

ZNAČENJE AUTOCESTE SREDANCI – OSIJEK – BELI MANASTIR ZA RAZVOJ OSIJEKA I OSJEČKE REGIJE

SIGNIFICANCE OF THE SREDANCI–OSIJEK–BELI MANASTIR MOTORWAY FOR THE DEVELOPMENT OF THE CITY OF OSIJEK AND THE OSIJEK REGION

MIROSLAV SIĆ

Izvod

Autocesta Sredanci – Đakovo - Osijek (otvorena 2009.), s planiranim nastavkom do Belog Manastira i mađarske granice, novi je element u prometnom sistemu Osijeka i Osječke regije. U članku se razmatra njezino značenje i posljedice koje ona donosi. Autocesta je podigla važnost osječkog multimodalnog čvorišta: uključila je Osijek u autocestovnu mrežu Hrvatske i u brzi promet i otvorila je mogućnost povezivanja paneuropskog koridora Vc, posredstvom dravske luke u Nemetinu, s koridorom VII. U zonama oko autocestovnih čvorova stvoreni su uvjeti za razmještaj novih gospodarskih djelatnosti. Autocesta je ubrzala izgradnju Osječke obilaznice čime je potaknut ravnomjerniji prostorni razvoj osječke urbane aglomeracije. Regionalni učinci nove cestovne prometnice vidljivi su na porastu važnosti dviju osovina razvoja: glavne, transverzalne Đakovo – Čepin – Osijek – Darda - Beli Manastir i longitudinalne (Virovitica) Našice – Osijek – Vukovar (Erdut).

Cljučne riječi: autocesta, regionalni razvoj, Osijek

UVOD

Godine 2009. puštena je u promet autocesta Sredanci – Đakovo – Osijek, popularno nazvana „Slavonika“ (A-5). Autocesta je u interregionalnom čvoru Sredanci povezana s posavskom autocestom (A-3), odnosno autocestovnom mrežom Hrvatske. Nova prometnica dužine 55,5 km uključila je u brzi cestovni promet Osijek, preko čvorova Čepin i Osijek–Josipovac, i Đakovo. Daljnjom izgradnjom autoceste kroz Baranju, od Osijeka, mostom preko Drave prema Belom Manastiru i granici s Mađarskom te dovršenjem odvojka Sredanci – Svilaj – most preko Save – granica sa Bosnom i Hercegovinom, u cijelosti bi bila izgrađena autocesta A-5 kroz Hrvatsku¹. Uređuje se time dio šire autocestovne veze na paneuropskom prometnom koridoru Vc od Budimpešte preko Osijeka i Sarajeva do Ploča.

¹ U 2011. započela je izgradnja mostova preko Save i Drave, a za 2013. je najavljen nastavak izgradnje autoceste od Osijeka prema Belom Manastiru (Branjinom Vrh).

Abstract

The Sredanci–Đakovo–Osijek motorway, opened in 2009, with a planned extension to Beli Manastir and the Hungarian border, is a new element in the transport system of the City of Osijek and the Osijek region. This paper considers its significance and the consequences it will bring. The motorway has increased the significance of the Osijek multimodal hub: it has included Osijek in the Croatian motorway network and opened opportunities for connection to the Pan-European Corridor Vc, and with Corridor VII via the Drava River port at Nemetin. In the zones surrounding the motorway interchanges, the conditions have been created for new commercial activities. The motorway has accelerated the construction of the Osijek bypass road, which has stimulated better spatial distribution of the Osijek urban agglomeration. Regional impacts of this new road route are visible in the increase of two development axes: the main, transversal axis of Đakovo–Čepin–Osijek–Darda–Beli Manastir and the longitudinal axis of (Virovitica) Našice–Osijek–Vukovar (Erdut).

Key words: motorway, regional development, Osijek

INTRODUCTION

In 2009, the motorway Sredanci–Đakovo–Osijek, popularly called "Slavonika" (A-5) was opened to traffic. The motorway is connected with the Posavina motorway (A-3), i.e. the Croatian motorway network at the Sredanci interchange. The new road, 55.5 km in length, has included Osijek into the fast road transport system, via the interchanges Čepin and Osijek–Josipovac, and Đakovo. With further construction of the motorway through Baranja to Osijek, the bridge over the Drava River and continuing on towards Beli Manastir and the Hungarian border, and with completion of the route Sredanci–Svilaj bridge over the Sava River–border with Bosnia and Herzegovina would mark the full completion of the A-5 motorway through Croatia¹. With this, a broad motorway connection to the Pan-European Corridor Vc would be developed, from Budapest via Osijek and Sarajevo to the Port of Ploče.

¹ In 2011, construction began of bridges over the Sava and Drava Rivers, and the construction of the motorway from Osijek towards Beli Manastir (Branjin Vrh) continued.

Nova autocesta ima višestruko značenje za razvoj grada Osijeka i, povezano s njime, Osječke regije. Podsjećamo da je tijekom 19. stoljeća i sve do I. svjetskog rata Osijek bio jedan od najdinamičnijih gospodarskih centara Hrvatske. Razvijene industrijske, trgovačke i bankarske djelatnosti utjecale su na brzi porast stanovništva i napredak grada. Nakon 1918. godine, u razdoblju prve i potom druge Jugoslavije, kada savsko-moravska okosnica dobiva težišno značenje, Osijek ostaje po strani od glavnih željezničkih i cestovnih veza, odnosno od posavskog prometnog koridora. To se nepovoljno odrazilo na značenje geografskoga položaja Osijeka i na mogućnosti razvoja grada. No, na perifernost Osijeka utjecala je i upravno-teritorijalna organizacija provedena za vrijeme prve Jugoslavije. U razdoblju 1928.-1941. država je bila podijeljena na banovine, a Baranja, u prirodnom gravitacijskom zaleđu Osijeka, nelogično je, očito zbog političkih razloga, uključena u Dunavsku banovinu sa sjedištem u Novom Sadu. I šire političke prilike u Europi u vrijeme njezine blokovske podijeljenosti (1945.-1990.) nepovoljno su utjecale na vrednovanje geografskoga položaja Osijeka. Tada su bitno ograničene mogućnosti, za Osijek važnog, meridionalnog povezivanja, prema središnjem dijelu Panonske nizine.

S autocestom se uklanjaju slabosti perifernog položaja i stvaraju novi prometni odnosi. S njom započinju i značajni pozitivni procesi. Osijek je sada u mogućnosti održavati moderne veze u nacionalnim okvirima. Izgledno povezivanje u bližoj budućnosti s mađarskom autocestom M-6 Budimpešta – Mohács – Pečuh podiglo bi i međunarodno značenje Osijeka. S autocestom raste uloga osječkog prometnog čvorišta i jačaju ekonomske i centralne funkcije grada. Autocesta utječe na prostorni razvoj gradske aglomeracije Osijeka i omogućava bolju organizaciju osječke funkcionalne regije. Detaljnija analiza ukazuje na značenje navedenih procesa.

PORAST VAŽNOSTI OSJEČKOG ČVORIŠTA

Osječko prometno čvorište jedno je od četiri najvažnija u Hrvatskoj. U njemu se koncentriraju željezničke i cestovne prometnice te postoje terminali riječnog i zračnog prometa. To je, dakle, složeno ili multimodalno čvorište. Ono se formiralo u protekla dva i pol stoljeća, sa sukcesijom karakterističnih prometnih razdoblja, počevši od razdoblja kolskog prometa i primitivne riječne plovidbe, preko željezničko-parobrodskog do suvremenog cestovnog, odnosno automobilske razdoblja (sl. 1)

U drugoj polovici 18. stoljeća, nakon potiskivanja Turaka iz panonskog prostora, stabiliziranja granice na Dunavu i Savi te nove organizacije prostora provedene pod utjecajem terezijansko-jozefinskih reformi, počinje brže vrednovanje osječkog prometnog čvorišta. Primitivni ri-

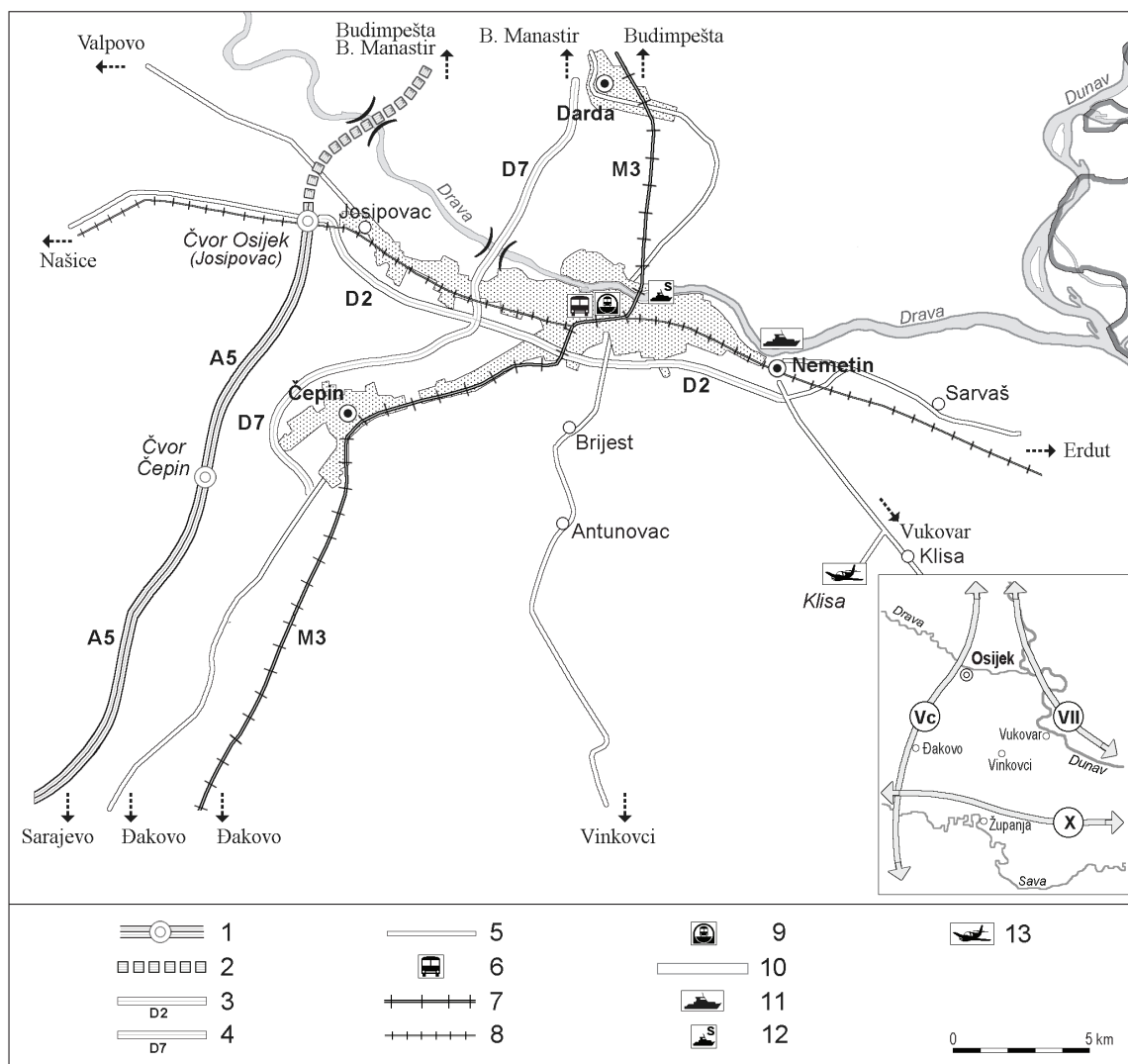
The new motorway is significant for the development of the City of Osijek and the surrounding areas for many reasons. During the 19th century, and right up until World War I, Osijek was one of the most dynamic economic centres of Croatia. Developed industry, trade and banking activities influenced rapid population growth and development of the city. After 1918, during the period of the first, then second Yugoslavia, when the Sava-Morava axis received true significance, Osijek was left out of the main rail and road routes, and in general was left out of the Posavina transport corridors. This negatively impacted the significance of the geographic position of Osijek and its opportunities for development. The administrative and territorial organisation that was conducted during the period of the first Yugoslavia also impacted Osijek, pushing it towards the periphery. In the period 1928–1941, the country was divided into regions called *banovinas*. Baranja, which naturally gravitates to the Osijek region, was illogically, though obviously for political reasons, included in the Danube Banovina, with its seat in Novi Sad. The broader political circumstances in Europe during its division into blocks (1945–1990) negatively impacted the validation of Osijek's geographic position. At that time, the possibilities of meridian connections towards the central part of the Pannonian Plain that were so important to Osijek were substantially limited.

With this motorway, the weaknesses of the peripheral position were removed and new transport relations were created. With these, significantly positive processes can begin. Osijek is now in a position to maintain modern connections within the national framework. The planned connections to the Hungarian border, with the M-6 motorway Budapest–Mohács–Pécs would also raise Osijek's international significance. With this motorway, the role of the Osijek transport hub increases, together with the economic and central functions of the city. The motorway influences the spatial development of the urban agglomeration of Osijek, enabling better organisation of the functional region gravitating towards Osijek. A detailed analysis indicates the significance of these processes.

INCREASE OF THE SIGNIFICANCE OF THE OSIJEK HUB

The Osijek transport hub is one of the four most important in Croatia. The hub includes rail and road routes, a river port terminal and airport. This is a complex, or multimodal, hub. This hub has gradually evolved over the past 250 years, with the succession of characteristics of the transport period, beginning from the period of carriage transport and primitive river transport, to rail and steamboat transport, to contemporary road transport, i.e. the automobile period (Fig. 1).

In the second half of the 18th century, after the final ousting of the Turks from the Pannonian region, the stabilisation of borders on the Drava and Sava River and the new spatial organisations conducted under the influence of Austrian reforms, more rapid validation of the Osijek transport hub began. Primitive river transport began to unfold



Sl. 1. Prometni sistem Osijeka (veća slika) i položaj Osijeka u odnosu na paneuropske prometne koridore Vc, VII i X (manja slika)

1. Autocesta Sredanci – Đakovo – Osijek sa čvorovima, 2. Dionica autoceste u izgradnji (s mostom preko rijeke Drave); 3. Južna (cestovna) obilaznica Osijeka, 4. Zapadna (cestovna) obilaznica Osijeka; 5. Državne ceste; 6. Autobusni kolodvor Osijek; 7. Međunarodna željeznička pruga Slavonski Šamac – Osijek – Beli Manastir; 8. Ostale željezničke pruge; 9. Željeznički kolodvor Osijek; 10. Plovna rijeka Drava (IV kategorije) i Dunav (VI kategorije); 11. Nova riječna luka Nemetin; 12. Stara riječna luka Osijek; 13. Zračna luka Osijek u Klisi.

Fig. 1. Osijek transport system (larger figure) and position of Osijek in relation to the Pan-European Corridors Vc, VII and X (smaller figure)

1. Motorway Sredanci–Đakovo–Osijek with interchanges, 2. Motorway segment under construction (with bridge over the Drava River); 3. Osijek southern (road) bypass; 4. Osijek western (road) bypass; 5. State road; 6. Osijek Bus Terminal; 7. International railway track Slavonski Šamac–Osijek–Beli Manastir; 8. Other railway tracks; 9. Osijek Railway Station; 10. Navigable part of the Drava River (category IV) and Danube River (category VI); 11. New river port Nemetin; 12. Old river port Osijek; 13. Osijek airport at Klisa.

ječni promet počinje se odvijati u širim relacijama. Težište je na Dunavu koji postaje glavna arterija povezanog života i gospodarskog razvoja, a važnu ulogu dobiva i rijeka Drava. To povoljno utječe na razvoj trgovine i obrta u Osijeku, na doseljavanje novog stanovništva i razvoj gradskih funkcija, uz još uvijek dominantno vojno značenje. U ovom razdoblju počinje razvoj i kolskog prometa i formiranje osječkog cestovnog čvorišta, determiniranog tradicionalnom mosnom, odnosno, funkcijom prijelaza preko rijeke Drave. Izgrađuju se prve kolske ceste, najprije prema Mo-

along longer routes. The focus was on the Danube River, which became the main artery of connected life and economic development, and the role of the Drava River also increased. This positively influenced the development of trade and crafts in Osijek, attracted new settlers to the city and the development of city functions, though it still had a predominant military significance. It was during this period that carriage transport began to develop, and the Osijek road hub began to emerge, determined by the traditional purpose, i.e. the function of passage over the Drava River. The first carriage roads were built, first towards Mohács along an old historical route, with branches towards Vuko-

hácsu, trasom starog povijesnog puta, s nastavcima prema Vukovaru i Zemunu te prema Đakovu i posavskoj krajiškoj cesti. Na novoizgrađenim cestama uvodi se poštansko-putnički promet i obavlja se prijevoz poljoprivrednih dobara, ali uglavnom u lokalnim relacijama.

Na razdoblje riječno-kolskog prometa nadovezalo se, za Osijek posebno važno, razdoblje željezničkog i parobrodarskog prometa. Od sredine 19. stoljeća uvodi se parobrodarski promet na Dravi, najprije do Osijeka, a potom sve do Barcsa². No, ključnu ulogu ima uključivanje u dunavsku plovidbu, posebice u velike putničke linije Beč – Zemun i Budimpešta – Zemun, preko Aljmaša. Godine 1871. izgrađene su željezničke pruge Subotica - Dalj - Osijek i Osijek – Villány u Mađarskoj, čime je Osijek uključen u mrežu magistralnih pruga i povezan s Pečuhom i Budimpeštom. Kasnijom izgradnjom ostalih željezničkih pruga, podravske (1895.), preko Đakova prema Posavini (1905.) te razvojem guste mreže uskotračnih pruga u Slavonskoj Podravini, izgrađene zbog eksploatacije šumskih bogatstava (1884.-1908.), a koja je početkom 20. stoljeća završila u Osijeku, nastaje značajno osječko željezničko čvorište. Takvo prometno valoriziranje stvorilo je osnovu za brži gospodarski i ukupni napredak Osijeka. Brojne činjenice ukazuju na tadašnje prosperitetno razdoblje – razvijaju se brojne prerađivačke industrije, trgovačke i financijske institucije, što prati dinamičan porast stanovništva. Grad biva novu urbanu i funkcionalnu strukturu i fizionomiju³.

S modernizacijom starih kolskih cesta započinje automobilsko razdoblje u razvoju osječkog prometnog čvorišta. Početkom 60-ih godina prošlog stoljeća najviše je odmaklo asfaltiranje, iz pravca Osijeka i Velike Kapanice, magistralne ceste D-7. U slijedećih desetak godina, s težištem na razdoblju 1964.-1974. modernizirane su sve važnije ceste u Slavoniji, posebno one koje vode prema Osijeku (Liović, 1975). U tom periodu cestovnih „magistrala“, poput podravske magistrale i već spomenute ceste od Autoputa prema Osijeku, Belom Manastiru i Mađarskoj, dinamično se razvijao automobilski promet koji je doveo do značajnih posljedica u prostorno-funkcionalnom razvoju gospodarstva i tendencijama urbanizacije u Osječkoj

var and Zemun, and also towards Đakovo and the Posavina border road. This newly constructed road was used by both postal and passenger transport, and agricultural goods were also transported, though primarily only locally.

After the period of the river and carriage transport, for Osijek the period of railway and steamboat transport was particularly important. From the mid 19th century, steamboat transport was introduced to the Drava River, first to Osijek, and later all the way to Barcs². However, a key role was in the inclusion in the Danube navigation, particularly in the important passenger lines Vienna–Zemun and Budapest–Zemun, via Aljmaš. In 1871, railway lines were built along the routes Subotica–Dalj–Osijek and Osijek–Villány (Hungary), thereby including Osijek in the network of main railway lines and connected it with Pécs and Budapest. The later construction of the remaining railway lines, i.e. the Podravina line (1895) via Đakovo towards Posavina (1905) and the development of a dense network of short-track railway lines in Slavonian Podravina built to exploit the wealth of forest resources (1884–1908) that ended in Osijek in the early 20th century, the significance of the Osijek railway hub was increased. This transport validation laid the foundation for rapid economic and overall growth in Osijek. Numerous facts indicate that this was a highly prosperous period, with the development of numerous industries, trade and financial institutions, which was accompanied by dynamic population growth. The city took on a new urban and functional structures and physiognomy³.

With the modernisation of the old carriage routes, the automobile period began in the history of the Osijek transport hub. In the 1960s, many roads were paved, from the direction of Osijek and Velika Kapanica, along the main road D-7. Over the next decade, with the focus on the period 1964–1974, all the most modern roads in Slavonia were modernised, particularly those leading towards Osijek (Liović, 1975). In that period of “main” roads, such as the Podravina road and the road from the motorway towards Osijek, Beli Manastir and Hungary, automobile transport began to develop dynamically, which led to significant consequences in the spatial and functional development of the economy and urbanisation tendencies in the Osijek region. In later years,

² Najviše je u tom prometu bilo zastupljeno drvo. Izgradnjom prve uskotračne pruge Beliše – Donji Miholjac – Viljevo/Kapelna 1884. i priključaka na tu prugu, drvo se iz šumskih revira Slavonske Podravine počelo dovoziti do ukrcajnih pristaništa u Donjem Miholjcu i Belišću te rijekom Dravom otpremati do Osijeka i udaljenijih tržišta (Baučić-Rossi, 1954-55). Na Dravi se u ovom razdoblju odvijalo i značajno splavarenje.

³ U željezničko-parobrodarskom razdoblju stvorena je trodijelna prostorno-funkcionalna struktura Osijeka na koju se nadovezala novija izgradnja. U toj strukturi Gornji grad je privukao pretežno prostorno-upravne i rezidencijalne funkcije, Tvrđa je služila vojnim potrebama (i tek je u današnje vrijeme dobila visokoškolske i kulturne funkcije), a Donji grad je usmjeren na industrijsko-lučke djelatnosti i stanovanje. Oko te osnovne trodijelne strukture razvili su se tijekom 19. stoljeća Retfala, Novi grad i manja južna predgrada.

² Wood was the most commonly transported item on that route. With the construction of the first narrow-rail track Beliše–Donji Miholjac–Viljevo/Kapelna in 1884 and connections to that track, wood from the Slavonian Podravina forests began to be hauled to the loading docks at Donji Miholjac and Beliše and were transported along the Drava River to Osijek and beyond to distant markets (Baučić-Rossi, 1954-55). During this period, raft transport was also significant on the Drava River.

³ In the railway and steamboat period, a three-part spatial and functional structure of Osijek was created, which stimulated new construction. In that structure, the Upper Town took on the majority of the administrative and residential functions, the Citadel served military purposes (only in the present time has this area received a cultural and higher education function), and the Lower Town was focused on industrial and port activities and housing. It was around this fundamental three-part structure that Retfala, Novi grad and the smaller southern suburbs developed during the 19th century.

regiji. U kasnijim godinama, sve do pojave prve autoceste prema Osijeku, izostali su, nažalost, značajni radovi u cilju osuvremenjivanja i funkcionalnijeg organiziranja cestovne mreže. Pojedinačni zahvati sveli su se na izgradnju obilaznica, a zanemareno je uređivanje važnih, perspektivnih pravaca. Posljedica je to nepovoljnih ratnih prilika (1991.-1995.) koje su uvelike paralizirale funkcije Osijeka, ali i nesagledavanja, na državnoj razini, uloge osječkog čvorišta u organizaciji istočnohrvatskog prostora.

Svako od navedenih razdoblja davalo je poticaj razvoju grada, a on je bio značajniji kad su u prometnom čvorištu jače došle do izražaja velike veze u pravcu sjever-jug. One su kroz dugo vremensko razdoblje određivale životno važne funkcije Osijeka (Sić, 1981). Iz te činjenice proizlazi i uloga nove autoceste koja, iako nedovršena, donosi prekretnicu u vrednovanju prometno-geografskog položaja Osijeka. S autocestom su stvorene povoljnije mogućnosti povezivanja sa svim velikim i većinom srednje velikih hrvatskih gradova. Jednako se to odnosi i na veći broj malih gradova i lokalnih centara koji imaju autocestovni priključak. Posebno je važna perspektiva međunarodnog povezivanja. S autocestom se počinje ostvarivati velika transeuropska veza važna u prihvatu i distribuciji prometnih tokova iz šireg europskog zaleđa prema luci Ploče i jadranskim turističkim odredištima (Mlinarić et al., 2005).

Novom prometnicom Osijek je, nadalje, uključen u brzi promet. Značajka je takvog prometa da dovodi do fenomena prostorno-vremenske konvergencije, odnosno kontrakcije (prividne) prostora, a posljedice su ušteda vremena, niži troškovi, povećana dostupnost i osobito učinci od interakcije. Interakcijom s nizom centara, Osijek ostvaruje intenzivnije i kvalitetnije veze, što pogoduje specijalizaciji, dinamičnijem razvoju i ukupnom napretku. Uvijek se to odražava na pozitivnim ekonomskim procesima i rastu BDP-a, što su važni učinci autocesta (Čičovački, 2003).

Uključivanjem u autocestovnu mrežu Hrvatske porasla je važnost multimodalnog osječkog čvorišta. Nažalost, nove mogućnosti u cestovnom povezivanju nisu dovoljno popraćene ostvarenjima kod ostalih vrsta prometa. I pored toga, izraziti su učinci vrednovanja geografskog položaja Osijeka.

UTJECAJ AUTOCESTE NA FUNKCIONALNI I PROSTORNI RAZVOJ OSIJEKA

Autocesta je, djelujući izravno ili posredno, utjecala na nove tendencije u funkcionalnom i, povezano s time, prostornom razvoju Osijeka. U gospodarskoj strukturi grada poraslo je značenje trgovine, prvenstveno maloprodaje, ali su došle do izražaja i potrebe razvoja trgovinskih djelatnosti višeg reda, poput robne burze. Maloprodajna trgovina posebno je obilježena ekspanzijom trgovačkih centara. Dva su usmjerenja pri tome došla do izražaja. S

until the construction of the first motorway towards Osijek, significant efforts to modernise and improve the functional organisation of the road network were unfortunately lacking. Individual works included construction of the bypass, while works on more important routes were neglected. This was the consequence of the unfavourable wartime situation (1991–1995) which largely paralysed the functioning of the city, and the failure, at the state level, to perceive the role of the Osijek hub in the eastern Croatian region.

Each of these periods gave stimulus to the development of the city, and these stimuli became more significant with the active connections in the direction north to south. Over a long period of time, these connections determined the vital functions of Osijek (Sić, 1981). It is from these facts that the role of the new motorway, though unfinished, will lead to a turning point in the validation of the transport and geographic position of Osijek. With the motorway, better connections will be created with most of Croatia's large and medium-sized cities. This also includes a larger number of small cities and local centres with a connection to the motorway. The possibilities for international connection are particularly important. With the motorway, great trans-European connections can be achieved, which are significant for the receipt and distribution of traffic flows from the broader European inland towards the Port of Ploče and Adriatic touristic destinations (Mlinarić et al., 2005).

With the new motorway, Osijek is included in the fast transport system. The significance of this is that it leads to a phenomenon of (apparent) spatial and temporal convergence or contraction of the space, and the consequences are time savings, lower costs, increased accessibility and particular impacts of interaction. Through interaction with a series of centres, Osijek achieves more intensive and high quality connections, which spurs specialisation, more dynamic development and general advancement. This always reflects on the positive economic processes and growth of GDP, which are important effects of the motorway (Čičovački, 2003).

Through inclusion in the Croatian motorway network, the significance of the multimodal Osijek hub has also increased. Unfortunately, the new opportunities in road connections have not been sufficiently accompanied by achievements in other types of transport. Alongside this, the impacts of validating the geographic position of Osijek are pronounced.

IMPACTS OF THE MOTORWAY ON THE FUNCTION AND SPATIAL DEVELOPMENT OF OSIJEK

The motorway has impacted the new tendencies in the functional development of Osijek both directly and indirectly, and in so doing has also influenced the spatial development of the city. In the economic structure of the city, the significance of trade has increased, particularly retail trade, though the needs of developing higher order trade activities, such as goods exchange, have also come to the forefront. Retail trade has particularly been marked by an expansion of shopping centres. Two directions have beco-

jedne strane, vidljivo je širenje manjih trgovinskih centara (supermarketa i hipermarketa), ograničenog gravitacijskog areala, na užem prostoru grada i često na lokacijama propalih tvornica (Njegač i dr., 2010). S druge strane, došlo je do izgradnje velikih centara na rubovima grada, složene strukture i regionalnih funkcija. Takvi trgovački centri kao što su Portanova i Avenue Mall smješteni uz južnu obilaznicu i u zoni optimalne dostupnosti korisnika autoceste, otvoreni su ubrzo nakon puštanja u promet nove prometnice. Oni su nesumnjivo rezultat bolje prometne dostupnosti i privlačnosti Osijeka.

Učinci novih regionalnih trgovačkih centara dobro se uočavaju iz ocjene rezultata njihovog poslovanja. Raspoloživa analiza za centar Portanova (otvoren u ožujku 2011.) ukazuje na stalni porast posjeta i na ostvareni promet koji je u 2012. bio iznad očekivanja. Centar je postao privlačan ne samo u okvirima Istočne Hrvatske, nego i za dijelove susjednih zemalja. Posebice je ciljano određeno agencija iz Bosne i Hercegovine. Održavanje raznovrsnih događanja dopunjuje aktivnost Portanove⁴. Slično je i s centrom Avenue Mall.

Da autocesta Sredanci – Đakovo - Osijek postaje nova realnost i faktor urbane transformacije Osijeka, istaknuo je već u fazi njezine realizacije (Jukić i Pegan, 2005). Nakon izgradnje, autocesta je distribucijom automobilskih tokova preko čvorova Čepin i Osijek-Josipovac utjecala na porast važnosti južne (gradske) obilaznice i pospješila njezino pretvaranje u brzu cestu. Podigla je i značenje zapadne obilaznice, koja je omogućila izmještanje tranzitnih tokova iz centra Osijeka (Šokac i dr., 2010) i uz to je postala privremeni nastavak autoceste prema Baranji. Time su stvorene nove lokacijske pogodnosti za razvoj industrije i novih stambenih zona (sl. 2)

Vrednovanje novih lokacija postalo je aktualno povezano s procesom deindustrijalizacije Osijeka i s njegovim širenjem u prigradsku zonu. Za preseljenje postojećih industrija iz užeg gradskog prostora i osnivanje novih, planirano je nekoliko velikih radnih zona od kojih se zapadna, zbog koncentracije važnih cestovnih prometnica, i istočna, pored nove luke u Nemetinu, čine posebno perspektivnima. Tim navedenim tendencijama treba pridodati korištenje novih lokacija u zoni autoceste. Premda specifična po svojem tangencijalnom položaju u odnosu na Osijek, autocesta će nesumnjivo utjecati na daljnji razvoj osječke urbane aglomeracije. Budući da autoceste utječu na organizaciju prostora preko svojih čvorova i istovremeno djeluju koncentracijski i disperzijski, u bližoj budućnosti može se očekivati da će autocestovni čvorovi Osijek–Josipovac i

me evident. On the one hand, the spread of smaller shopping centres (supermarkets and hypermarkets) has occurred. These have a limited gravitation range in the centre of the city and often are located at the site of former factories (Njegač et al., 2010). On the other hand, the construction of large shopping centres is taking place at the edges of the city, and these are complex structures with a regional function. These shopping centres, such as Portanova and Avenue Mall, are situated along the southern bypass, in the optimal access zone for motorway users, and these were opened soon after these new roads were put into operation. These are undoubtedly the result of better traffic accessibility and a greater attractiveness of Osijek.

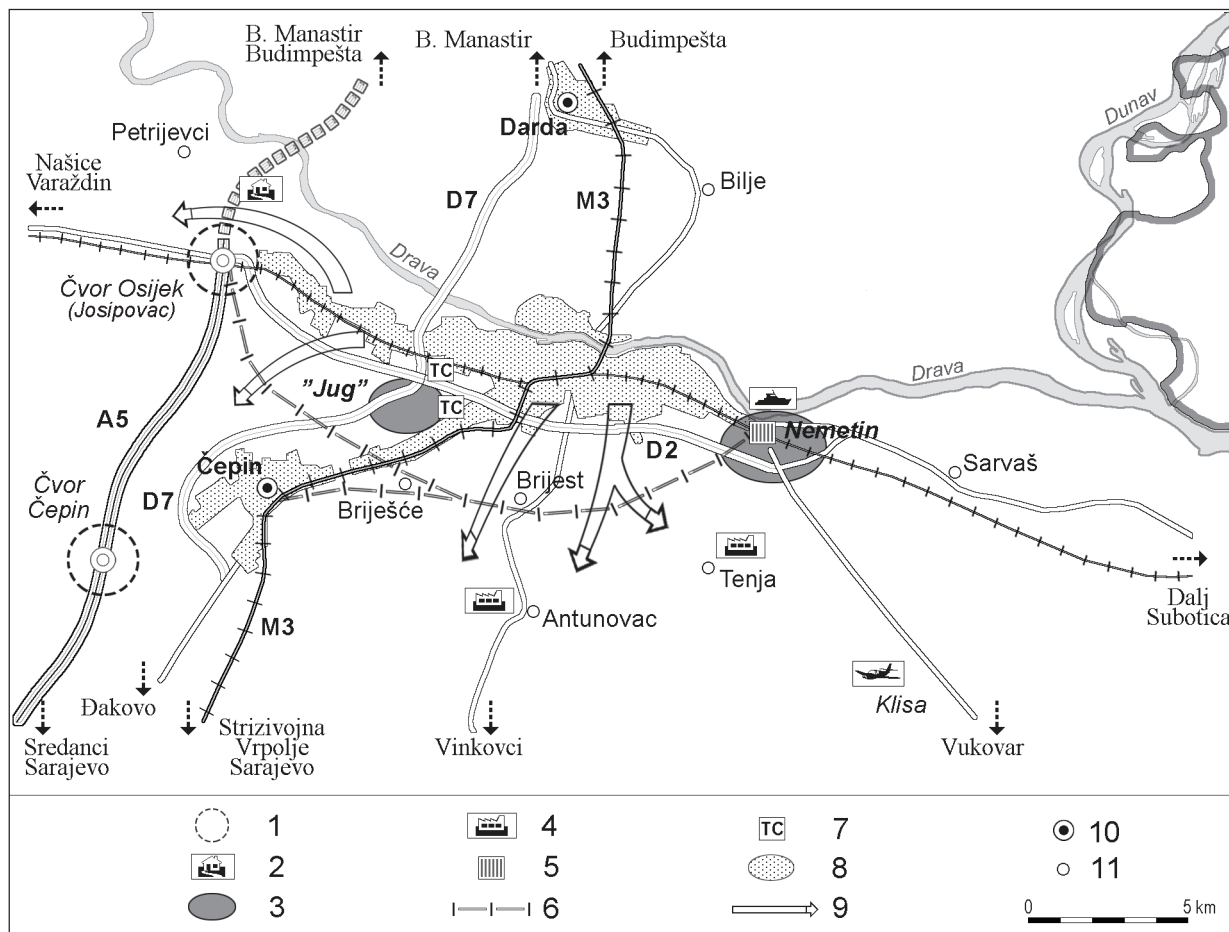
The impact of the new regional shopping centres is evident from the assessment of their operation results. The available analyses for the Portanova Centre (opened in March 2011) indicates a constant increase in the number of visitors and 2012 revenues exceeded expectations. The centre has become attractive not only at the level of eastern Croatia, but also for parts of the neighbouring countries. These are particularly a target destination for agencies from Bosnia and Herzegovina. A variety of events also supplement the activities of Portanova⁴. The situation is similar for Avenue Mall.

The fact that the Sredanci–Đakovo–Osijek motorway is becoming a new reality and factor of urban transformation of Osijek was already evident in the first phases of its operation (Jukić and Pegan, 2005). After the construction of the motorway, the distribution of vehicle flows via the interchanges Čepin and Osijek-Josipovac led to an increase in the importance of the southern (city) bypass, and stimulated its transformation into a fast road. This raised the significance of the western bypass, which enabled the shifting of transit flows out of the centre of Osijek (Šokac et al., 2010), while also becoming a temporary continuation of the motorway towards Baranja. This created new locations suitable for the development of industry and new residential zones (Fig. 2).

The validation of new locations has been associated with the deindustrialisation processes of Osijek and its spread into the suburban zone. Several large industrial areas have been envisaged with the aim of moving existing industry out of the city centre, while also enabling the creation of new industries. Of these, the western zone is particularly attractive, due to the concentration of important road routes, while the eastern zone is attractive due to its position near the new river port at Nemetin. These tendencies are also accompanied by the use of new locations in the motorway zone. Though specific in terms of its tangential position in relation to Osijek, the motorway will certainly influence the further development of the Osijek urban agglomeration. Considering that the motorway impacts the organisation of space in relation to its interchanges, through both concentration and dispersion action, it can be expected that in the near future the motorway interchanges Osijek-Josipovac and Čepin will attract new commercial

⁴ Razgovor sa direktorom trgovačkog centra Portanova, Glas Slavonije 2. siječnja 2013.

⁴ Interview with the director of the Portanova Shopping Centre, Glas Slavonije daily newspaper, 2 January 2013.



Sl. 2. Autocesta Sredanci – Osijek – Beli Manastir i prostorno-funkcionalni razvoj osječke gradske aglomeracije

1. Zone potencijalnih lokacija za gospodarske aktivnosti; 2. Autocestovno odmoriste „Mursa“; 3. Glavne gospodarske zone; 4. Poduzetničke zone u prigradskim naseljima; 5. Planirani cargo centar; 6. Predvidiva željeznička obilaznica; 7. Trgovački centri regionalnog značenja; 8. Kompaktno izgrađen prostor Osijeka; 9. Pravci širenja grada; 10. Satelitski centri; 11. Prigradska naselja.

Fig. 2. Motorway Sredanci–Osijek–Beli Manastir and the spatial and functional development of the Osijek urban agglomeration
1. Zone of potential locations for economic activities; 2. Motorway rest station ‘Mursa’; 3. Main economic zones; 4. Entrepreneurial zones in suburban settlements; 5. Planned cargo centre; 6. Planned railway bypass; 7. Shopping centres with regional significance; 8. Compactly built areas of Osijek; 9. Directions of urban spread; 10. Satellite centres; 11. Suburban settlements.

Čepin privući nove poslovne aktivnosti, a u širem smislu usmjeriti i daljnji proces prigradske urbanizacije.

Dosadašnja saznanja o vrednovanju lokacija oko autocestovnih čvorova pokazuju da do toga obično dolazi tek nekoliko godina nakon otvaranja autoceste. Na vrednovanje utječe više faktora, ponajprije afirmacija nove prometnice, a zatim ekonomsko i urbanističko planiranje te zainteresiranost pojedinih gospodarskih subjekata za odabir lokacija uz autocestu.

Podaci o brojenju prometa u prvim godinama nakon otvaranja čitave dionice Sredanci - Osijek ukazuju na ograničeno prometno značenje autoceste. U razdoblju 2008.-2009. prosječni godišnji dnevni promet (PGDP) povećao se od 2735 na 2943 vozila, odnosno za 7,6%. To je znatno veći postotak od onoga ostvarenog kod svih autocesta u Hrvatskoj (0,4%, odnosno porast PGDP od 12.102 na

activities, while in the broader sense, this will direct the continued process of suburbanisation.

The findings to date on the validation of the location around the motorway interchanges have shown that this usually occurs several years after the opening of the motorway. Several factors impact this validation, above all the affirmation of the new road, followed by the economic and urban planning and interest of individual commercial enterprises to select a position along the motorway.

In the initial years after the opening of the entire segment Sredanci–Osijek, traffic count data indicate a limited transport significance of the motorway. In the period 2008–2009, the average annual daily traffic (AADT) increased from 2735 to 2943 vehicles, or by 7.6%. This is a substantially higher percentage than that achieved for all motorways in Croatia (0.4%, or the increase of the AADT from 12,102 to 12,155 vehicles). However, in the period

12.155 vozila). Međutim, već u razdoblju 2009.-2010. Na autocesti Sredanci – Osijek zabilježen je pad od 12,7%, odnosno PGDP se u apsolutnom iznosu smanjio 2010. godine na 2437 vozila. I kod svih autocesta u Hrvatskoj zabilježen je pad prometa, premda neusporedivo niži (-1,5%). Nakon toga, 2010.-2011. promet je na autocesti Sredanci – Osijek ponovno porastao s 2437 na 2534 vozila, odnosno za 3,94%, a sličan je mali porast registriran i kod svih autocesta u Hrvatskoj (3,2%).

Ograničeno prometno značenje autoceste Sredanci – Đakovo – Osijek ne iznenađuje ima li se u vidu činjenica da nije dovršena baranjska dionica autoceste, niti je ostvareno povezivanje s mađarskom autocestom M-6, odnosno s cestovnom mrežom Bosne i Hercegovine. Uz to, gospodarska kriza u zemlji općenito se nepovoljno odrazila na prometnice komercijalnog tipa, tj. one s naplaćivanjem. Autocesta je najviše privukla međuregionalni promet, dok se regionalni i lokalni promet uglavnom odvija paralelnom državnom cestom Velika Kopanica - Đakovo – Osijek. Na dionicama te ceste odvija se 2-3 puta veći promet negoli na odgovarajućim odsjecima autoceste.

Unatoč ograničenom prometnom značenju autoceste, u slijedećim godinama može se očekivati valoriziranje prostora oko čvorova Čepin i Osijek (Josipovac). U prilog tome govori izraziti trend širenja gospodarskih sadržaja u suburbani prostor Osijeka. Nakon krize i propasti starih industrija na užem gradskom prostoru Osijeka, planirane su nove industrijske i poduzetničke zone u područjima najveće prometne dostupnosti. Te planske mjere preklapile su se s interesima poduzetnika i investitora.

Uređenje gospodarskih zona uz autocestu s otvaranjem novih radnih mjesta ima, uz ekonomsko, i demografsko značenje. Povećanje zaposlenosti može doprinijeti povoljnijem populacijskom razvoju grada Osijeka, posebice naselja u njegovoj prigradskoj zoni.

Novi prometni odnosi stvoreni izgradnjom autoceste ukazuju i na posebno značenje osječke južne obilaznice. To je značenje dvojako. S jedne će strane potaknuti ravnomjerniji razvoj gradske aglomeracije, a s druge omogućiti povezivanje prometnica u paneuropskim koridorima Vc i VII. S radovima koji su u tijeku, obilaznica bi trebala dobiti značenje urbane autoceste. Na dužini od 12 km obilaznici se dodaje drugi kolnički trak i uređuje više čvorova na poprečnim cestovnim pravcima koji vode iz užeg gradskog područja prema prigradskoj zoni i susjednim subregijama. Među tim pravcima značenjem se posebno ističe veza prema Vinkovcima, drugom po veličini gradu u sistemu centara Osječke regije. Sve upućuje na zaključak da će južna obilaznica s planiranim poprečnim pravcima utjecati na vrednovanje novih lokacija u pravcu juga i time doprinijeti ravnomjernijem prostornom razvoju osječke urbane aglomeracije koja je do sada bila izrazito usmjerena prema zapadu i jugozapadu.

2009–2010, a drop in traffic of 12.7% was recorded on the Sredanci–Osijek motorway, and in absolute terms, the AADT was reduced in 2010 to 2437 vehicles. A drop in traffic was recorded on all motorways in Croatia, though this drop was much lower (-1.5%). Later, in 2010–2011, traffic on the Sredanci–Osijek motorway was again increased from 2437 to 2534 vehicles, or by 3.94%, and a similar growth was recorded for all motorways in Croatia (3.2%).

The limited transport significance of the Sredanci–Đakovo–Osijek motorway is not surprising, given that the Baranja segment of the motorway has not yet been completed, nor has the connection with the Hungarian M-6 motorway or with the road network of Bosnia and Herzegovina been achieved. Furthermore, the economic crisis in the country has generally been negatively reflected on commercial type roads, i.e. with road tolls. The motorway most attracted interregional transport, while regional and local transport primarily unfolded along the parallel state road Velika Kopanica–Đakovo–Osijek. Traffic on segments of that road is 2–3 times higher than on the accompanying segments of the motorway.

Despite the limited transport significance of the motorway, in the coming years, the validation of the areas around the Čepin and Osijek (Josipovac) interchanges can be expected. This is supported by the pronounced trend of spreading commercial activities into the suburban areas of Osijek. After the crisis and the closure of old industries in the city centre, new industrial and entrepreneurial zones are planned in areas with the greatest transport accessibility. These planned measures also overlap with the interests of entrepreneurs and investors.

Developing the commercial zones along the motorway, with the creation of new jobs, has both a commercial and demographic significance. The increased employment can contribute to more favourable population development of the city of Osijek, particularly for settlements in its suburban zone.

The new transport relations created with the construction of the motorway indicate the special significance of the Osijek southern bypass, which has dual significance. On the one hand, this will stimulate more even distribution of the urban agglomeration, while also allowing connections with the roads in the Pan-European Corridors Vc and VII. With the ongoing works, the bypass should receive the significance of an urban motorway. The bypass will receive a second 12 km long lane and more interchanges for transversal road routes will be added to lead from the centre area towards the suburban zone and neighbouring subregions. Among these routes, the connections towards Vinkovci will be particularly important, as this is the second largest city in the Osijek region. All the above leads to the conclusion that the southern bypass road, with its planned transversal routes, will affect the validation of new locations towards the south, thereby contributing to a more even distribution of the spatial development of the Osijek urban agglomeration, which today has primarily been directed towards the west and southwest.

Još je veća uloga južne obilaznice u povezivanju dvaju paneuropskih prometnih koridora koji postaju ključni za razvoj Osijeka. Plovna Drava, koja ima status međunarodnog plovnog puta do Osijeka, u stvarnosti predstavlja ogranač VII dunavskog koridora, a nova osječka luka u Nemetinu može se smatrati lukom na tome koridoru. Postoje prema tome povoljne mogućnosti za uključivanje Osijeka u veliki dunavski plovidbeni sistem i njegovu afirmaciju kao čvorišta na dva važna europska koridora. Rekonstruirana južna obilaznica tome bitno pridonosi jer olakšava intermodalno povezivanje i pogoduje prerastanju nove luke u Nemetinu u složen lučko-industrijski kompleks.

Jača orijentacija Osijeka na VII prometni koridor traži daljnju izgradnju nemetinske luke kao bazenske luke i njezino suvremenije tehničko-tehnološko opremanje, a također i razvoj pratećih gospodarskih aktivnosti, posebno nove radne zone i *cargo* centra kao faktora uključivanja u kontejnerski promet. U takvoj strategiji razvoja istaknuto mjesto u povezivanju Nemetina ima i teretni željeznički promet koji bi se, s obzirom na nužnost njegovog izmještanja iz užeg prostora grada, u perspektivi trebao odvijati novom obilaznicom predvidivom trasom Čepin – Antunovac – Nemetin.

NOVI PROMETNI ODNOSI I PROSTORNA ORGANIZACIJA OSJEČKE REGIJE

S novim prometnim odnosima nastalima nakon izgradnje autoceste do Osijeka, čemu treba pridodati porast međunarodnog značenja željezničke veze na koridoru Vc i sve veću ulogu Dunava, što sve utječe na porast važnosti osječkog čvorišta, došle su do izražaja tendencije jačanja osovina razvoja kao važnih činilaca organizacije prostora u Osječkoj regiji.

Prema dosadašnjim teoretskim raspravama, osovine razvoja predstavljaju strukturno prostorni oblik polariziranog razvoja, a povezane su s razvitkom prometnog sustava i širenjem ekonomskih impulsa. Osovine imaju poticajnu i posredničku ulogu, a izdvajaju se na osnovu značenja prometnih linija i na značenju centara koji ih povezuju (Pottier, 1963; Istel, 1971).

S autocestom Sredanci - Osijek u punoj je mjeri došla do izražaja osovina razvoja Đakovo – Čepin – Osijek - Darda – Beli Manastir. Ona se poklapa s paneuropskim koridorom Vc. Osovinu čini snop prometnica: pored autoceste, koja predstavlja najvažniji faktor privlačnosti i širih razvojnih mogućnosti, tu su još željeznička pruga međunarodnog značenja (M 3) Strizivojna – Vrpolje – Osijek – Beli Manastir – državna granica te državna cesta (D - 7) Velika Kapanica – Đakovo – Osijek – Beli Manastir.

Na toj primarnoj osovini razvoja Osječke regije, ponajprije dolaze do izražaja tendencije urbanizacije. Na trasi

The southern bypass in connecting the two Pan-European transport corridors will have an even greater role, and will become key for the development of Osijek. The navigable part of the Drava River, which has the status of an international navigation route to Osijek, in fact represents a branch of the Danube Corridor VII, and the new Osijek river port at Nemetin can be considered a port on that corridor. As such, there are possibilities for including Osijek in the large Danube navigation system, thus confirming the city as a hub on two important European corridors. The reconstruction of the southern bypass will significantly contribute to this, as it will facilitate intermodal connections and stimulate the development of the new river port at Nemetin into a complex port and industrial complex.

The stronger orientation of Osijek on Corridor VII requires the further construction of the Nemetin river port as a basin port and its complete technical and technological equipping. It is also necessary to develop the accompanying economic activities, particularly the new entrepreneurial zone and cargo centre as factors to become involved in container transport. With such a development strategy, cargo rail transport will also play an important role in connecting the Nemetin river port. Considering the need to move rail transport out of the city centre, there are opportunities for it to run along the new bypass on the envisaged route Čepin–Antunovac–Nemetin.

NEW TRANSPORT RELATIONS AND SPATIAL ORGANISATION OF THE OSIJEK REGION

With the new transport relations created following the construction of the motorway to Osijek, particularly with the increase in international significance of rail transport on the Corridor Vc and the increasingly important role of the Danube River, which has raised the significance of the Osijek hub, pronounced tendencies have emerged to strengthen the development axis as important factors or organising the space in the Osijek region.

According to the theoretic discussions held thus far, the development axis represents a structural spatial form of polarised development, and the development of the traffic system and broadening of economic impulses are associated with this. The axes have a stimulatory and mediatory role, and are differentiated based on the significance of transport lines and the significance of the centres that they connect (Pottier, 1963; Istel, 1971).

With the motorway Sredanci–Osijek, the development axis Đakovo–Čepin–Osijek–Darda–Beli Manastir has emerged. This overlaps with the Pan-European Corridor Vc. The axis is made up of a bundle of routes, i.e. in addition to the motorway, which is the most important factor of attractiveness and the broadest development possibilities, this also includes the M-3 railway line of international significance (Strizivojna–Vrpolje–Osijek–Beli Manastir–state border), and the D-7 state road (Velika Kapanica–Đakovo–Osijek–Beli Manastir).

On this primary development axis of the Osijek region, urbanisation tendencies have primarily come to focus.

osovine, pored središnjeg Osijeka, nalaze se dva satelitska naselja – Čepin i Darda i dva manja, subregionalna centra – Đakovo i Beli Manastir. Satelitski su centri postali središte prigradske urbanizacije, posebno izrazite oko Čepina. Đakovo i Beli Manastir na udaljenosti od Osijeka oko 30 km i usmjereni na njega jakim dnevnim migracijama (2001.: Đakovo, 2865 dnevnih migranata; Beli Manastir: 1457) pokazuju obilježja trabantskih centara. Đakovo je na svom gradskom području sve do najnovijeg perioda 2001.–2011. pokazivalo rastuću demografsku dinamiku nasuprot Belom Manastiru koji nakon 1991. bilježi pad broja stanovnika uvjetovan ratnim prilikama i krizom lokalnog gospodarstva.

S autocestom su na osovini razvoja stvorene nove lokacijske pogodnosti za razvoj industrije i trgovine. Mjesta najveće privlačnosti su zone oko autocestovnih čvorova. Na do sada izgrađenom dijelu autoceste takvi su čvorovi Đakovo, Osijek–Čepin i Osijek–Josipovac, a na planiranoj baranjskoj dionici autoceste Darda–Čeminac i Beli Manastir. Osječki će čvorovi nesumnjivo najprije privući pažnju potencijalnih investitora, što je u skladu s novim tendencijama širenja gospodarskih sadržaja u okolici grada. S autocestom je i širi prostor Đakova postao veoma perspektivan, s obzirom da blizina križanja posavske autoceste (A3) i Slavonike (A5) otvara povoljne mogućnosti za smještaj ekonomskih djelatnosti usmjerenih na međuregionalna i međunarodna tržišta.

Autocesta Sredanci – Đakovo – Osijek omogućila je bolje povezivanje Osijeka i Slavonskog Broda, drugog po veličini gradskog centra Istočne Hrvatske, njihovu interakciju i usklađivanje njihovog funkcionalnog razvoja. Autocesta i koridor Vc postaju privlačni i za susjedni prostor Vojvodine, posebno za Sombor, a također i Suboticu odakle dolaze izjave o potrebi priključivanja na koridorske prometnice, preko Batine i Erduta.

Slabost je ove osovine razvoja zapostavljena modernizacija željezničke pruge Strizivojna – Vrpolje – Osijek – Beli Manastir. Nasuprot autocesti čije se dovršenje na dionici Osijek – Beli Manastir (Branjin Vrh) očekuje 2015. ili 2016. godine, željeznička pruga nije u cijelosti osposobljena za veće brzine (100 km/sat), a u planovima nije najavljena ni skora elektrifikacija, tako da se u prijevozu zadržava dizelska vuča. Promatrano u širim okvirima, u odnosu na stanje odgovarajućih željezničkih pravaca u Bosni i Hercegovini i Mađarskoj, ova željeznička pruga postaje sve više ograničavajući faktor valoriziranja čitavog koridora Vc.

Izgradnja autoceste Sredanci – Đakovo – Osijek, porast važnosti osječčkog prometnog čvorišta, kao i pojedini ekonomski impulsi unutar regije, doveli su do jačanja koridora Virovitica - Našice - Osijek - Vukovar - Erdut - granica s Republikom Srbijom, drugog po značenju za razvoj Osije-

Along the axis, in addition to the central city of Osijek, there are also two satellite settlements, Čepin and Darda, and at least two smaller regional centres, Đakovo and Beli Manastir. The satellite centres have become centres of suburbanisation, which is particularly pronounced around Čepin. Đakovo and Beli Manastir, situated at a distance of about 30 km from Osijek, are directed towards the city with strong daily migrations (data for 2011: Đakovo: 2865 daily migrants; Beli Manastir: 1457), which indicate the characteristics of *trabant* centres. The urban area of Đakovo showed growing demographic dynamics right up until the newest period (2001–2011), unlike Beli Manastir which recorded population declines after 1991 due to the war circumstances and local crisis of the economy.

With the motorway, new locations suitable for the development of industry and trade have emerged along the development axis. The most attractive sites are the zones surrounding the motorway interchanges. Interchanges existing on the segment of the motorway constructed to date are Đakovo, Osijek–Čepin and Osijek–Josipovac, while the planned Baranja segment of the motorway will have the interchanges Darda–Čeminac and Beli Manastir. The Osijek interchange is sure to be the first to attract the attention of potential investors, which is in line with the new tendencies of expanding the commercial activities to the city surroundings. With the motorway, the broader area around Đakovo has become very attractive, considering that it is near the crossing of the Posavina motorway (A3) and the Slavonika motorway (A5), which opens numerous opportunities for economic activities directed at the interregional and international markets.

The motorway Sredanci–Đakovo–Osijek has enabled the better connection of Osijek and Slavonski Brod, the second largest urban centre in eastern Croatia, thus enabling their better interaction and alignment of their functional development. The motorway and Corridor Vc are also becoming attractive for the neighbouring region of Vojvodina, particularly for the towns of Sombor and Subotica, which have stated the need to connect to the corridor routes, via Batina and Erdut.

The weakness of this development axis is the lack of modernisation of the railway line Strizivojna–Vrpolje–Osijek–Beli Manastir. Just opposite the motorway, whose completion on the segment Osijek–Beli Manastir (Branjin Vrh) is expected in 2015 or 2016, the railway line has not been fully equipped for faster speeds (100 km/h) and there are currently no plans for its electrification in the near future, and as such diesel locomotives will continue to be used. Viewed in a broader sense, in relation to the status of the corresponding railway routes in Bosnia and Herzegovina and Hungary, this railway line is becoming an increasingly limiting factor for the entire Corridor Vc.

Construction of the motorway Sredanci–Đakovo–Osijek, the increasing importance of the Osijek transport hub and the individual economic impulses within the region have led to a strengthening of the corridor Virovitica–Našice–Osijek–Vukovar–Erdut–border with the Republic of Serbia, which is the second most important corridor for

ka i njegove regije. U koridoru je porasla uloga Podravske magistrale koja do sada relativno zapostavljenom podravskom sektoru Osječke regije omogućava uključivanje u autocestovnu mrežu, funkcionalniji pristup Osijeku, zahvaljujući Osječkoj obilaznici i povezivanje sa VII dunavskim koridorom posredstvom luke u Nemetinu. Dodatnu važnost ovom koridoru daje perspektivno povezivanje sa susjednom Vojvodinom.

S druge strane, od Osijeka se sve više očekuje da proširi svoj utjecaj na podravski sektor i na Požešku kotlinu koja je do najnovijeg vremena ostala periferija Osječke regije. Ključni preduvjet toga je uređenje modernijih cestovnih prometnica, točnije, planirane brze podravske ceste. Od nje su do sada izgrađeni samo kraći segmenti pojedinih gradskih obilaznica (virovitičke, slatinske, našičke). Autocesta u prostoru Osijeka svojim položajem olakšava izgradnju brze podravske ceste. Pri tome u prvi plan dolazi dionica Osijek – Našice, važna i zbog nastavka modernije cestovne veze prema požeškom prostoru i posavskoj autocesti (čvoru Lužani).

ZAKLJUČAK

1. Autocesta Sredanci – Đakovo – Osijek, s planiranim nastavkom do Belog Manastira, utjecala je na porast važnosti osječkog prometnog čvorišta. Uključila je Osijek u autocestovnu mrežu Hrvatske i brzi promet, povećala je njegovu dostupnost i otklonila slabosti ranijeg perifernog položaja. Izgrađena na paneuropskom koridoru Vc, autocesta je otvorila mogućnosti povezivanja toga koridora, preko plovne Drave i luke u Nemetinu sa VII dunavskim koridorom. Značenje autoceste još će više doći do izražaja nakon njezinog dovršenja i povezivanja sa autocestovnim mrežama Mađarske i Bosne i Hercegovine.

2. Autocesta je postala važan čimbenik prostorno-funkcionalnog razvoja osječke urbane aglomeracije. U zonama oko autocestovnih čvorova Čepin i Osijek-Josipovac stvoreni su uvjeti za razmještaj novih industrijskih i servisnih djelatnosti. Autocesta je ubrzala izgradnju Osječke obilaznice, koja je njezin prirodni nastavak, što potiče jači razvoj južnog prigradskog prostora. U blizini obilaznice podignuti su trgovački centri regionalnog značenja, a u suburbanim naseljima aktiviraju se nove poslovne zone.

3. Izgradnja autoceste, porast prometnog i regionalnog značenja Osijeka te pojedini ekonomski impulsi doveli su do strukturiranja i porasta važnosti dviju osovina razvoja Osječke regije. Glavnu, transverzalnu, Đakovo – Čepin – Osijek – Darda – Beli Manastir karakterizira najjača urbanizacija i koncentracija ekonomskih aktivnosti. Sekundarna, longitudinalna osovina (Virovitica) Našice – Osijek – Vukovar – Erdut – granica s Republikom Srbijom po-

the development of Osijek and its region. The role of the Podravina highway has increased in this corridor. Until now, this corridor was a relatively neglected sector of the Osijek region, and the new road has enabled its inclusion in the motorway network, with more functional access to Osijek, thanks to the Osijek bypass and connections with the Danube Corridor VII via the river port at Nemetin. An additional significance of this corridor is the possibility of connection with the neighbouring Vojvodina region.

On the other hand, more is expected from the City of Osijek to expand its influence on the Podravina sector and the Požega Basin, which until recent years has remained a periphery of the Osijek region. A key assumption for this is a modern road network, i.e. the planned Podravina fast roads. To date, only shorter segments have been built as part of the bypasses for certain cities (Virovitica, Slatina, Našice). The motorway in the Osijek region has enabled the construction of the Podravina fast roads. The highest priority of these is the segment Osijek–Našice, which is important for the continuation of modern road connections towards the Požega region and the Posavina highway (Lužani interchange).

CONCLUSION

1. The motorway Sredanci–Đakovo–Osijek, and its planned continuation to Beli Manastir, has resulted in an increase in the significance of the Osijek transport hub. It has included Osijek into the Croatian motorway and fast road network, increased its accessibility and removed the weakness of its previous peripheral position. The motorway, constructed along the Pan-European Corridor Vc, has opened the possibilities of connections of that corridor, via the navigable Drava River and river port at Nemetin, with the VII Danube Corridor. The significance of the motorway has become even more prominent after its completion and connection with the motorway networks of Hungary and Bosnia and Herzegovina.

2. The motorway has become an important factor in the spatial and functional development of the Osijek urban agglomeration. In the zone surrounding the motorway interchanges Čepin and Osijek-Josipovac, the conditions have been created for the positioning of new industrial and services activities. The motorway has accelerated the construction of the Osijek bypass, which is its natural continuation, thus strengthening the development of the southern suburban space. Shopping centres of regional significance have been erected near the bypass road, and the suburban settlements have activated new business zones.

3. The construction of the motorway, increase of transport and regional significance of Osijek and individual economic impulses have led to the structuring and growing importance of the two development axes of the Osijek region. The main transversal axis, Đakovo–Čepin–Osijek–Darda–Beli Manastir, is characterised by the strongest urbanisation and concentration of economic activities. The secondary, longitudinal axis, (Virovitica) Našice–Osi-

vezuje niz manjih centara podravskog sektora, snažno je pod utjecajem regionalnih funkcija Osijeka i omogućava perspektivne veze sa susjednom Vojvodinom. Na toj osovini razvoja izrazita je potreba izgradnje modernije ceste, u funkciji povezivanja podravskog i požeškog prostora. Središnje položenom u odnosu na dvije osovine razvoja, za Osijek je dodatno važno i povezivanje s centrima na X paneuropskom koridoru, posebno s Vinkovcima.

Osijek–Vukovar–Erdut–border with the Republic of Serbia, connects a number of smaller centres of the Podravina sector, and has strongly influenced the regional functions of Osijek and enabled promising connections with the neighbouring region Vojvodina. Along this development axis, there is a pronounced need to build modern roads, in the function of connecting the Podravina and Požega areas. Centrally positioned in terms of these two development axes, Osijek is further significant for connections with the centres along the Pan-European Corridor X, particularly with Vinkovci.

LITERATURA / LITERATURE

- Baučić-Rossi, V. (1954-55.): Prilog poznavanju prometa na Dravi, *Geografski glasnik 16-17*, 61-79.
- Čičovački, D. (2003.): Analiza utjecaja autoceste na regionalni razvoj i rezultati istraživanja dostupnosti gradova i županija, u: *Treći hrvatski kongres o cestama: zbornik priopćenja*, Zagreb
- Istel, W. (1971.): *Entwicklungsachen und Entwicklungsschwerpunkte - ein Raumordnungsmodell*, Lehrstuhl für Raumforschung, Raumordnung und Landesplanung, TU München.
- Jukić, T., Pegan, S. (2005.): Procesi urbane transformacije u istočnoj Slavoniji – utjecaj globalnih i regionalnih promjena, u: *Zbornik radova „Problemi regionalnog razvoja Hrvatske i susjednih zemalja“*, Zagreb, 341-350.
- Liović, J. (1975.): Razvitak cesta na području Fonda za ceste Osijek, *Ceste i mostovi u Hrvatskoj*, Republički fond za ceste, Zagreb, 173-187.
- Mlinarić, D. i dr. (2005.): *Autoceste u Hrvatskoj*, Hrvatske autoceste. Zagreb, 148.
- Njegač, D., Gašparović, S., Stipešević, Z. (2010.): Promjene u funkcionalno-prostornoj strukturi Osijeka nakon 1991., *Hrvatski geografski glasnik 72(2)*, 101-118.
- Pottier, P. (1963.): Axes de communication et développement économique, *Revue Economique*, 1.
- Sić, M. (1981.): Valoriziranje geografskog položaja i topografskog smještaja Osijeka, u: *Zbornik radova znanstvenog skupu JAZU „Osijek kao polarizacijsko žarište“*, Osijek, 21-28.
- Šokac, F., Anton, H., Ević, E., Pfeifer, D. (2010.): Zapadna obilaznica grada Osijeka – izmiještanje trase državne ceste D 7, dionica Darda – Osijek, *Ceste i mostovi 56 (1)*, 18-25.

SAŽETAK

Autocesta Sredanci – Đakovo – Osijek (A-5, dužine 55,5 km), popularno nazvana „Slavonika“, izgrađena je 2009. godine. U interregionalnom čvoru Sredanci povezana je s posavskom autocestom (A3), odnosno s autocestovnom mrežom Hrvatske. Daljnjom izgradnjom kroz Baranju do Belog Manastira i mađarske granice te povezivanjem s glavnim autocestovnim pravcem u Bosni i Hercegovini, mostom preko rijeke Save u Svilaju, u cijelosti će biti dovršena ova autocesta kroz Hrvatsku. Uređuje se time dio šire autocestovne veze na paneuropskom prometnom koridoru Vc, od Budimpešte preko Osijeka i Sarajeva do Ploče.

Autocesta ima višestruko značenje za razvoj grada Osijeka i Osječke regije. Osijek je tijekom 19. stoljeća pa sve do Prvog svjetskog rata bio jedan od najdinamičnijih gospodarskih centara Hrvatske. Razvijene industrijske, trgovačke i bankarske djelatnosti utjecale su na brzi porast stanovništva i napredak grada. Nakon 1918. godine, u razdoblju prve i potom druge Jugoslavije, kada savsko-moravski prometni pravac dobiva primarno značenje, Osijek ostaje po strani od glavnih željezničkih i cestovnih veza. Ta perifernost Osijeka nepovoljno se odrazila na mogućnosti njegovog razvoja. No, na slabosti geografskog položaja Osijeka utjecale su i šire političke prilike u Europi, u razdoblju nakon drugog svjetskog rata. Tada su bitno ograničene mogućnosti, za Osijek važnog, meridionalnog povezivanja prema središnjem dijelu Panonske nizine.

S autocestom su uklonjene slabosti perifernog položaja Osijeka i poraslo je značenje osječkog multimodalnog čvorišta. Autocesta je uključila Osijek u autocestovnu mrežu Hrvatske i u brzi promet. Interakcija s drugim centrima i krajevima već donosi pozitivne učinke. S autocestom su otvorene mogućnosti povezivanja paneuropskog koridora Vc s dunavskim koridorom VII. Sastavni dio toga je daljnje uređenje plovne Drave, kao ogranka VII koridora, i luke u Nemetinu te izgradnja osječkih obilaznica, osobito cestovne. Uloga osječkog prometnog čvorišta u punoj mjeri će doći do izražaja nakon modernizacije cestovno-željezničkih veza na čitavom koridoru Budimpešta – Osijek – Sarajevo – Ploče.

Autocesta daje novi poticaj razvoju osječke urbane aglomeracije. U zonama oko autocestovnih čvorova Čepin i Osijek-Josipovac stvoreni su uvjeti za razmjешtaj industrijskih i trgovinsko-servisnih djelatnosti. Zapadni i jugozapadni sektor Osijeka do sada se najbrže razvijao jer je prometno najbolje opremljen i ima prostrano zaleđe podravskog pojasa. Autocesta je ubrzala izgradnju osječke (cestovne) obilaznice čime je potaknut ravnomjerniji prostorni razvoj gradske aglomeracije. Uz obilaznicu su podignuti trgovački centri regionalnih funkcija, a u južniju zonu sve više preseljavaju poslovni objekti.

SUMMARY

Construction of the motorway Sredanci–Đakovo–Osijek (A-5, length 55.5 km), popularly known as the Slavonika motorway, was completed in 2009. It is connected with the Posavina motorway (A3), i.e. with the Croatian motorway network, at the interregional interchange Sredanci. With further construction through Baranja to Beli Manastir and the Hungarian border, connection with the main motorway routes in Bosnia and Herzegovina, and the bridge over the Sava River at Svilaja, this motorway will finally be completed. In doing so, this will form part of the broader motorway connection on the Pan-European Corridor Vc from Budapest via Osijek and Sarajevo to the Port of Ploče.

The motorway has multiple significance for the development of the city of Osijek and of the Osijek region. During the 19th century and up until World War I, Osijek was once of the most dynamic economic centres in Croatia. The development of industry, trade and banking activities spurred the rapid population growth and development of the town. After 1918, in the period of the first and then the second Yugoslavia, when the Sava-Morava transport direction took on primary importance, Osijek was left out of the main rail and road connections. This peripheral position of Osijek negatively reflected on the possibilities for its development. However, the broader political circumstances in Europe in the period after World War II also contributed to the weak geographic position of Osijek. At that time, the opportunities for important meridian connections, towards the central part of the Pannonian plain, were significantly limited.

With this new motorway, the weakness of the peripheral position of Osijek has been lost, and the city's significance as a multimodal hub has increased. The motorway has included Osijek in the Croatian fast transport network. Interaction with other centres and regions are already bringing positive effects. The motorway has brought the possibility of connection of the Pan-European Corridor Vc with the Danube Corridor VII. An integral part of this strategy is further works on the navigable part of the Drava River, as a branch of Corridor VII and the river port at Nemetin, and construction of the Osijek bypass roads. The role of the Osijek transport hub will only fully surface after the modernisation of the road and rail connections along the entire corridor Budapest–Osijek–Sarajevo–Ploče.

The motorway has spurred new development in the Osijek urban agglomeration. In the zones around the motorway interchanges Čepin and Osijek-Josipovac, the conditions are in place for the development of industry and trade-service zones. The western and southwestern sectors of Osijek have been developing the fastest due to the strongest transport connections and the vast lands of the Podravina belt in that area. The motorway has accelerated the construction of the Osijek bypass roads, which has stimulated the more even spatial development of the urban agglomeration. Shopping centres with a regional function have been erected along the bypass, and more and more commercial facilities are being moved to the southern zone.

