

## THE EFFECT OF MIGRATION ON URBANIZATION OF TURKEY, CASE OF DIYARBAKIR

**M. Oguz SINEMILLIOGLU (PhD)<sup>1</sup>**

City Planner  
Assist. Prof  
Dicle University  
Eng.&Arch. Faculty  
Department of Architecture  
21280 Diyarbakir / Turkey

[mosinemilli@dicle.edu.tr](mailto:mosinemilli@dicle.edu.tr)

**Nurteki ÖZEN**

Architect  
Instructor  
Dicle University  
Eng.&Arch. Faculty  
Department of Architecture  
21280 Diyarbakir / Turkey

[nurtekin@dicle.edu.tr](mailto:nurtekin@dicle.edu.tr)

### Abstract:

The study will be deal with migration, which is a very important phenomenon in urbanization process and mostly has negative effects and brings lots of problems to urban life. Migration could be describe as a movement that contains demand for a better life, i.e. demand for housing, demand for job, demand for school, etc... This demand, however, puts out of order urban life and disintegrates the urban system. In Turkey, especially after 1950's, there was huge migration and sometimes this migration has been containing very big numbers in terms of population. Besides, after 1990's, Southeastern Anatolia Region of Turkey has given out migration, especially via the city of Diyarbakir. The migration, from the city and the region to west side of Turkey, like Istanbul, Ankara and Izmir, used Diyarbakir as a stopover. In addition of being a stopover point, Diyarbakir not only gives out migration but also get in migration. This makes Diyarbakir a city that has no history in social life and in urban culture. Shortly, the study will try to question migration and its effects to Turkey's urbanization process in Diyarbakir case.

Key Words: Migration, Urbanism, Diyarbakir, Population, Urban services

---

<sup>1</sup> Co-Author

## 1. Introduction

The study will be deal with migration, which is a very important phenomenon in urbanization process and mostly has negative effects and brings lots of problems to urban life. Migration could be describe as a movement that contains demand for a better life, i.e. demand for housing, demand for job, demand for school, etc... This demand, however, puts out of order urban life and disintegrates the urban system.

Migration is as a movement of people, from one place to another; for a better future. In other words, changing of the settlement that people have been living (Tekeli and Erder, 1978). The main reason of migration, except the political movements and/or resettlements, is a demand for livable place. Like Todaro (1994) points out that the main reason of migration is economical, though there are social, physical, demographic, cultural reasons. Malecki (1991) has another contribution by saying that “in primate cities and other cities of the Third World, both colonialism and the penetration of capitalism have stimulated a flow of migration from rural areas (Malecki 1991, p.103). Moreover, migration to cities increases unemployment instead of keeping migration in a high level (Todaro, 1994; Williamson 1991).

When we have a look to structure of migrated people, it can be seen that, the more the level of migrated people is high, the much regional disparities. In other words, highness of migration ratio is an indicator of regional disparities, and the persistent of migration means the persistent of disparity, for instance in Spain, cities that got migration the most has the highest GDP per person (Richardson 1971), Istanbul as well.

“If capital grows faster than population that should mean, according to the theory of the demographic transition, that the rising material standard of living of the world’s people is bringing down the population growth rate. To some extent and in some places that is exactly what is happening. But neither economic growth nor its demographic response is taking place as quickly as it might, and in some parts of the world both are actually going backward: economic welfare is falling and population growth rates are stagnant or rising. That is because of the way growth in the industrial economy is distributed” (Meadows et al., 1992, p.37).

Population growth slows industrial capital growth by creating rising demand for schools, hospitals, resources, and basic consumption, there by drawing industrial output away from industrial in vestment. Poverty perpetuates population growth by keeping people in conditions where they have no education, no health care, no family planning, no choices, no way to get ahead except to have a large family and hope the children income or help with family labor (Meadows et al., 1992, pp. 39). As the idea pointed out by Richardson and Townroe (1986) said the ratio of population increase in developing countries is much more than the ratio of industrialized countries’ pre-industrialized time is a realization.

Why we deal with the migration, preventing the difference between village and city (Holton , 1999), and Southeastern Anatolia Region is that the region is the least developed region, and one of the main migration flows to the west is from this region, and city of Diyarbakir is the leader of this movement.

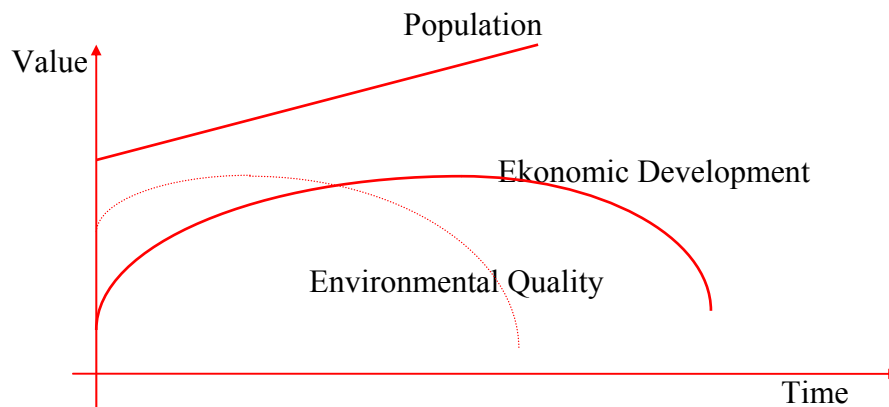
## 2- Concept of Migration

Migration has close relationship with development which should enhance human capabilities, and ensure the equitable distribution of the fruits of economic growth, and finally, give everyone a chance to participate in the working of society (UNDP, 1996). Besides, development should be sustainable, which meets the needs of the present generation without endangering the needs of future generations (Nijkamp, 1999; Blowers, 1992; WCED, 1987). On the contrary of this relationship, migration discourages development because it has lots of demands, like housing, school, job, infrastructure, etc. Moreover, very unfortunately, this kind of movement brings new kinds of problems to existing problems, which can be classified in three parts;

- Certain problems that the settlements already have
- Problems that new comers brings like demanding services and jobs etc...
- Problems that occurs from different life style.

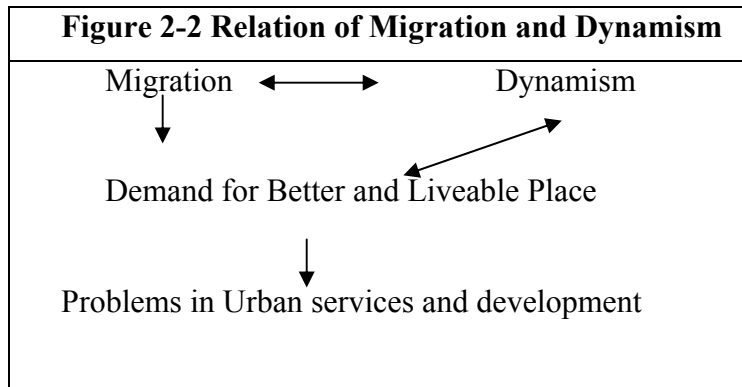
In short, income gap between rural and urban areas will cause migration (Williamson 1991). Another reason of migration, which occurs in undeveloped and developing countries, is new expectations of dynamic society that gets its dynamism from rapid population increase (Giritlioğlu 1991). Uncontrolled population increase has negative effects to economic development and environmental quality (See Figure 2-1)

**Figure 2-1 Relationship Between Population, Economic Development and Environmental Quality**



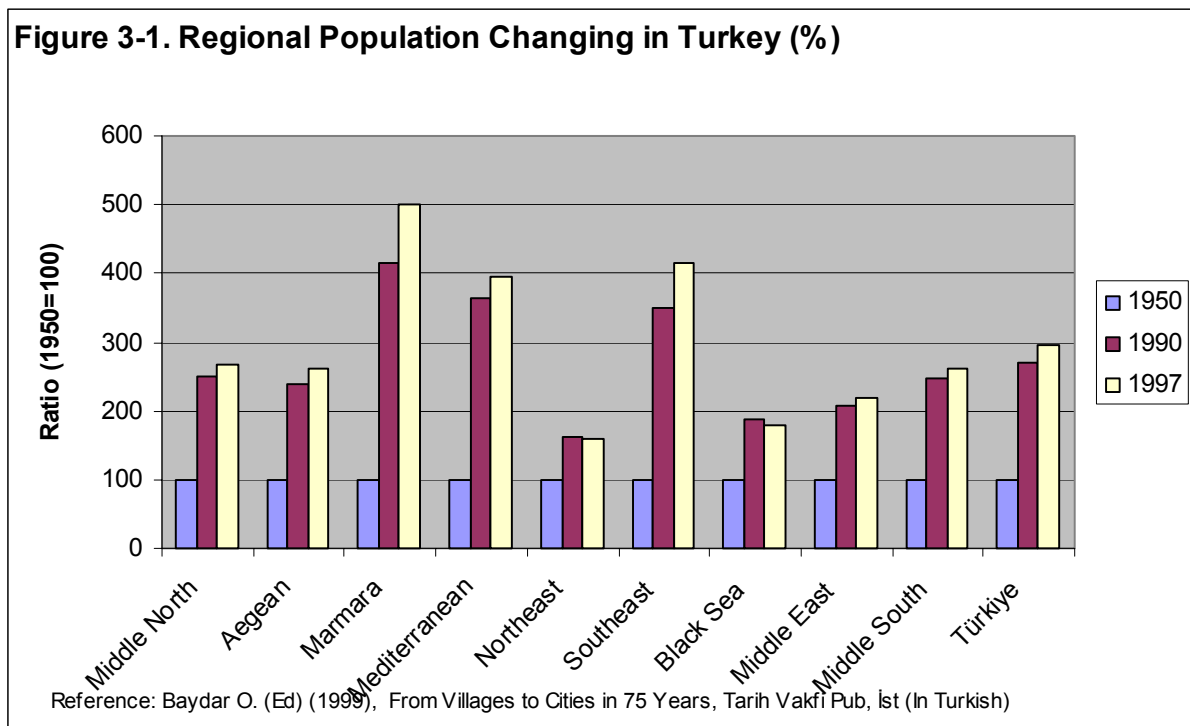
Reference: Archibugi and Nijkamp 1989, p.51.

Urbanization, on the other hand, is a demand for making persist the development that described by UNDP. Thus makes migration a very humanistic demand because the main reason of migration is the demand of livable place (Figure 2-2).



### 3- Situation in Turkey

Migration in Turkey, like Foaruqhi (2004) points out the struggle to keep people out from Istanbul has always been failed in sixteen and seventeen centuries, has a very old history. Especially after 1950's, there has been a new migration flow and sometimes this migration has been containing very big numbers in terms of population. Besides, after 1990ies, Southeastern Anatolia Region of Turkey has given out migration, especially via the city of Diyarbakir (Figure 3-1, and Appendix 1.).

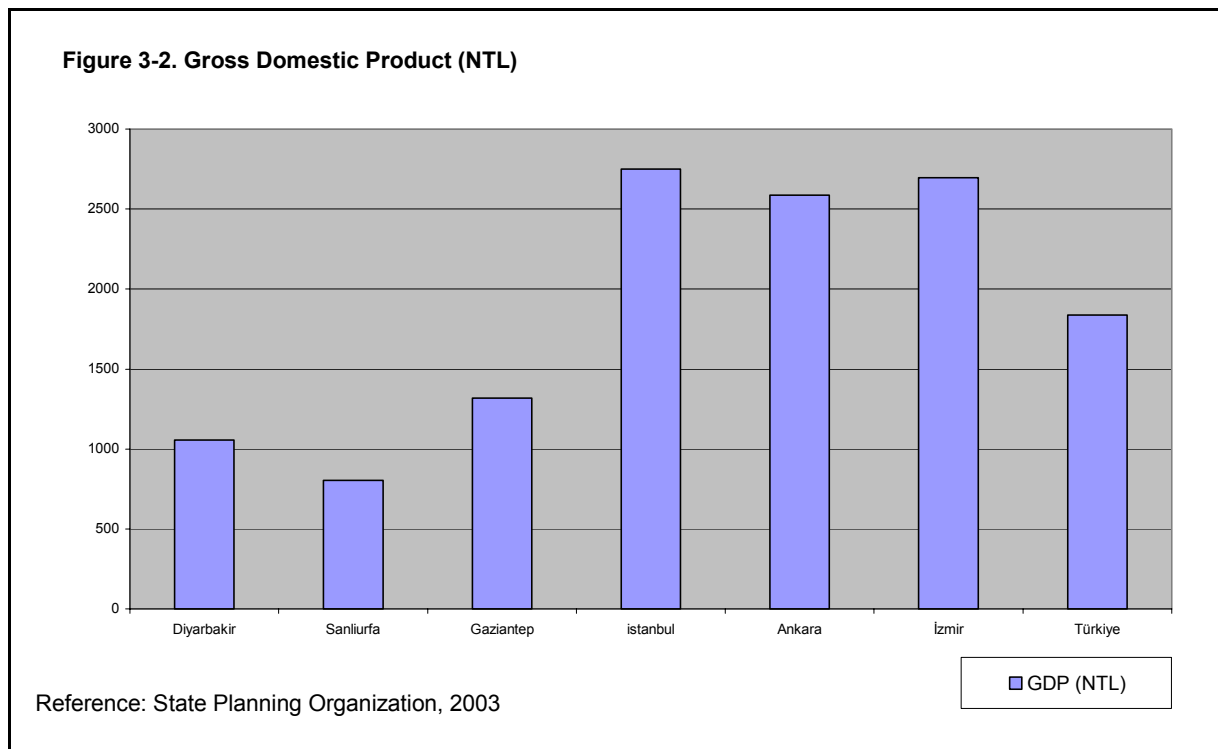


Migration to the west side of Turkey, in 1950ies as a mass movement (Kazgan, 1999), started after Marshall Plan which is as an economic aid to Turkey by USA. By Marshall Plan, Turkey started to use tractor in agriculture and thus brings out in a very big numbers unemployed workers in agriculture. This sharp changing in agriculture is one of the main reasons of the migration in 1950ies. As a point of view, Marshall Plan not only supported feudalism, indirectly, in Turkey, but also caused a migration flow in time Turkey was not

ready. On the contrary, migration in Turkey is not because of economy but political (Kirişçi and Winrow, 1997) and social reasons.

Southeastern Anatolia Project (SAP), covers all the geographical area of Southeastern Anatolia Region of Turkey, including the city of Diyarbakir, is the biggest regional development project ever carried out in Turkey and one of the aims of it was to solve regional problems, caused so many resettlements because of dams and infrastructural projects. Southeastern Anatolia Region

The main reason of migration in Southeasten Anatolia is economic, although there are political reasons and very big infra-structural projects. Economic situation of the region is far below the average of Turkey, for sure from the western regions as well (Figure 3-2).



Population of Turkey and of SAP region is in a different position. Although both are going to increase (Table 3-1), the ratio of SAP Region is increasing. This is because of birth rate ratio of the region. So the problem seems as a circle feeding itself. The less you are poor, the much you birth (Figure 4-2).

	1945	1950	1955	1960	1965	1970
The Region	1,171,946	1,346,668	1,774,580	2,057,753	2,367,740	2,803,166
Turkey	18,790,174	20,947,188	24,064,763	27,754,820	31,391,421	35,605,176
Region/Turkey (%)	6.24	6.43	7.37	7.41	7.54	7.87

<b>Table 3-1 (Continued)</b>		1975	1980	1985	1990	2000
The Region		3,212,531	3,567,628	4,346,947	5,158,013	6608619
Turkey		40,347,719	44,736,957	50,644,458	56,473,035	67803827
Region/Turkey (%)		7.96	7.97	8,58	9,13	9,75

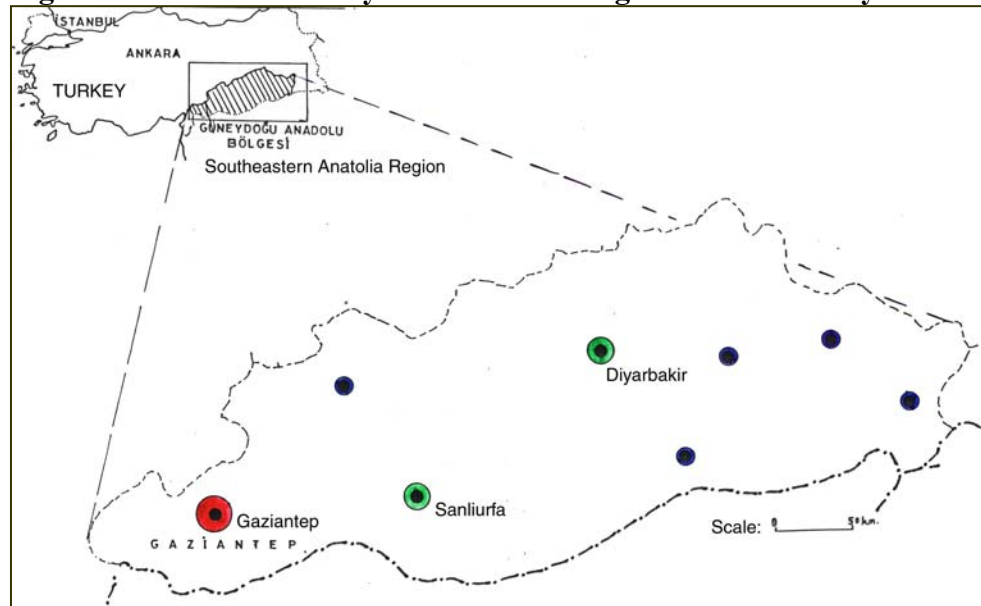
Source: SAP RDA, 1993; SSI, 2002

#### 4) Diyarbakır

Putting urbanization as the process of becoming a city, Chadwick (1987) emphasizes that there is a close relationship and link between urbanization and civilization. Urbanization with all meanings and actions it holds is perceived as a general positive and development indication. This concept displaying the difference of man, the thinking thing, in a way has recently started being explained with population growth only. Doubtless to say, one of the main motives of the urbanization phenomenon and development is population and population change. And this change is meaningful as long as it is towards development. Otherwise dynamics such as participation in production, controlling and management will be a problem not only for cities but also for the region, the country and the world. In fact, the problems of housing, education and unemployment in cities do affect adversely the city effect area and even the country as well as the city itself (Sinemillioğlu, 1998).

“Cities, obviously, are the center of supplying the aim of sustainable development. Majority of world population will be settled in cities in near future” (WRI et. al. 1996, p.145). Diyarbakır, with its historical background and important civilization process, located in Southeastern Anatolia Region of Turkey (Picture 4-1).

**Figure 4-1. Location of Diyarbakır in the Region and in Turkey**



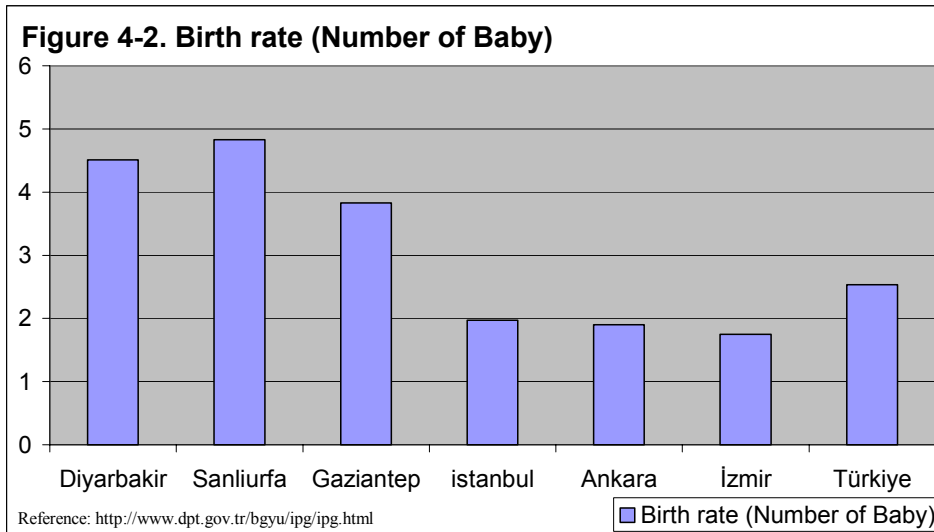
Reference: Sinemillioğlu, M. O. 2005.

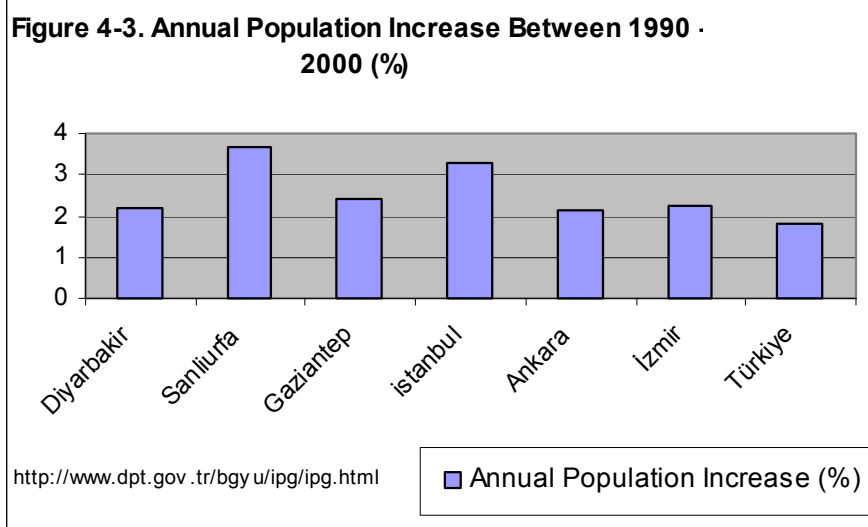
Diyarbakır, one of the most rapidly developing cities in terms of population in Turkey, has a position of ever-degrading character in economic development (Figure 3-2).

Population increase and migration in Diyarbakir city center (Table 4-1, and Appendix 2) and the gap between birth rate (Figure 4-2) and annual population increase (Figure 4-3) are not only the indicator of migration but also prove of continuous changing in urban citizen profile which is very important for urban culture and civilization.

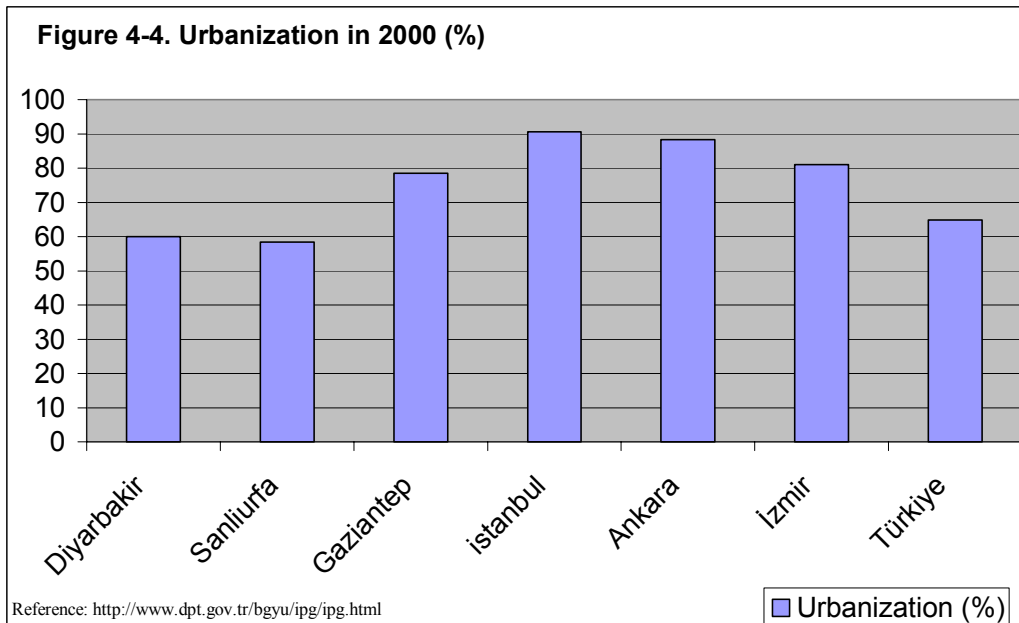
<b>Table 4-1. Population of Diyarbakir Province and City Center</b>			
Years	Total Population	Population Of City Centers	City Centers' Population in total (%)
1927	194183	47397	24,41
1940	257321	66103	25,69
1950	293738	72267	24,60
1960	401884	124718	31,03
1970	581208	238504	41,04
1980	778150	374264	48,10
1990	1094996	600640	54,85
2000	1362708	817692	60,00

Reference: SIS (2002) 2000 Census of Population, Ank., Turkey





Urbanization in Diyarbakir, contrary to out migration (Figure 4-2 and 4-3) is relatively high, almost in same the level with Turkey's average (Figure 4-4).





## 5) Conclusion

Population movement, still, directing urbanization in Turkey, so the Diyarbakir. This movement, so called migration, seems as a very important obstacle in sustainable development of Turkey, though migration supplies dynamism.

Cities started to be something like a big station. People are coming and going. No one knows each other, no friendship, no relationship, moreover no production although there are lots of demand like housing, school, etc. Difference between the city and the rural is about to be disappear.

High birth rate in the region and migration from rural areas to cities (small and/or big) and from cities to big cities, Then, generally, people who migrated do not want to return though their life still (quality) are not as good as they used to. They either want to stay in the city, they are settled, or preparing themselves to move a bigger city.

Finally, planning and decision making do not work in a community whose dominated by migration.

## 6) References

1. Archibugi, F., Nijkamp, P. (Eds.)(1989) *Economy and Ecology: Towards a Sustainable Development*, Kluwer Academic Publishers, Dordrecht.
2. Blowers A., (1992) "Planning for a Sustainable Future: Problems, Principles and Prospects" in *Country Planning*.vol.59.
3. Chadwick, G., 1987, *Models of Urban and Regional Systems in Developing Countries*, Pergamon Press, Oxford, New York.
4. Foaruqhi, S., (2004) "Towns and Townsmen of Ottoman Anatolia, Tarih Vakfi Yurt Yay, İstanbul (In Turkish).
5. Giritlioğlu, C. (1991), "Urbanization and In Migration", in Suher, H. et. All., *Urbanization and Civilization Policies*", Publications of Foundation of Social, Economic and Political Research , İstanbul.
6. Holtan, R.J., (1999) *Cities, Capitalism and Civilization*, Imge Publications, İstanbul (In Turkish version, translated by Keleş R.),
7. <http://www.dpt.gov.tr/bgyu/ipg/ipg.html>
8. Kazgan, G. et. Al. (1999) *Research in Kustepe 1999*, Bilgi University Pub.,İstanbul,
9. Kirişçi, K., Winrow, G.M.(1997), *The Kurdish Question and Turkey: An Example of a Trans-State Ethnic Conflict*, The Economic and Social History Foundation of Turkey Publications, İstanbul (In Turkish).
10. Malecki, E.J. (1991), "Technology and Economic Developmet", Longman, UK
11. Meadows, G.H. et.al, *Beyond the Limits*, Chelsa Green Pub, Co. 1992, Vermont.
12. Nijkamp, P. (1999), "Environmental Security and Sustainability in Natural Resource Management: A Decision Support Framework" in Lonergan, S.C. (ed) *Environmental Change, Adaptation, and Security*, pp: 377-395 Kluwer Academic Publishers, Netherlands,

13. Richardson, H.W, Townroe, P.M., (1986) "Regional Policies in Developing Countries" in Nijkamp,P., (Ed.), *Handbook of Regional and Urban Economics*, Volume I, Amsterdam,
14. Richardson, H.W. (1971), “ Regional Development Policy in Spain”, in Freidman, J., Alonso, W., (Eds) *Regional Policy : Readings in Theory and Applications*, The MIT Press, USA
15. SAP RDA (1993) “SAP Regional Transportation and Infra-Structure Plan”, Final Report, Excecutive Summary, SAP RDA Publications, Ankara,
16. Sinemillioglu, M.O. (2005) “Mass Housing and Changings in Housing Demand, Case of Diyarbakir, Turkey” in Proceedings of the 45<sup>th</sup> Congress of European Regional Science Association (ERSA), Amsterdam, Holland, August 27<sup>th</sup> – 31<sup>st</sup>, 2005
17. Sinemillioglu, M.O., 1998, The Dilemma Between Regional Development and Regional Disparities: The Case of Southeastern Anatolia Project (GAP), PhD Thesis, Istanbul Techincal University
18. SIS, (2002) *2000 Census of Population Year General*, Ankara, Ankara, Turkey,
19. Tekeli, İ., Erder, L. (1978), *In Migration as Accordance Process of Settlement Structure*, Hacettepe University Publications, Ankara.
20. Todaro, M.P.(1994), *Economic Development*, Longman, New York
21. UNDP (1996) *Public Sector Management, Governance, and Sustainable Human Development*, New York.
22. WCED (1987), “Our Common Future”, Oxford Uni. Press, Oxford, New York,
23. Williamson, J.G., (1991), "Migration and Urbanization" in Chenery, H., Sirinivasan, T.N. (Eds) (1991), *Handbook of Development Economics*, Volume I, Elsevier Science Publishers, Amsterdam.
24. World Resource Institute (WRI) et. al. (1996), *World Resources*, New York, 1996.

**Appendix 1. Migration and Ratio of Net Migration**

Regions	Periods															
	1970 - 1975				1975 - 1980				1980 - 1985				1985 - 1990			
	In Migration	Out Migration	Net Migration	Ratio of Net Migration	In Migration	Out Migration	Net Migration	Ratio of Net Migration	In Migration	Out Migration	Net Migration	Ratio of Net Migration	In Migration	Out Migration	Net Migration	Ratio of Net Migration
<b>Mediterranean</b>	595.769	504.713	91.056	16,30	426.864	414.904	11.960	1,86	479.710	-451.752	27.958	3,84	487.276	-356.159	131.117	19,94
<b>East Anatolia</b>	389.886	417.306	-27.420	-5,12	337.656	360.228	-22.572	-3,89	368.216	-371.645	-3.429	-0,54	238.865	-671.255	-432.390	-82,22
<b>Aegean</b>	301.516	330.522	-29.006	-7,37	225.236	327.034	-101.798	-23,64	240.986	-348.398	-107.412	-22,54	520.611	-390.311	130.300	19,60
<b>South East Anatolia</b>	1.132.171	573.669	558.502	72,25	935.197	566.480	368.717	40,11	963.755	-598.014	365.741	33,76	242.817	-369.175	-126.358	-25,25
<b>Central Anatolia</b>	500.044	563.757	-63.713	-9,24	398.841	431.921	-33.080	-4,33	432.917	-471.959	-39.042	-4,60	670.035	-813.502	-143.467	-15,00
<b>Black Sea</b>	399.152	627.741	-228.589	-34,46	299.016	491.059	-192.043	-26,94	329.803	-520.791	-190.988	-24,74	380.374	-780.228	-399.854	-48,04
<b>MARMARA</b>	102.491	111.587	-9.096	-4,92	88.439	110.134	-21.695	-10,51	75.876	-123.511	-47.635	-20,79	1.525.195	-684.543	840.652	68,93

Reference: SIS, (2002) *2000 Census of Population Year General*, Ankara, Turkey,

## Appendix 2. Migration and Ratio of Net Migration

Periods																
	1970 - 1975				1975 - 1980				1980 - 1985				1985 - 1990			
Cities	In Migration	Out Migration	Net Migration	Ratio of Net Migration	In Migration	Out Migration	Net Migration	Ratio of Net Migration	In Migration	Out Migration	Net Migration	Ratio of Net Migration	In Migration	Out Migration	Net Migration	Ratio of Net Migration
<b>DİYARBAKIR</b>	33.843	43.567	-9.724	-15,78	32.724	48.403	-15.679	-21,94	40.273	-52.781	-12.508	-14,61	46.883	-79.095	-32.212	-31,74
<b>GAZİANTEP</b>	41.921	33.130	8.791	13,29	32.886	34.071	-1.185	-1,55	37.168	-41.265	-4.097	-4,62	52.589	-53.070	-481	-0,46
<b>K.MARAŞ</b>	34.133	40.227	-6.094	-10,41	21.965	30.132	-8.167	-11,84	25.194	-35.682	-10.488	-13,29	23.957	-57.906	-33.949	-39,18
<b>MARDİN</b>	17.999	31.664	-13.665	-28,09	12.884	41.713	-28.829	-53,16	22.658	-40.116	-17.458	-28,69	21.281	-56.031	-34.750	-66,33
<b>SİİRT</b>	20.108	24.812	-4.704	-13,40	17.392	28.258	-10.866	-26,28	18.234	-36.450	-18.216	-37,55	10.960	-42.271	-31.311	-132,64
<b>Ş.URFA</b>	26.392	71.607	-45.215	-79,65	16.309	51.439	-35.130	-58,55	27.801	-42.071	-14.270	-20,42	30.660	-57.460	-26.800	-29,84
<b>BATMAN</b>													20.542	-16.617	3.925	12,46
<b>ŞIRNAK</b>													9.368	-14.533	-5.165	-21,63
Reference: SIS, (2002) 2000 Census of Population Year General, Ankara, Turkey																