

Fier By-Pass and its Role in the Socio-Economic Development of Fier Region

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Abstract

During the last decade, a growth has been noticed in the investments for the improvement and transformation of the road infrastructure. The realization of these investments according to the National Plan for Transportation is carried to support the socio-economic developments in the country. The main purpose of this plan is the growth of the efficiency of the transportation sector, which supports and prompts the growth of the other sectors in economy. The far-reaching plans aim to make a better use of the farming & cattle growth, especially of the development of a decent sector for the economy, the services sector. This sector is of a far greater importance when it comes to the tourism and its diversity in the country. Various studies have shown that transportation infrastructure doesn't bring a new economic growth, but it simply pushes the redistribution of this growth that will happen somewhere else. This is the reason why the highways are designed for those areas where there is a potential for economic growth in the future. As a result, the truth is that the highway need is due to economic growth and not vice versa. To verify this fact was considered the case of Fier By-pass, part of the north-south corridor (highway). Giving high consideration to time and space element, the working aims to show how this investment will affect the socio-economic development of the Fier region. This analysis is also based on the weak socio-economic indexes of this region during the transition period. To draw the conclusions, the working project uses SOWT analysis. This shows briefly the advantages and disadvantages of Fieri By-pass and what options and threats will be offered from this new transportation segment for Fieri region.

Keywords: *Fieri By-pass, growth redistribution, socio-economic differentiations, SOWT analysis, tourism, services sector, socio-economic development.*

1. Introduction

In view of the general plan of development and modernization of the infrastructure, to carry out its goals and objectives determined according to National Transportation Plan and Transportation Strategy Sector, Fieri By-pass remains the last segment to be constructed to complete the connection of North-South Corridor with other segments that have already finished, the Levan-Vlore, and Levan-Tepelene segments that are in the process of being constructed. The direct impact of this investment is to grow and to simplify the circulation of the vehicles, to drive faster, to shorten the time of travel, which on the other hand will enhance the circulation of vehicles and their load. Whereas the indirect impact is the result that it will give to the social-economic development of the south of Albanian and at the same time to the areas where it touches. To argue this fact was considered the case of Fieri By-pass, part of the north-south corridor. Analyzing the time and space aspect of this project, the working aims to show the impact of this investment in the socio-economic development of Fieri circuit, and to demonstrate the possible differentiations within the region. The analysis is also based on the weak indexes this region had during the transition period. The study aims to predict which will be the new tendencies of the socio-economic development of the region, resulting from this investment. The method of the construction is characterized by a combination of the region profile study, comparing analysis of the socio-economic development of Fieri region, which goal is to describe the phenomenon in chronological manner, with the cause-consequence analysis through statistics methodology. Analysis SOWT helps to draw the conclusions. This analysis shows in brief which will be the pros and cons of Fieri By-pass and which are the options and threats of this new transport new segment for this region.

2. Fieri Region Profile

The western region is defined and esteemed as the most important in social-economic development aspect when compared to the other regions. The region¹ of Fieri is one the region stretching in this location and at the same time one of most developed from social-economic viewpoint. Factors affecting this development include not only geographical position of the region where it is located, but also the geographical position of the region inside the region. It covers $\frac{1}{4}$ of the western region and 6.6% of the general area. The territorial stretch by the shore of Adriatic sea is from the delta of Vjosa river to Shkumbini delta with a length of 52 km or 15 % of the coastal line of Adriatic with a general area including 1910 km², according to INSTAT 2010, a statistics source in Fier, Mallakaster, Lushnje for April 2010, is one of the main factors affecting in the development and economic differentiation, compared to the nearby circuits of Albania. This conclusion is also supported by the fact that: "since antiquity in the historic terrain of this region is established one of the Hellenistic colonies such as Apollonia, which is defined Apollonia, a country full of crossroads that connected together within our country and then passed out in the world, by earth or sea route".

Presently the region continues to play the same important role both as a connection joint or the important street arteries of the country, and in the crossroad of the north-south corridor² with West-East³ corridor, whereas the railway corridor is Tiranë-Vlorë. The construction of the new segments Fier-Levan and Levan-Vlorë will minimize the distances and will make it easier for trading loads and passengers in the main harbors of the country, in Durrës and Vlora. The region of Fieri as a developed area will continue to be a joint between north regions and south ones, as well as between western and eastern regions. The region, with a length of 80 km north-south and of 50 km width east-west, represents the most productive area of Albania, the field of the Big and Small Myzeqea which covers $\frac{1}{4}$ of the Western plain, known as the Barn of Albania. It includes three regions: Fieri, Lushnja and Mallakaster. Fieri which has the biggest population in the country with some 492.592 inhabitants according to Fieri region INSTAT, 2010; Buletin Statistikor Fier, Mallakastër, Lushnje, prill 2010, INSTAT 2010; a progress report about the growth of its strategy objectives and from 36 communes and six town halls in all its three districts. The population of the region covers 12% of the country population, according to Instat 2010, Statistics source in Fier, from which 67.73% is active population of ages 15-65 years old. Kuqi, Iris; Shutina, Dritan; Zhvillimi Rajonal në Shqipëri - sfida e zhvillimit apo e integritimit? Pdf, the level of illiteracy was reduced from 7.3% in 1989 to about 1% in 2001, During transition era, the transformation in economy has affected the trading economy and the growth of the well-being for many families and at the same time in the drop of the well-being in general. The affecting factors are: first, closing, reestablishing and privatization of the firms were accompanied with massive unemployment and high level of emigration in urban areas. Regional and foreign investments did not create enough employment places for those people that before worked in big state companies. The second factor is connected with the distribution of the terrain according to law 7501 in rural areas; the soil that before belonged to a state farming company and farming cooperatives was given to the families in the form of small land plots. However the results of living through these small lands seemed enough. The favorable geographical position with the many rich natural and human sources list the region among the three main regions of the country after Tiran and Durres. EGIS Route, 12/05/2008; Fier and Levan Bypass.

3. The construction of Fieri By-pass: A convenience and a must!

Fieri By-pass includes the construction of a new road, defined as highway, as a compound part of the north-south corridor and the last one being a segment of the paneuropean corridor. The construction of this corridor is carried out in harmony with the objectives of the National Transportation Plan for infrastructure improvement in Albania. During the last decade investments in transport infrastructure have been among the main goals of the Albanian government. The investments in this area firstly have been supported from the direct connection that the infrastructure has in the economic growth through reduced expenditure of the transport, growth of integration in regional markets, growth of similarity with them, development of supply chains and growth of similarity with working markets; secondly from indirect connection with the impact of the investment in socio-economic development in the areas it covers.

The positive interrelation between infrastructure of transport and productivity in national range is often misinterpreted. This interrelation is a direct one when the small geographical areas and their impact are considered (as in the case of Fieri region). Different studies suggest that transport infrastructure does not prompt a new growth in economy,

¹ Region stands for the administrative unit which is considered as the object of our analyses, respectively Fieri region.

² North -south corridor (routes under construction are : Fieri By pass , Fier-Levan, Levan-Vlorë, Levan-Tepelenë, Tepelenë-Gjirokastër, Patos-Fier)

³ West -east corridor (its secondary axe is Vlorë-Fier-Lushnje-Rrogozhinë which is 77 km long)

but simply redirects the growth that will happen somewhere else. The highways usually are planned for regions with future prospective; hence there is a request for highway in the area so that it brings a better economy. Based on socio-economic analysis in the context of regional development Fieri region is considered to be a region with an average development index between 75 and 125, following this way Tirana with an average development index of 125. Thus, the By-pass will offer this region a new orientation towards spaces where its new construction is being planned. The investment connected to this segment is in accordance with the objectives of Regional Strategy of the Fieri Region, compiled in 2005 and the Strategy of Development of Fier City which have as a priority:

- To exhort integral development of the rural area, to increase farming produce and marketing to support this produce.
- To ensure the stability of environment through rehabilitation of polluted areas, among them the important goal of getting rid of pollution in the region of Fieri. This goal is considered as a big challenge to be confronted with by the region of Fieri.
- To improve the infrastructure and urban planning. This strategy proposes the compilation of urban plans and other plan for integral sectors, such as transportation.
- To minimize environment degradation. Treatment and changes of soil have caused pressure on environment, bringing loss of vital natural area because of deforestation, erosion, abundance and dryness of drinkable water sources.
- To fortify the private sector in Fier, aiming mainly in agribusiness and tourism through supporting the developing of farming produce, the promotion of tourism options in agricultural areas, historic and coastal tourism and to include Fieri in the national and regional tourist guide itineraries. CO-Plan, Instituti për zhvillimin e Habitatit, Bashkia Fier, 2006; Strategjia e zhvillimit të Qytetit të Fierit; PNUD, 2005, "Strategjia e zhvillimit të qarkut të Fier".

4. By Pass-connecting node of the main highways in the country

By Pass- has a length of 22.1 km and consists of the construction of a highway with two lanes on each side in the western part of the city of Fier and Levan. The scheme in the north and south will be connected by two-ways route, on one of which is built, Fier-Lushnje route and on the other one Levan-Tepelena route is under construction. The road track goes by a flat landform with some irrigation and drainage channels crossing. For the construction of this highway five alternatives were offered as part of technical, socio-economic and environmental analysis. Option A was selected because it met the geometric standards of security and it will respond to increasing traffic of 2,647 cars / day in 2009 and 3,570 cars / day in 2014. This will minimize the environmental impacts. This alternative was reviewed to avoid the crossing through the National Archeological Park of Apollonia by shifting 300 m to the west of the park, Egis Route, 12/05/2008; Fier and Levan.

Fier-By Pass - or Fier-Levan highway begins in the north of Mbrostar municipality and ends in the south-west of Levan municipality. It crosses through the existing railway line and the existing route in Fier, before you go past Seman river it stretches out in the west of Fier town and continues nearby Hoxhara channel. In the municipality area of Dermenasi the proposed extension follows a tangential line in the south of the urban area. From there the road lies down the foot of the Havaleasi, Pojani and Shtyllasi' hills. By crossing to the west of the channel without interfering to the urban area around the populated center of Levan. Egis Route, 12/05/2008; Fier and Levan.

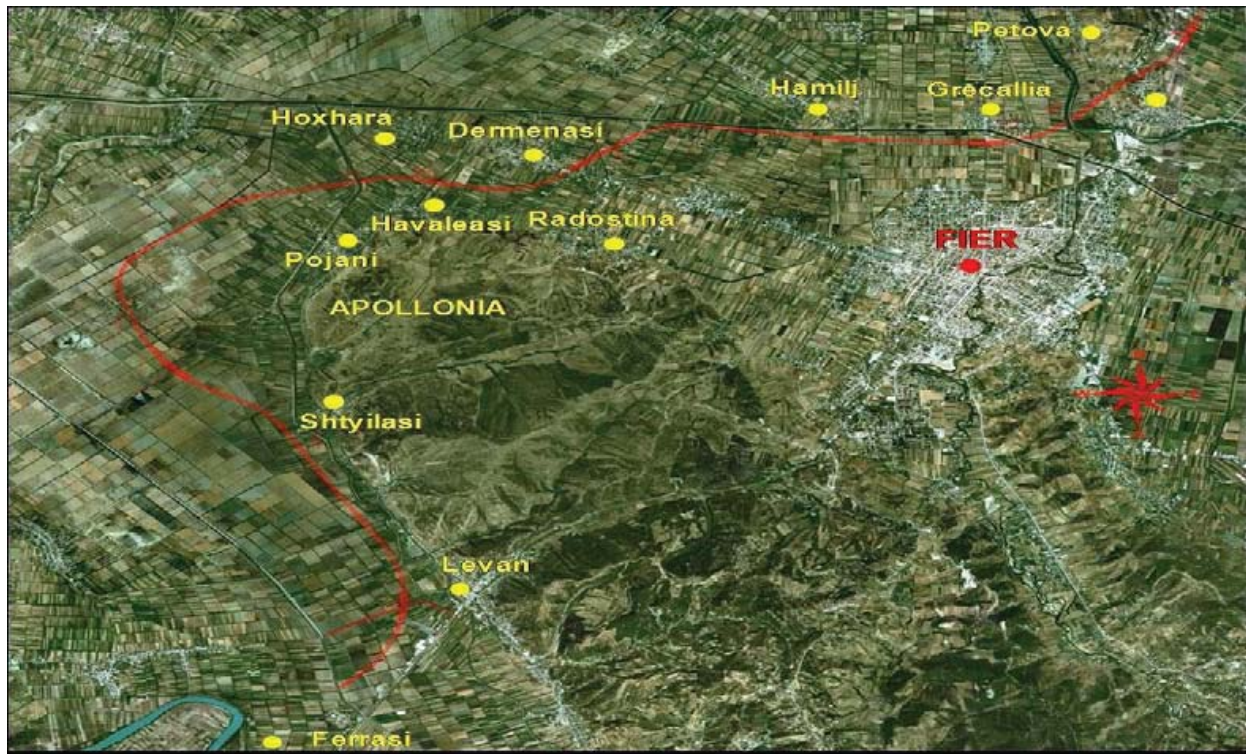


Fig 1: Scheme, Fier - By Pass
Source; D; Apollonia, 2008.

5. Comparative analysis of the expected socio-economic development within the region of Fier by By-Pass construction

Road section describes the area of four municipalities of Mbrostar, Qendër, Dermenas and Levan with a surface of 17 021 hectares of the agricultural land and 52 thousand inhabitants, DBU, 2007; Fier on the right side of Seman river. The residents of 39 villages that populate these municipalities who's their principal activity is agriculture and livestock. They grow 14.323 heads of cattle, 33% of cows in the district level, 32% of sheep and coats DBU, 2007; Fier. It must be stated that the land privatization according to Law 7501 of 1991 confronted the people with difficulties arising from the division of land into allocated plots in parallel accompanied by the distinct lack of agricultural mechanics and other assets necessary to the agricultural activity. Under these circumstances, when the opportunities for an economic prosperity were limited and no other alternatives were left to the people this led them to immigration as a new alternative.

The land where the highway will be built is an agricultural land, although according to the CENSUS, a part of it, is not considered as such, D; Apollonia, 2008. will bring benefits to the land farmers on which it will surpass. Main benefits are:

- The new route will revitalize the local economy by promoting the opening of business centers, restaurants, bars, gas stations, distribution sales centers of area products stimulating the investments in the service sector, particularly in the coastal area. Access routes will be built on the main route. This will make possible to all villages having access to built local routes, and so, enabling access for agricultural parcels as well. Egis Route, 12/05/2008; Fier and Levan
- Due to the active population along the way, the project will bring the improvement of the economic conditions, while in the regional level the benefits will be reflected in developing the market access. The route generates suitable conditions for the promotion of investments in the tourism sector along the coastline which has not been used so far. Egis Route, 12/05/2008; Fier and Levan
- The new route will create better links with the rest of the region, especially with the urban area to the west of the city of Fier, which historically has been developed as a radial, annular and quadratic combined framework based on building city arteries, as Tirana route -Vlora and Seman - Patos. These arteries are considered also as "gravitational" axes of social life of the city of Fier. Here there is a tendency of development to the west and particularly towards Seman. In this area it can be studied the strands of a linear structure of hallway type where there may be demands for settlements of other areas or/and other functions. The assessment of the business climate in the city of Fier, Fier Municipality (manuscript). The

thought that this route will be the way of connecting the city with Fier-Vlora highway through By Pass reinforces the fact that this path leads to an area of unique natural and tourist values, including here the National Archeological Park of Apollonia from which the first beneficiaries are the citizens of Fier.

- The new route will provide the possibility to reduce the time of movement and pollution if we consider that in the region of Fier more than 13 000 vehicles are in circulation, 80% of which are mainly cars manufactured before the 1990s Co-PLAN, Institute for Habitat Development, Municipality of Fier, 2006; Development Strategy of Fier City. The emission of SO₂ in the air from the diesel vehicles combustion turns out to be 228 kg / day or 79,800 liters per day. The pollution is more distinct at the center of the city where the vehicular traffic is heavier and the speed much lower. Most recent monitoring values carried out in three suburban areas of the city highlights that CO is higher than the standard norm 25-30 ppm. Co-PLAN, Institute for Habitat Development, Municipality of Fier, 2006; Development Strategy of Fier City.

Checkpoints	Traffic flow	CO
1 Entrance from Tirana	767 vehicle/hr	36.2 ppm
2 Fier-Ballsh	1412 vehicle/hr	37.7 ppm
3 Fier-Vlorë	1046 vehicle/hr	34.1 ppm

Source: Municipality of Fier 2004

- The benefits of the inhabitants of the above-mentioned areas become even more apparent in comparison to other lowland areas, especially to hilly area which lies to the eastern part of the region and, still more to remote hilly areas where population density is smaller. Cities that are stretching to the east of the city of Fier, Roskovec, Ballshi and lesser to Patos regardless of the benefits that will have to pollution reduction they are risked to remain isolated from the highway construction. This will reduce the volume of freight movement, passenger and commercial exchanges that had previously been oriented to Fier-Patos-Ballsh-Tepelenë-Gjirokastër – Kakavijë axe and will be reflected in the reduction in the number of bars, restaurants, trade and transport. Investments in the services sector will be oriented in the western part of the residential areas of Fier, Levan, Dërmenas, Frakull, Damës and Buzë Madh.

Besides the advantages that the investment provides for this project during its implementation it would be a barrier to the movement of farmers and livestock. The area where the highway is has a low level of sound pollution. Vehicles traffic flow is expected to reach 6.515 cars / day in 2023 Egis Route, 12/05/2008; Fier and Levan, that will increase the level of sound pollution and emitted gases by this movement. At the beginning of its use the lack of knowledge and observance of traffic rules can be a cause of accidents.

6. Summary Analysis (SWOT), to which expected development can be supported

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> - Favorable geographical position nationwide and the region, - Nodes of the intersection of North-South- East –West corridor linking it to the Balkans and Central European countries, (Reduces the distance to markets in the country) (Enables the exchange of the goods and Human cultural resources), - Proximity to major ports Durres and Vlore, - Long coastline - It has a larger concentration of the population and 67.73% active population, - Large area of agricultural land enables the development of a wide range of bio agricultural and livestock products (animal products) - The concentration of processing and elaborative oil industry, - There are foreign investments in industry, - Unexploited hydro reserves, - Natural and cultural resources for the development of tourism, - Lower prices compared to neighboring areas in the sector of tourism. 	<ul style="list-style-type: none"> - Low level of added value, - Low level of the use of agricultural machinery, - Low investment in rural infrastructure, - Lack of investment to create enterprises in the agricultural economy, - Lack of initiative by the local government in cooperating with local business and in attracting foreign investors, - High rate of pollution, - Low level of professionalism in the sector of services, - Lack of investment along the coastline, - Lack of coastline promotion from private business and local government.

OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> - Marketing of agricultural products not only in Albania, - The growing number of visitors who relax on the shores of Seman, -The Increase of cultural activities, -The increased attendance of more alternative forms of tourism (such as. It archaeological, medical, coastal, etc.) -The creation of investment opportunities in the fishery branch, Facilities in the delivery of supportive infrastructure for agricultural economy. 	<ul style="list-style-type: none"> - Non-compliance with deadlines for implementation of the project, - Rivalry from other destinations with better conditions, - The growth of non-bio products - The country's economic crisis may hamper the development of this area - Forecasting the growth of the flow in the future, will increase the level of air pollution, - Limited local autonomy.

7. Conclusions

Expectations by building Fier's BY-PASS will be reflected in:

1. The new orientation of the population displacement in the western part of the city of Fier, Levan and the municipalities where this segment will pass, promoting urban development and infrastructure in the area.
2. Encourage of the investments in the agricultural economy in order to increase agricultural production, in particular bio products and investment in rural infrastructure. In this way, the development of agro-processing and rural tourism will be promoted in the western part of the region.
3. The transformation of the road Seman-Patos as a "gravitational" road of socio-economic life of the city and district of Fier. It will affect in shortening the time of traveling, and in reducing pollution.
4. Revitalizing the local economy by promoting the opening of business centers, restaurants, bars, gas stations, sales centers and distribution of products of the area. It will encourage the investments in the services sector, especially along the coastline, which is still unexplored today.
5. Reduction to the volume of circulation of commodities, passenger commercial exchanges and to the number of bars and restaurants in Fier- Patos-Ballsh- Tepelen axis.
6. Increase of the noise and gases pollution that are emitted from this displacement, in areas where it will pass.
7. Tendency to increase the number of accidents due to the lack of knowledge and respect for the rules of signs.

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Alcohol Abuse as a Cause of Poor Academic Performance among Social Science Students of the University of Calabar, Nigeria

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Abstract

Alcohol abuse cut-short the academic vision of colleges and universities and may undermine their aspiration of molding future citizens. In Nigeria, alcohol consumption has found its way among undergraduate students, who are normally seen in bars and restaurants including other secluded areas some metres away from the school consuming alcohol. The study examined the effects of alcohol abuse on the academic performance of Social Science Students of the University of Calabar, Nigeria. Data was obtained through the administration of 120 copies of questionnaires to students of the faculty of Social Sciences of University of Calabar, Nigeria. The Participants were approached at their lecture rooms and popular hang-outs within the faculty. Their ages ranged from 15 to 35 years and above. The result revealed that majority of the participants were within the age group of 15 – 35 years, which indeed is the age of risky behaviour characterized by substances use and abuse. For fun, stay awake (not to sleep during lectures and to read at night) and for courage (to be able to approach lecturers and make a public address) were identified as the primary reasons for the consumption of alcoholic beverages. The study further indicated that alcohol abuse had significant influence on students' academic performance ($F = 70.115, p < 0.01$), and that a unit increase in alcohol abuse would result in 61% of social science students performing poorly in their examinations. The study recommends daily counseling as a way to reduce this phenomenon and improve students' performance in tertiary institutions, as well as advising students to take alcohol lightly while in school.

1. Introduction

Poor academic performance among students of tertiary institutions may be associated with heavy alcohol consumption. In Nigeria educational environment, this phenomenon has found its way among undergraduate students, who are normally seen in bars and restaurants including other secluded areas some metres away from the school consuming alcohol. Some of these students spend the whole day in such places and only to retire home after school hours. Alcohol abuse which in the context of this study, entails the daily consumption of 5 bottles of alcoholic beverages and above has a lot of social and health implications on the Nigerian student, who happens to be the leaders of tomorrow. Alcohol abuse contributes to students missing class, failing tests, dropping out due to do poor grades, and compromising the academic mission of colleges and universities (Wechsler, 1995). Alcohol abuse cut-short the academic vision of colleges and universities and may undermine their aspiration of molding future citizens. Heavy drinking (binge drinking) can lead to a decline in the overall academic performance of an institution of higher education. These secluded and other public places of relaxation attract and afford students the opportunity to engage in high-risk behaviours and may have significant impact on their academic pursuits. Wechsler (1995) noted that "about a quarter of college students report experiencing difficulty with academics due to alcohol use, including earning low grades, doing poorly on tests and papers, missing class, and falling behind. Even students who do not abuse alcohol may suffer academically as a result of their peers' drinking". The period of taking care of a friend who is drunk may have secondary effects of the caretaker. This can have dramatic end results on the caretaker.

Heavy alcohol use affects many parts of the brain, but the most vulnerable cells are those associated with memory, coordination, and judgment (Presley et al., 1996; Graham et al., 2006). Mettillie (2008) clearly states that dangerous drinking is likely to affect students disproportionately. The health consequences a student may experience as a result of dangerous drinking have an expected range, from manageable situations to potentially fatal outcomes. Researchers

according to Mettillie identified negative health consequences to include hangover, unprotected sexual behaviour, alcohol dependence, blackouts, assault and even death. Alcohol abuse has physiological and psychological effects on students, as it inhibit students' performance in that their cognitive abilities are affected by even small amounts of alcohol and can persist for a substantial period of time after the acute effects of alcohol impairment disappear. For example, alcohol may impair memory by slowing down the transfer and coordination of information and may reduce students' ability to remember information that was learned prior to going out for drinks (Presley et al., 1996). Earlier studies by Presley et al., (1996), Lindsay (2006), Graham et al. (2006), Mettillie (2008), Oteyo and Kariuki (2009) indicate gross brain impairment and the decline in academic performance as a result of the dependence and heavy consumption of alcoholic beverages. These studies report a wide array or variety of consequences associated with the alcohol. For instance, among female students, consumption of heavy alcohol may increase their risk of being victims of date rape, unwanted sex, harassment and physical assault. This study specifically examines the effects of alcohol abuse on the academic performance of undergraduate students of the University of Calabar, Nigeria.

2. Review of related literature

Among adolescents, alcohol is the most widely used and abused drug in the world today. Awoyinfa (2012) investigated the incidence of alcohol use and abuse among University of Lagos female students. The study indicated a significant relationship between female students' use and abuse of alcohol and their social relationship, as well as a significant relationship between female students' use and abuse of alcohol and their morals. The study however revealed that no significant relationship between use and abuse of alcohol and female student academic performance. The National Center on Addiction and Substance Abuse at Columbia University (1994) noted that alcohol is responsible for 41% of academic problems and 28% of all dropouts in schools. In a similar view, Powell et al., (2004) believed academic problems and alcohol use are highly related. Wolaver (2002) opined that drinking has both a direct effect on grade point average and an indirect effect because it leads to a decrease in study hours. Williams et al., (2003) reported that the main effect of alcohol consumption is manifested in the reduced number of hours spent studying.

Wechsler (1995) was of the opinion that poor academic performance among college students is associated with alcohol consumption. Alcohol abuse has several consequences such as students failing tests, being absent in class, dropping out of school due to do poor grades. Alcohol abuse undermines the academic mission of colleges and universities. As a result, campuses may face declining retention rates, increased expenses due to vandalism, and a diminished reputation. Presley et al., (1996) reported that alcohol affects many parts of the brain, but the most vulnerable cells are those associated with memory, coordination, and judgment. They argued that alcohol has several physiological and psychological effects, which inhibit students' performance as cognitive abilities are affected by even small amounts of alcohol and can persist for a substantial period of time after the acute effects of alcohol impairment disappear. In addition to cognitive impairments, consumption of alcohol and the resulting recovery period (i.e., hang-over) wastes time that might be better spent studying or having fun.

Mettillie (2008) clearly stated that negative consequences of dangerous drinking are likely to affect students disproportionately. The health consequences a student may experience as a result of dangerous drinking have an expected range, from manageable situations to potentially fatal outcomes. Researchers according to Mettillie identified negative health consequences to include hangovers, unprotected sexual behaviour, alcohol dependence, blackouts, assault and even death. The health consequences alone are jarring enough to garner the attention of campus administrators, and students themselves. According to Lindsay (2006) dangerous drinking can lead to driving under the influence which is approximated to happen 2.1 million times annually, or about 25% of all reported cases of drunk driving. They alleged that female students who drink are at an increased risk of being victims of date rape, unwanted sex, harassment and physical assault. Further, the more an individual drinks, especially in a public forum, the more likely he or she is to be victims of violence. All students who consume alcohol at dangerous levels are at risk of a variety of consequences.

Graham et al., (2006) alleged that the time and stress spent dealing with any legal impacts of college student drinking is time and energy not spent on academic inquiries. Yet, the negative impact of dangerous drinking extends beyond those who are consuming the alcohol themselves, as researchers have found a variety of "second-hand" effects of alcohol use. Second-hand alcohol effects can be defined as situations or scenarios that impact other people who have not been drinking, such as loud noise, vandalism, among others. Oteyo and Kariuki (2009) reported that the prevalence of alcohol use has caused the concern that the students may not reach their full potential and may be at high risk to abuse drugs later in life. The toxic effects of alcohol and cigarettes may cause short term and long term health damage on students. Students, who use drugs, are likely to perform poorly in school, have strained relationship with their parents and teachers and engage in delinquent behaviors. The review of literature makes it clear that students who engage in