5 Integrated Rural Development Project Identification

See Table 10.1. This identifies the six spatial 'groups' showing the Economic Nodes, Key Villages, Intervening

Villages, Supporting Villages plus the three types of road investment.

## 10.4 COMMENTS ON RURAL GROUPS

- **Vermosh-Hot-Dedaj Group**

This is based around the Hani Hotit-Vermosh road which runs near the border. See Figure 10. 1. It should be extended north across the border and connect (via Plav) to the PodShkod-Peja (Kosova) Strategic Link. The Economic Nodes would be at Vermosh and Rrapsh on this road and also at Dedaj (which is on the Theth-Shale-Shosh route: see below.) Nodes at Dedaj and Rrapsh will be connected by Roads Type A to PodShkod, and also to each other.

The Key Village at Tamara will be connected to Rrapsh Economic Node by a Roads Type B, which will continue to Vermosh and Montenegro. The Economic Node at Dedaj will connect via Boge, Theth and the clusters at Nica-Shale and Kir to the Economic Node at Drisht by a Road Type B: see below.

- **Drisht-Shosh-Shale Group**

See Figure 10.2. This is based on the road from Shkoder via Shosh and Shale to Theth, (and thence to Dedaj and Koplik via Boge as described in the last paragraph.) Drisht would be an Economic Node, and the Shkoder-Drisht link would be Type A road. The Drisht-Kir-Nica-Shale-Theth-Boge-Dedaj road would be a Type B road.

- **Ungrej-Koman Group**

See Figure 10.2. The Ungrej cluster is based on a spine road which joins Vau i Dejes (in PodShkod) to the Fan Group at Poshqesh: (see below.) There are two short spurs from this spine. One leads south to Kallmet and one north to the PodShkod-Kosovo Strategic Link at Korthpule (or Gomsiqe). The Economic Nodes are at (a) Gomsiqe or Korthpule on the Kosovo Link; (b) Mnela e Madhe, quite close to Vau i Dejes; (c) Koman, which is linked via Qelez to Rrape on the Kosovo Strategic Link by a Type B road. Koman is connected to Vau i Dejes already, but this route needs maintenance. It is most reasonable to see Puke as an Economic Node, accessed along the Kosovo strategic road from Rrape.

- **Fierze-Fushe Arrez Group**

See Figure 10.1. The clusters based on Fierze, Dardha and Flet are located on the Strategic Road from Gjakova, Tropoja and Bajram Curri, which connects into the PodShkod-Prizren road at Qafe

Mali. The cluster based on Qafe Mali should be an Economic Node, as also should Fierze, (since they both lie on a strategic road.) A Road Type B should

link Fierze to the Lekbibaj cluster, (but note that this is in Tropoja district.)

We also propose to maintain the Fushe Arrez -Kryezi-Iballe road to a Type B standard and extend that on the old track to Fierze. The Kryezi-Lumbardhi-Micoj-Fushe Arrez road would be maintained as part of the Fushe Arrez cluster to Type C standard, and Fushe Arrez would be an Economic Node.

- **Fan Group**

This includes three clusters. See Figure 10.3. Those of Gojan Eperm and Reps are on or near the Secondary Strategic Road which connects Fushe Arrez to Milot. The Klos cluster is linked to the strategic road at Poshqesh, (where the Economic Node is situated) and continues through the Ungrej cluster to Vau i Dejes.

- **Miredita Group**

See Figure 10.3. This includes four clusters. Those at Rubik and Rreshen are Economic Nodes based on the strategic road between Milot and Fushe Arrez. A secondary strategic road should connect this Fushe Arrez road (via the Perlat cluster) to Burrel, which lies outside the Lezhe region. Here it would connect (via Klos) into the proposed national link from Tirana - Durres to Macedonia via Diber. From Perlat, a Type B would lead to the Kurbnesh cluster, and go onwards to the Lura Lakes tourism zone. There is considerable mining in this area, with an unusual amount of industrial decay and visible pollution. We have allocated an additional budget to tackle this in order to enhance the potential for recovery.

## 10.5 KURBIN

We are here concerned with the small towns of Milot, Lac and Mamurras, which lie on the old road from Lezhe to Tirana via Fushe Kruje, (parallel to the modern Tirana - Lezhe route). As we observed in Chapter 3, they are plagued by very high unemployment. We proposed that the population should best remain stable, so that any economic growth can deliver the greatest feasible *per capita* benefits. The environment is polluted by obsolescent industry and the towns are unattractive due to physical decline.

In our view, the hope locally placed in tourism on the coast is too optimistic. The environment there is getting worse due partly to undisciplined development of private housing. The hope for the long term requires that the coastal environment is allowed to recover by a 'freeze' on new building and a long term programme of environmental recovery.

In the short run at least, the best hope lies in recovery of agriculture and also new directions in agribusiness, (as discussed in Chapter 8 on 'Economic Development.')

A second opportunity can arise from skillful exploitation of the Tirana-North Albania route. At the moment there are

problems. The road is increasingly lined by economically marginal business efforts which have frontage access. The appearance is appalling and it will also undermine the strategic value of the road. The towns are not well connected to the main road.

This plan therefore proposes that all illegal businesses along this road are reviewed and mostly demolished. New tree planting belts should be created in order to upgrade the 'image'. The strategic road from Kosovo should be extended from Milot to the new main Tirana road. At the intersection, an attractive business node could be created, (perhaps of 1ha.) The route from Milot to Fushe Arrez (and Kosovo) should connect also to Burrel and Klos by upgrading the existing route. At Klos, it would join the Tirana-Diber-Macedonia route: this was mentioned in Chapter 3. It would place Milot at a location of some potential, but only if (a) the road is linked past Milot to the Tirana road and (b) a sound business node is created at the intersection, whilst (c) the frontage development of the Tirana road is controlled, upgraded and properly managed.

## 10.5 MOUNTAIN TOURISM

This was discussed in Chapter 8 above. The proposed sites are at Vermosh, Theth, Lake Vau Dejes, Fani I Vogel, Shiroke and Zogaj, Lura Lakes and the Central Drin Valley. The topic is mentioned here for the sake of completeness in our treatment of rural development. In Figures 10.1 to 10.3, the Tourism zones are shown.

## 10.6 PROJECT BUDGET

In Table 10.3 we summarise the budget, which is divided into the six 'groups' (described above) and then divided into two equal phases. We are envisaging a ten -year programme.

Group	Phases			
	I	II	III	IV
Vermosh-Hot-Dedaj Group	0.57	0.57	-	1.14
Shosh-Shale-Theth Group	0.47	0.47	-	0.94
Ungrej-Koman Group	0.37	0.37	-	0.75
Qafe Mali-Fierze Group	0.58	0.58	-	1.17
Fan Group	0.38	0.38	-	0.76
Miredite Group	0.79	0.79	-	1.59
<b>Total</b>	<b>2.78</b>	<b>2.78</b>	<b>-</b>	<b>5.56</b>

**Table 10.3 Remote Area Development Budget**