

Development Perspective in the Valley of Vjosa and the Impact of Levan-Tepelenë Road

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Levan-Tepelenë Road General features

Levan-Tepelenë Road consists of two main sections: Levan-DAMES and DAMES-Tepelenë. The maximum budget for its construction is €1,400,000 or \$1,699,118. The road segment Levan-DAMES is about 37.8 km long, of which 30 km are in the flat valley of Vjosa river, with a height that varies from 5-40m¹, whereas the other part of this segment is in the more steeply sided Përroi i Thatë Valley (which goes up to 145m in highest quota). Works to be performed in this section include 2,000,000 m³ of excavation; 1,400,000 m³ of fill; construction of 22 bridges (total surface 10,000 m²), out of which 17 have a pre-stressed deck (7500m²) and the rest are in reinforced concrete; and the construction of 35 Box Culverts (total surface 2300 m²). Whereas DAMES-Tepelenë section is about 32 km long, of which approximately 6 km of new construction, and the remaining of widening and rehabilitation of the existing road. In section DAMES-Tepelenë will be carried out 1,200,000 m³ of Cut; 600,000 m³ of fill; the construction of 28 bridges (total surface 9000 m²), of which 10 have a pre-stressed deck (7000 m²) and the rest are in reinforced concrete; and the construction of 13 Box culverts (total surface 900 m²).¹

Imitation of the ancient road, which passed along the valley of Vjosa, at present, opens a perspective to the development of this space, which is already being reassessed. The new road Tepelenë-Levan, a very important corridor, will serve as an important route of communication and development, not only for Vjosa Valley and the settlements located alongside its watershed, but also to Southern Albania or beyond. Change of direction of the road running along Gjanica Valley, in a monotonous territory alongside Mallakastra hills, not very suitable and safe for traffic, with a low-lying and picturesque road segment, less tiring for drivers or passengers, will shorten time and distance between southern regions of our country. It will also make the communication with other spaces, such as docks, economic centres, or Albanian capital more intensive. It should be emphasized that roads and communication routes that are build, not only increase communication between different spaces, but they also serve as a catalyst in their overall development. They bring economic prosperity, more intensive exchange of cultures, reassessment of its geographical position, but also change the centre of gravity for larger spaces. The greater the importance of a road according to the evaluation hierarchy, the greater is its impact. This is noted particularly when it has national or international character, as the road in question.

Historical framework helps us to create a clear concept about the impact that a communication route of regional character has. In antiquity, road of Aous served as a bridge between political-administrative centres and fortified settlements which created a chain along the Valley of Vjosa. It also served as a transitory space between political and economical units of the time. Thus, cities like Apollonia, Bylis, Amantia, Antigonea, Adrianopoli, etc., located not by chance on the banks of Vjosa, have had intensive economic, political and cultural relations between them. This road was also distinguished for multiple communication nodes, such as Stefana, Nymfeu, Gurëzeza Klosi, etc. through which circulated goods, armies, travellers, etc, thus increasing the reputation of this territory up to the Balkans level. **If in antiquity the markets made the roads, now the roads make the markets.**²

From the Middle Ages to the current period, this valley has lost the importance it used to have during antiquity. *In this period the road on Vjosa's edge continued to work, but departure was not anymore from Apollonia, but from Vlora. In the Ylynec gorge, the road from Vlora, climbed up in Dorëz and descended in Sinanajt field, in Martalloz, Salari, Dukaj, Turan, Veliqot, Tepelenë. After passing Tepelena the road stretched towards Shtëpëz*³.

A number of factors such as administrative divisions, occupations, political factors, loss of economic importance, destruction of ancient cities etc. redimensioned this space, by shifting the gravity centre along the Valley of Gjanica. Gllavinica⁴, Peskopja⁵ (Ballshi today) has served as a big Episcopal centre in Albanian territory, but also as a new

¹ <http://www.devex.com/en/projects/supervision-of-construction-of-levan-tepelene-road-in-albania>

² Bilal Draçi "Gjeografia e Komunikacionit" p 53

³ Mano A. Tregëtia dhe arteriet tregëtare në Ilirinë e Jugut. Iliria Studime dhe materiale arkeologjike VI. Tiranë, 1976

⁴ Neritan Ceka, Skënder Muçaj "Bylisi" p 28.

⁵ Halil Inalçik "Rregjistri turk" (1519) Vendbanimet e Nahijes së Mallakastrës

administrative regional and economic centre of Mallakstra region, which reveals its physiognomy in the late ninth century⁶. Such a differentiation between these valleys has existed also over the subsequent centuries until now. Although Vjosa offers more favourable natural conditions, larger economic resources and a developmental impact, it has been overshadowed for centuries by favouring Gjanica. Now, the re-evaluation of its geographical position, natural conditions, and especially of its relief, in view of communication and regional, local development or even wider, is highlighting again the Valley of Vjosa as a more promising space. It provides convenience in circulation as a result of natural conditions, where the lower relief compared to Valley of Gjanica (where for the moment crosses the trail of the national road) is creating a new vision for the development, because national or international roads are not built to develop only a territory, but a state or beyond. Visionary and long-term trends for the re-evaluation and remodelling of this area, will create premises for the construction of other infrastructural objects, such as roads of different categories, a railway line, or maybe even oil pipelines and gas pipelines crossing, etc. The role of communication routes will have a multifunctional impact. By doing a multidimensional assessment of the role that infrastructure has in developing the territory, it is concluded that these effects are multifaceted, among which we evaluate: 1) the impact on natural conditions, their protection and exploitation, b) on the restructuring of economy branches and its development, c) and on the population and reorganization of the area where this road will be constructed.

Role of Infrastructure in the Environment and Economy

If the environmental impact of this road will be relatively low in the segment Levan-Damës (which is a section that is being built on a new route) because the territory through which it passes is mostly flat with a gradual increase in height and with a little natural vegetation, it is characterized by low natural hazards. Whereas in the other segment Damës-Tepelenë, which will mainly follow the route of the existing road will be done little deviations, widening or bridge constructions etc, presents a more fragile balance between natural conditions and the intervention of human society. Even though this highway will be constructed mainly along the old route, in separate sections requires more numerous safeguards. In the second segment stricter measures must be followed for environmental protection, because natural phenomena such as slides, land irrigation, damage to natural vegetation, are favoured by height of the relief, its slope, the rock types, plants found in fragmented areals along this valley, etc. These phenomena are favoured by the combination of diverse forms of relief, from the dense network of highland and lowland streams, and also by the existence of sandstone and clay rocks, which are characterized by a high erodibility. Thus the expansion and rehabilitation of segment Damës-Tepelenë requires a more special and rational treatment in order to preserve natural balances and to ensure the activity of human society, which can be expressed in infrastructure works, to the settlements along the road, and to the surfaces exploitable for economic activity.

Economy. This activity of human society will take a new orientation and larger developmental impulses, which is favoured by the new and highly functional infrastructure that is being built along Vjosa. So, if in the current period the area in question is characterized by an agricultural economy (which occupies the largest share), whose main branches are agriculture, livestock, orchards, and also several other branches such as trade, tourism services or transportation, etc., in the future it is expected to change the structure of the branches of economy.

Table 1

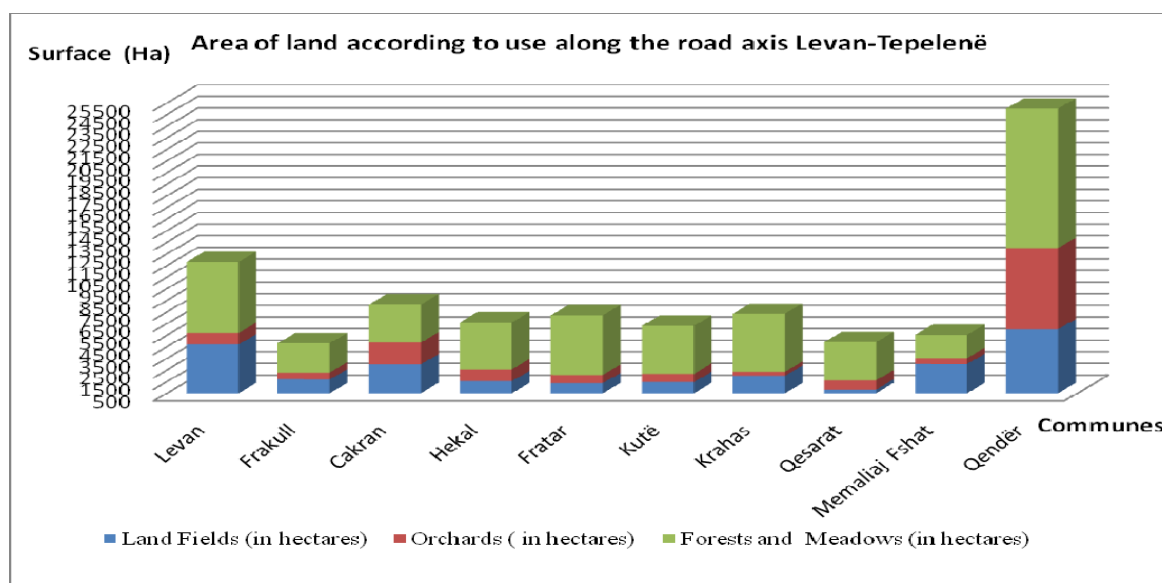
Area of land according to use, along the road axis Levan-Tepelenë (Year 2011)						
No.	Commune	Area in hectares A=B+C	Cultivated land area (hectares) B=B1+B2	Land field in total (hectares)B1	Orchard (hectares) B2	Forests and meadows (hectares) C
1)	Levan	11800	5678	4694.8 ⁷	983.2	6122
2)	Frakull	4800	2271	1682.6	588.5	2529
3)	Cakran	8130	4854	2965.7	1888.3	3276

⁶ Mark Tirta "Etnologjia e shqiptarëve" p 50

⁷ Regional Directorate of Agriculture and Food, Fier, (2011)

4)	Hekal	6600	2540	1529.9	1010.1	4060
5)	Fratar	7200	2075	1360.8	714.2	5125
6)	Kutë	6300	2160	1450.8	709.2	4140
7)	Krahas	7340	1937	1837 ⁸	1000	3100
8)	Qesarat	4890	1605	1209	396	3285
9)	Memaliaj Village	5516	1255	1175	80	4261
10)	Centre	25000	2210	1749	461	22790
	Total	87576	26585	19654.6	7830.5	58688

Tourism, orchards and livestock are expected to play a key role in the development of this area. So, the fields of Levan, Cakran, Gorishovë, Rromës, Qesarat, through which crosses this important national road, will be transformed into important economic areas, not only in traditional branches of the economy, but also in the development of services, trade, transport sector, etc. Orchards, vineyards and olive cultivation, etc., shall meet the requirements of the residents along this valley, but a part of these products will be destined for export. Expansion of areals with orchards and olive trees in the hills of Frakulla, Varibop, Buzëmadh, Cakran-Gorishovë, Kremenarë, Bejar, Krahës, etc, which have very good pedological, climatic and edafic conditions promises higher incomes and employment for the inhabitants of these areas.



Even the current government policies are having a positive impacting on orchard stimulation and on the utilization of tourism resources in order to develop. The creation of local and regional markets will also have a major impact on the economic development of Vjosa Valley.

Infrastructure and its Role

Realistic studies of the spaces and in particular of river valleys show that they have had a more vital role for the Albanian regions. On one side they have served as paths to penetrate inside our country, but also as economic spaces with plentiful resources, which have supplied not only the settlements alongside them, but also wider areas. It is enough to mention the fact that the most important roads that have crossed Albanian territories in different historical periods, have

⁸ Regional Directorate of Agriculture and Food, Gjirokastër

passed alongside rivers and hilly areas such as Egnatia (along Shkumbini), Aous in antiquity, or the one alongside Devoll in the Middle Ages⁹.

a) New infrastructure in communication is trying increasingly to exceed local limits on the impact that it brings. Construction of Levan-Tepelenë road aims to create a comprehensive development by overcoming local, administrative and regional borders in this geographical area. If in the actual road Fier-Balsh-Memaliaj-Tepelenë circulate 2500 vehicles per day, after the construction of the new segment Levan-Tepelenë in 2015 will circulate about 5250 vehicles per day¹⁰. This is an indicator that reflects the creation of a modern infrastructure, more suitable for transportation by shortening distances, reducing time and increasing commodity and safety. It will also reflect these main consequences:

- The intensification of road arteries along the Valley of Vjosa, where the road segment Levan-Cakran-Hekal-Fratar-Krahës-Memaliaj-Tepelenë will play the role of a backbone and the other segments will connect its banks and settlements, which elevate progressively and almost symmetrically, away from its banks. This will intensify the physical union of the left and right side of Vjosa.
- Orientation towards this road of local, regional and national importance will increase the cohesion of residential areas along the banks of Vjosa. Apart from the ancient period which was characterized by a more intensive communication between various settlements, in later historical periods they have been oriented towards the opposite direction. Centres such as Kanina, Vlora and Peshkopja (Ballshi), Berat on the other side, have had their area of influence. Vjosa River has been a natural administrative or political border between development centres noticed in Southern Albania. The territory around Vjosa Valley has been considered as a peripheral area compared to core spaces that are artificially differentiated especially during the Middle Ages or in modern history. In this case it is worth mentioning the Valley of Gjanica, with its administrative centres such as Ballsh, Patos, Fier, etc. While in perspective the role of some of these centres will be depreciated, because rural centres like Levan, Cakran, Frakull, etc., will gain multifarious development impulses.
- This corridor will create premises for future construction of a railway or other lines of communication, such as power lines, pipelines, telephone lines, the Internet, which will follow the Valley of Vjosa, and why not that of Drinos. Rail transports will serve as an alternative for the movement of people, goods, and ideas, and as another communication bridge with neighbouring Greece, becoming a part of trans-European railway network. Ideas for building a railway along the Valley of Vjosa date back to early twentieth century, when *in 1922 it was planned to build a railway Shëngjergj-Tepelenë-Gjirokastër, but it was not enforced*.

b) Creation of communication nodes such as Levan, Cakran, Fratar and Memaliaj will make these settlements more attractive to live in and develop. We must note that these settlements after 1990 have been depreciated as a result of economy branches restructuring. Levan for instance, by being very important in the traffic and intersection of highways "North-South Axis" (or seaside corridor) or "Southern Axis" (see map), and also its proximity to the port of Vlora, will return to this intersection the physiognomy and importance it used to have during antiquity. Myzeqeja e Vogël and Apollonia re-awakened already in the historical memory will be nearer to the market and national road, which have been shifted closer to the coast, creating greater chances for a more dense population, greater economic development, greater use of tourism, etc. Now, since the time and distance to get to southern regions will be shorter, this will orient touristic movements towards southern Adriatic. In the way of nature and that of development which go hand in hand, is Memaliaj that will become another important junction in the southern regions of Albania. In this case the construction of the road segment Memaliaj-Berat-Kuçovë-Elbasan, which is a shorter communication segment (90 km), is going to have its important role and will connect Central Albania and the capital to southern regions of our country¹¹ (see map). Also the improvement of the infrastructure that connects Kurveleshi with Ionian coast, through the corridor Progonat-Himarë will give access to the people of this area to coastal tourism, but also to tourists coming from the inner regions of Albania.

⁹ Valter Shtylla, "Rrugët dhe urat e vjetra në Shqipëri", p. 38,39

¹⁰ Ministry of Transport and Communication "Environmental impact assessment in axis Levan-Tepelene"

¹¹ Zhevair Ngjeqari, Hasan Shyti



c) Tourism can be another very important activity which will increase the importance of this area. Transit tourism and other kinds like the cultural, natural, study, etc will have a great importance in the future of this region. If before 1990, in Southern Albania the foreign tourists came mainly from Sweden, the Netherlands, Italy, France, Turkey, Greece etc, the opening of the border crossing of Kakavie in 1984 brought about the increase of foreign tourists (mainly Greek) and the revitalization of tourism in which we distinguish these main types¹².

- **Natural tourism.** The use of the natural offer of this valley which is very rich like the river bed of Vjosa, the springs of Pocem, The Cold Water of Tepelene, the green spaces along it create very good opportunities for the development of natural and recreational tourism, fishing, hunting and why not for sunbathing. In the district of Tepelene the greatest number of natural monuments have the administrative units which are found along the valley of Vjosa like: Kurvelesh, Tepelene, Krahes, Lopes.

To the natural offer we add the particular and picturesque values that this valley has, like the various form of the relief, the diversity of weather conditions which are observed in all the kinds of climates ranging from the Mediterranean campestrial and hilly to the mountainous one in the ridges of the mountain ranges which lie parallel to the this valley or the flora and fauna which is rich with up to 1131 kinds (see the table) and in fragmentary realms of this valley. The protected areas like the park of Levan with a surface of 200 ha, Poros Pine (1500 ha, the forest of Pocem (50ha) are important resources which can be used for hunting, recreation, and other kinds of tourism, as can the Vjosa river or the mountainous spaces of this valley. (Table= 2)

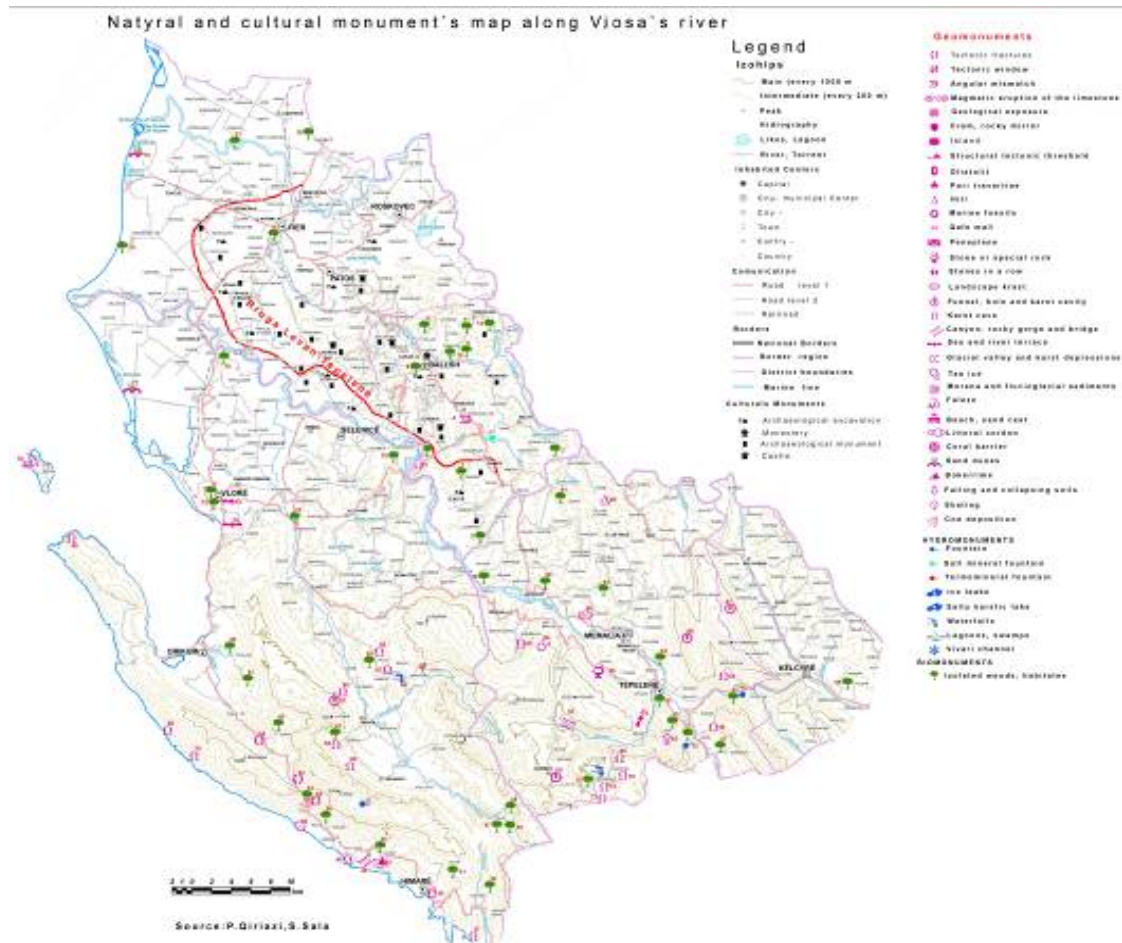
¹² Valbona Duri, Albina Sinani (Shfrytëzimi I Pasuriveturistike Të Hapësirës Rurale Në Funkcion Të Zhvillimit Rural Të Qarkut Gjirokastër)

Table 2.

<i>Group of species</i>	<i>Nat. Prot.</i>	<i>Nationally endangered</i>	<i>Internationally endangered</i>	<i>Fier-Tepelene</i>
Plants	3	11	-	385
Clams		12	-	36
Insects(Lepid & Coleopt)	26	57	1	287
Crustaceans		9	-	61
Echinoderms		6	-	6
Fish	1	21	8	102
Amphibians	6	11	2	11
Reptiles	17	20	3	21
Birds	139	43	2	192
Mammals	7	9	4	29
Total	199	199	20	1131

➤ **The historic and archeological tourism.** The cultural and archeological riches serve like a valuable and inexhaustible wealth not only for this area but for all the Albanian areas. Thus the different ancient centres and archeological objects like Apollonia, Kryegjata Shtyllas, Nymfeu(Frakulla) Gurëzeza, ("Kultura e Cakranit" 5000 b.c), Floqi, Belishova, Bylisi, Klos, Kalivaç, Amantia, etc serve as an inexhaustible wealth for the development of different kinds of tourism and with unique values. The persons who are interested in the history and traditions may go to other areas to visit the ancient objects in Metohasanaj, Kalivaç, Rabije, Damës, Lekël, etc. A historic object of a special importance is also the castle of Ali Pasha built in the north-east of the city of Tepelene with a breathtaking view along the banks of Vjosa, constitutes one of the gems of the south.

So rich in archeological resources is the valley of Vjosa that even the track of the road in all its length passes in rich archeological areas. Among which, in the area of Levan, we can mention the medieval ruins in the village Frakull e Madhe, a medieval church of XIII-XIV centuries in the village Kafaraj, graves of hellenistic period in the village Adë, three mounds of the bronze period in the village Kallëm Kasisht, graves of the period of bronze in the village Frakull e Vogël. Near the famous Nimfeu (Frakulla) can be found the archeological ruins from the time of Apoloni or that of the Bylins, which has been lit since the IV centuries BC –II century AD. Whereas near the villages Varibop, Hambar, Floq and Buzëmadh have been noticed settlements, graves, and pieces of architecture (architrave) made of marble. Before leaving the field of Cakran the road passes the village Selishtë at the place where used to pass the road which connected Vlora and Berat during the medieval and Ottoman period. Next to it are ruins of a medieval and late antiquity settlement, which the locals call the Townlet of Romes, fortified maybe in the XIII century, and also the Mashkieza Gurëzeza. Also here, near the Vjosë river in the place called "Vendi i Peshores", "The place of the scales", in which passes the track of the road, have been found graves which belong to the IV century AD. (See Map)



➤ **Cultural tourism.** The great archeological and ethonological wealth seen in this valley where the cultural, regional, linguistic, and customs' borders meet along the banks of Vjosë coupled with the numerous historic and archeological facts during the centuries gives this area a great importance also in the creation of study values. Here can be seen twined with the local culture the cultures brought by different invaders like, Roman, Byzantine, Norman, Slavs, Turks, Italian, Austrian etc who have left their fragmentary marks in certain parts of this space. Regions such as Muzeqe, Mallakastër, Labëria, Toskëria or the microclimates among them offer a real mosaic of mores, customs, songs, dances, and the rituals as similar and as different of this area which share a history through the centuries as common as it is different. The fund of the popular dresses and costumes, and of the songs of all the kinds (epic, lyrical, pertaining to the daily work etc) is very rich and displays the socio-cultural and historic values of different periods. Are distinguished the dresses and the household appliances of Labëri and Kurvelesh, Myzeqe, Mallakastër, Lunxhëri, Përmet, etj. The traditional popular costumes with their simple forms, the variety and their esthetics (the lines, traditional skirt-like garment worn by men kilts, the belt, cloak, fez, traditional pants worn by men, the costumes of the children, of the girls, of the boys, etc.), are documented since the period of antiquity, and constitute an expression of the popular material culture and of the originality of the region, which attract a lot of foreign visitors. In the district of Tepelene alone are found about 8 cultural monuments, 7 castles, and The aqueduct of Bënça.

➤ **Tourism for sport and adventure.** For the devotees of river sports like canoe, boat trips and other modern and traditional means, the Vjosa river offers good conditions. The whole of the river flow from Çarçova up to Memaliaj, offers possibilities for organizing water sports activities of different kinds throughout the year.

The population of the valley of Vjosa.

Although the lower valley of Vjosa wasn't fully developed during the 1945-2000 period, it has nevertheless been the more populated compared to its middle valley through it passes the Damës- Tepelenë highway. It is the natural, human potential and the geographical position which have favoured this space. Of the 10 administrative units with a general surface area of 875 km² and with a population of 70000 inhabitants (which is very little compared to the big potential

they have and especially the communes of Levan, Frakull, Cakran) and 109 settlements we can say that the impact of this road will be seen in a positive light not only along its valley, including the counties of Fier, Vlorë and Gjirokastrë or beyond) for (more information see Table Nr =3)

The administrative units which are included in the Levan-Tepelenë road axle and their particularities

Nr	Administrativ Unit	Surface km ²	Population Year 2001	Density h/km ²	Inhabited centers
1)	Levan	118	16646 ¹³	141	11
2)	Frakull e Madhe	48	10050	209	8
3)	Cakran	81,3	16199	199	13
4)	Hekal	66	4762	72	4
5)	Kutë	72	3491	48	4
6)	Fratar	63	4898	78	6
7)	Krahas	73,4	3738 ¹⁴	51	10
8)	Qesarat	48,9	2345	48	7
9)	Memaliaj Fshat	55,16	2564	46	8
10)	Qendër	250	4255	17	38
	Totali	875,76	68948	90	109

If in the period 1945-1990 migration was forbidden because of the harsh rules that the totalitarian regime had imposed, after the 1990s the situation changed. Thus during the 1990-2000 period the population from the areas of the Vjosa valley, face with the lack of the perspective of development had the tendency to migrate to other administrative and economic centres like Fier, Vlorë, Ballsh, Tepelenë, Memaliaj, Selenicë, Tiranë etc. With the building of this contemporary infrastructure the tendency is changing. The mass migration from these areas is shrinking, and in fact the contrary is seen, namely the coming of the inhabitants who had left, a phenomenon which will be stimulated by the investments in services, energy, (the power plant of Kalivac) and also in agriculture. Vjosa valley will become the centre of welcoming the coming population from the mountainous and hilly areas of Central Albania but also of the valleys of other rivers like Gjanica, Shushicë, Luftinjë etc. thus Cakran, Levan, Llakatund, Selenicë, Krahas, etc will gain big importance and great opportunities of development. The strategies that the local governments will pursue in the use of the potential and resources in the function of the economic development, the policies intended to achieve employment, conservation and development of the environment and of the economic potential etc, and the adaptation and rehabilitation of the secondary roads will increase the scope of impact of this national road axle. Migration of the population from the other areas and their stabilization of the movement of population from these areas will change the structure of the population and also the different economic activities.

The increase in the number of domestic and foreign tourists who come here on different touristic packages ranging from one to several days to know the rich and ancient history of this area will create additional income sources for the population living in which is of a rural character, and will offer incentives for a more comprehensive development.

Conclusions and suggestions

¹³ Alfred Sulejmani "Popullimi human dhe humanizimi i popullsisë së rajonit të Fierit. (mikrotezë)

¹⁴ http://www.sq.wikipedia.org/wiki/Komunat_e_Shqiperise

Taking into consideration the impact which the Levan –Tepelenë road axle will have we suggest :

- The drafting of a development strategy for the Vjosa valley, by determining the different branches of economy which will have priority in this area and the riorganization which this area will have in the future.
- The drafting of strategies of economic development among the central and local governing bodies , in which be stimulated the different branches of the economy like the services , tourism , and horticulture.
- The development of historic , archeological, and natural tourism , which is guranteed by the numerous resources.
- The creation of regional centres which can provide complete tourist information for the tourists.
- The production of advertizing materials (brochures, leaflets, maps, etc), the selling of books , postcards, and different gifts.
 - The creation of an archeological park which will include the middle and lower valley of Vjosa .
 - The organization and support of special touristic activities.
 - Making possible the touristic guides in foreign languages.
 - The cooperation with local agencies to attract foreign visitors.
 - The coordination among the organs of local government from the lower up to the upper levels for the common use of different economic resources and especially of the turistic ones.
 - The common determination of realms and borders and of the objects of cultural and natural heritage which are of interest according to the importance and this should be achieved in cooperation with the ministry of tourism, culture , youth and sports.
 - The consultation with the specialized institutions like The Institute of Archeology, The institute of Monuments , The institute of History , Department of Geography, Ministry of Tourism , Culture, Youth and Sports, Ministry of Environment, etc, regarding the promotion, use , conservation , and the utilization of different touristic resources.
 - The evaluation of the real impact that this road will have and the other objects of infrastructure which will connect to this national road and the prediction for the impact that it will have, now and in the future. This in the function of the management of territory as effectively as possible, the riorganization of the space around the track of the this road, , the orientation of the investments, the protection of resources and environment, having at hand the planning of a territory before it becomes reality as it has happened in Albania after the 1990s , where at the beginning has been built , destroyed, or mismanaged the environment and the resources and then much later have been carried out any interventions intended to fix what had been irreparably destroyed. Such a thing has had fatal consequences .
- Conservation of the arable areas especially those which have traditionally been exploited in the Vjosa valley. It is a known fact that alongside the valley the greenfield and irrigated lands occupy a small percentage compared to the mountainous and hilly lands. For example the districts of Tepelenë, Përmet and Gjirokastër have almost 15% of their space with agricultural arable lands, whereas the other part of the territory is occupied by forests, pastures, and spaces which are used for farming¹⁵. The strict measures applied up to the year 1990 where the dwellings were centered only at the slopes of the hills and with an almost regular plan by not allowing buldings in the agricultural fields, are not functioning presently. This phenomenon is observed also in the typical regions which have been more organized ang more regulated from the territorial side. Thus the organs of local power should determine the shaft and the aerial that the activity of the human society should occupy which should be materialized through the creation of the different belts. (beginning from the road axis). A schematic organization would be a) the belt cultivated with plants alongside the road,b)the belt of investments and business,c)Agricultural space,d)residing space e)farming space etc. In the modelling of space of the Vjosa Valley should be considered the building of secondary roads which will be connected with the axis of the national road as well as the touristic areals which are fragmentary and interweaved with other above mentioned belts.

Dwelling places should not alter their structure by shifting towards the cultivated agricultural spaces or along this highway. This would protect the usable spaces for agriculture and also would eliminate the problems related to infrastructure and territorial management of this space. Thus the tradition will have positive effects not only in the stimulation and manifold growth of the branches of economy which will be developed in this space but it will minimize the environmental and ecological problems of this space. In a special way the territory of the communes of Levan, Frakull e

¹⁵ Perikli Qiriazhi " Gjeografia e Shqipërisë" (Geography of Albania)

Madhe, Cakran etc (which have never had an infrastructure of such importance for centuries) demands a well-studied management.

- Taking the models of various places which are distinguished for the contemporary management and planning by orientating the businesses, investors, inhabitants of these communes with environmental rules against pollution, and for a stable and long term development. Thus, for example, water-supplies of Kafaraj, Varibop, Pocem, etc which are suppliers not only of the surrounding villages but also the towns such as Ballsh, Patos, Fier, Levan etc., should be managed carefully by being careful in releasing environmental authorizations for building of fuel stations (at a time when it is well known that they are being built every 2,5km, or different economic activities which can cause pollution.
 - Protection and management of the bottom of Vjosa, from the infrastructural works such as roads which can be built along it, bridges where in the length of Memaliaj-Mifol are only two bridges. Whereas in the future for the significance this road has, other bridges will be built on Vjosa River (which will integrate more the banks which in the past have had weak ties between them).

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