

THE ECONOMY OF TATABÁNYA, A MIGRATION INITIATOR BETWEEN 1950 AND 2014

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Abstract: *The success of the mining town Tatabánya, which was the most prosperous and appealing in the second half of the 20th century, came to the end with the political transformation. The leaders of the town have to do something with the large number of closing workplaces and the unemployed. Working out a new strategy, the situation has been channeled into a normal direction with development of both infrastructure and education.*

It turned out from our questionnaire survey that there is a significant amount of commuters from the town who are ready to take even 50 kms every day. A large number of people with higher education did not earn their degrees in Tatabánya but in some other towns or cities. The inhabitants do not consider the population holding capacity of Tatabánya good because besides town functions, there are no community functions.

It can be clearly seen from the data of KSH (Central Bureau of Statistics) and the results of our survey that more people migrate from Tatabánya than those who settle down there.

Keywords: *Tatabánya, migration, daily commuting, the number of commuters, population holding capacity*

1. INTRODUCTION

The subject of the research is the economy of Tatabánya as the initiator of migration processes between 1950 and 2014. The population census taken by the KSH shows a negative trend both in Tatabánya and in the country. In the research we examined which economic factors bring about changes in population in the given settlement and how the leaders of the town try to solve this negative process.

We aimed at proving the following hypotheses:

Hypothesis 1: More than a quarter of the population of Tatabánya go to work or learn to other settlements every day.

Hypothesis 2: More than two thirds of the commuters travel more than 50 kms as a daily routine.

Hypothesis 3: More than a half of those who finished their higher education in other settlements stay there.

Hypothesis 4: The inhabitants do not consider the population holding capacity of Tatabánya good.

Hypothesis 5: Daily commuters have chosen this way of living because of the higher salary.

Hypothesis 6: Around half of the inhabitants, if they could, would move to another part of the country or abroad.

2. MATERIAL AND METHOD

For the secondary examination we used resources mainly from the specialized literature and the database of KSH. The primary research is based on a questionnaire survey.

The questionnaire includes both open and closed questions thus giving a kind of freedom for responders to express their thoughts and opinions. (Horváth, 2004)

The basic principles for compiling a questionnaire (Horváth Gy. 2004)

- It has to include simple questions which are easy to answer.
- You should not ask a lot of questions – max. 10-12 ones.
- You should use different types of questions.
- The questions have to be short and brief, understandable and clear for everyone.
- In case of different options, all potential options have to be given.
- The questions should not influence the responders in their answers.
- The answers have to be voluntary.
- The answers or options have to be suitable to process them numerically.

Besides, we examined the composition of the population of Tatabánya. We asked the inhabitants in proportion of the distribution of different age groups. The questionnaire includes 19 questions. Three questions of them are open, while the others are closed. In addition to simple yes-no questions you can find other types, too, where the responder can give his/her opinion other than what is listed. Also, a Likert-scale can be seen in the questionnaire where 7 aspects can be assessed from 1 to 5. The questionnaire finishes with 3 questions related

to demography. The research data were assessed with the use of the statistic program SPSS.

3. ASSESSMENT OF THE RESEARCH RESULTS

The fundamental factor in migration is mobility. Regarding mobility we can distinguish spatial and social mobilities. This latter one characterizes only us, humans organized in societies. Migration is a type of spatial mobility which involves moving within a given settlements, migration and tourism, too (Illés S., Michalkó G. 2008).

Migration can be categorized in different ways. For example, from the point of view of crossing the borders. Another aspect is when we consider it from the point of view of the migrant. Furthermore, it can be classified on the basis of the number of migrants. In this case we can distinguish individual and group migration. Migration can be categorized in relation with the reasons for and the purposes of migration. Another possibility is when we consider the legality of migration. According to this latter one, there are legal and illegal migration. Another possible way of classification is when we distinguish migrants on the basis of the time span of their migration. This way we can discern settlers and temporary migrants. Of course, there are some overlaps between certain categories, nobody can be ranked into only one category (Illés S., Kincses Á., 2012) (Illés S. 2000).

As reasons for migration nature, economic environment and politics can be listed.

As a town, Tatabánya has existed since a departmental order signed by the Minister of the Interior in 1947. The predecessor settlements had had mining activities for more decades by that time (Gyüszi L. 2007).

After the first mines had been opened the number of population increased dynamically which continued after the fusion of the settlements, too. In the census of the year 1949 the number of the inhabitants exceeded 40.000. 75% of the employees worked in the industry, 50% of them earned a living from mining (Antalóczy et al. 1972).

By the next census, which was 11 years later, the number of the inhabitants had increased by 12.000 to 52.079. This growth was partly due to the natural reproduction (47%) and partly to the migration (53%). In this decade Tatabánya became the largest industrial town of the country where the 15.000 people working in the mines amounted to the 12% of the total national industrial sector (KSH, 1961).

The number of population increased between 1960 and 1970. In 10 years the population of Tatabánya grew by 13.000 people which was the result of the migration of 9.000 people in the first half of the decade (KSH, 1970).

The population expanded by more 10.000 people up to the following census in 1980. In this period the natural reproduction was more typical rather than migration. The industry remained the main employer (KSH, 1981).

A gradual decrease can be experienced in the number of inhabitants of the settlements from 1980. There is a small reduction of about 700 people up to the political transformation. At the time of the first census of the new millennium 72.470 people lived in the town which is by 3000 less than 11 years earlier. Besides reduction of the population, unemployment appeared, too (KSH, 1992).

After losing the markets of Comecon countries, in the beginning of the 1990s, 12.000 workplaces were terminated in the town. The employment rate was reduced from 48% to 38,5%. The heavy industry started to recede so it was necessary to reorganize the industrial structure of the town. It was followed by a series of measures as a result of which the technical infrastructure improved, the area of the Industrial Part got selected where more international companies could find their place. All in all, about 6.000 new workplaces were established helping the situation. Furthermore, the College of Modern Business Studies has been founded and a vocational training centre has also been established where the working force for the factories in the industrial park is trained (Nagyvárosok Belső Tagozódása Tatabánya, 2003).

A reduction of 6,5% can be observed by 2011 which was caused by the natural loss and migration half-and-half (KSH, 2013).

A commuter is the person who does not work in the same place as he lives actually. Daily commuters are leavers from a place to another from the point of view of their actual residence and day-boarders from the point of view of their working place (Lakatos M., Váradi R. 2008).

Separation of the workplace and the residence became more common only after the World War II. The reasons for commuting daily involve that there is no workplace in the residence or if there is at all, it does not often meet the job seeker's expectation or qualifications. We can distinguish daily commuters who leave their home to go to work every day and then they go back. There are long-term commuters who go home only on a weekly or monthly basis. Most of them are men (79%) aged between 15-29 (Lakatos M., Váradi R. 2008).

Commuting in Tatabánya

In the second half of the 20th century the workforce profit of Tatabánya was 17% which means that the number of commuters exceeds the number of employees of the total population of the town by 17%. After the political transformation this profit of 17% was reduced to the loss of 2% and with this figure Tatabánya is unique among the country seats (http://konyvtar.ksh.hu/inc/kiadvany_ksh/OFA/ofa4/main.html).

A typical phenomenon in the beginning of the 21st century is the labour influx across the borders, which is due to the enlargement of the EU, inter alia, and the diffusion of the free labour – together with the influx of knowledge (Gál J. 2006 A) It can cause a social-economic tension that while the sender country spends money on training, it is the accepting country which benefits from the trained workforce (Gál J. 2006 B). The situation is complicated by the influx between different sectors which makes certain trainings almost unnecessary. Tatabánya is in a similar situation. Today, about 7.000 of the 28.000 employed of the town commute to other towns to work, together with a considerate amount of students (1300 people). The number of people commuting to Tatabánya is around 7000, too, and around 3.100 student from the neighbouring places attend schools in Tatabánya (Nagyvárosok Belső Tagozódása Tatabánya, 2003).

The summary of responses to our own questionnaire:

The event took place in summer 2014 in two busy spots (Fő Square and around Vértes Center) of Tatabánya. Altogether 394 questionnaires were filled in in the survey.

The 394 responders included 240 women (61%) and 154 men (39%).

Regarding the ages the subjects fall in the following categories: under 18 – 14 people (4%), aged between 19 and 24 – 56 (14%), between 25-35 – 108 (27%), between 36 and 50 – 78 (20%), between 51 and 65 – 96 (24%) and over 66 – 42 (11%).

Considering the highest qualification the sample has the following categories. 6% of the responders has min. primary education (22 people). 12% of them has vocational education (48 people). Those who finished a specialized secondary school were 104 people (26%). 18% has a grammar school certificate (732 people) and 38% of them graduated from a college or university (148 people).

Half of the subjects work or learn in Tatabánya. 27% of them (106 people) commute to another town and work or learn/study there. 4% of the responders (14 people) is on maternity leave now. 16% (64 people) has retired. Finally, the rate of the unemployed is 3% (12 people).

Those who go to work or study to another town can be divided into four groups according to the distance they take in one day. 19% of them (20 people) travel less than 10 km. The number of those who take a distance between 11 and 50 km is 44 (40%). The distance between 51 and 80 km is taken by 35% of the commuters (38 people) twice a day. The proportion of those who travel more than 80 km is 6% (6 people). About three fourths of the commuters from Tatabánya are men, while the proportion of women is only 29%. Besides, 63% of the commuters is younger than 35, the group aged between 25 and 35 has the highest number. The percentage of people over 36 is 37%.

38 of the responders said that they had changed their residence to the town where they work. It is presumable that they have settled down in Tatabánya. 26 of the 106 responders would change their residence to the town or to a nearby town/village where their workplaces are. The remaining 80 people would stay in Tatabánya.

Most of them (252 people) think that the population holding capacity of Tatabánya is average. 76 people consider it rather bad, while 66 rather good.

2% of the responders (8 people) has moved abroad. 32% of them (126 people) has thought about it, 26% (104 people) has not but reckons that it would be better. 40% of them (156 people) would not leave Tatabánya. The following question closely related to it. The most popular countries are Germany (68 people), Great Britain (50 people) and Austria (42 people). Switzerland (12 people), the Netherlands and the USA (6-6 people) are worth mentioning, too. In addition, Ireland (5 people), Norway, China, Sweden, Canada, Finland and France are on the list (1-2 people). It can be seen from the answers that 42% of those who would like to move abroad belong to the 2 age groups between 19 and 35. The proportion of under 18 and over 66 is 3% and 4%. If we observe the highest qualification of the responders, it is clear that most of them, 43%, have a college or university degree. 29% has a certificate from a vocational school or a specialized secondary school. 19% of them has a grammar school certificate, and 9% of them has finished the eight classes of the primary school.

About half of the responders (52% - 204 people) has a relative living in a foreign country or a relative who has moved to another town from Tatabánya. 48% (190 people) does not have such a relative. These relatives live in Germany (44 people), Austria (40 people) and Great Britain (28 people). Also, the USA (8 people), Switzerland (5 people, the Netherlands, Italy, Spain and Ireland (2-2 people), Israel, Poland and

Croatia (1-1 person) are on the list. Most of them who migrated within the country moved to Budapest or to the agglomeration.

10 of the graduates got their degrees locally, while 64 in other towns or cities. The most popular ones are Budapest (80 people), Sopron (24 people) and Győr (16 people). Other towns on the list are Miskolc (6 people), Kecskemét, Veszprém and Esztergom (2-2 people), while Eger, Szombathely, Kaposvár and Pécs with 1-1 person.

According to the 15% of the responders, those who learn or study in another town will settle down in the given place, while 49% of them does not see any connection between the two things.

The responders think that the main reason for commuting is the better salary. 242 of them chose this option. The second reason right after it is that they cannot find work locally. 244 of the subjects chose this option. 84 reckon that some extra benefits from the employer may stimulate commuting. 28 of them see the working atmosphere as an important reason, while 12 people the company's social responsibility.

129 of the participants in the survey (42%) feel their job secure. 144 of them (48%) do not feel it totally secure and 30 people (10%) think it insecure.

11% is satisfied with the salary (34 people), 43% (136 people) is satisfied but thinks that it could be more. The group of the dissatisfied ones is the biggest, 46% of the responders (148 people) is not satisfied with their salary.

The inhabitants are the least satisfied with the system of health care and the public transport. In both cases the quarter of the responders evaluated these services very bad. The entertainment facilities were considered very bad by 16% of the responders. In the category of "bad" these services had the most options. 12-17% of the responders evaluated the number of workplaces, the living conditions, the number and quality of educational institutions bad.

A half of the responders evaluated the number and conditions of the flats medium, and 42% ranked the number of workplaces in this category. Almost a third of the subjects (29-31%) classed the number of educational institutions, the level of education, the system of health care and entertainment facilities into the category „medium”. Public transport is considered medium only by 26%.

The number of educational institutions got most of the score „good” – 44%. It is followed by the quality of education which was thought good by 40% of the responders. The number of workplaces was considered good in 29%, while the number and condition of flats is a bit under it, 23%. 17% of the inhabitants thinks that the entertainment

facilities are good, while the system of health care (12%) and public transport (11%) were considered the least good.

A very small number of the responders ranked the public services provided by the town very good. The number of workplaces and educational institutions got the best results with 6-6%. It is followed by the number, condition of the flats and the level of education with 44%. Only 3-3% of the responders has a very good opinion on the system of health care and the entertainment facilities. The public transport of Tatabánya can be classed into the category „very good” the least, only 1% of the responders has this opinion.

4. SUMMARY

Our first hypothesis, which says that more than a quarter of the population of Tatabánya goes to work to another town every day, has been proved. 106 of the 394 responders (26,9%) commute between their homes and workplaces every day.

According to the second hypothesis, more than two thirds of the commuters take more than 50 km at one time. It has not been proved since only 44 commuters said that they take a distance of more than 50 km at one time. It is 41% of the total number of commuters.

Our third hypothesis states: „Those who finish their higher education in another city or town, they are most likely to settle down there.” This hypothesis has not been justified because the responders thought half-and-half (51% yes and 49% no) that those who do not graduate from a college or university in their hometown will live in the given town or city.

The fourth hypothesis according to which the population do not consider the population holding capacity of Tatabánya good has been rather proved than has not. 76 of the responders found this capacity bad and 66 good. The remaining 252 people think it average.

According to the fifth hypothesis, the daily commuters choose this lifestyle because of the better salary. This assumption of ours has proved to be true since commuters (106 people) chose the better salary mostly (68 people) as a reason for commuting. The second one was that they cannot find work locally (58 people), it was followed by the extra benefits from the company (16 people) then by the working atmosphere (5 people), finally the company’s social responsibility and other reasons (2-2 people).

According to our sixth and the last hypothesis, a half of the population, if they could, would move either to another part of the country or abroad.

Overall, it can be said that the first, the fourth and the fifth hypotheses have proved to be true, while the second, the third and the sixth have been rejected.

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