

Contemporary Spatial and Hierarchic Characteristics of Urban System of Bosnia and Herzegovina

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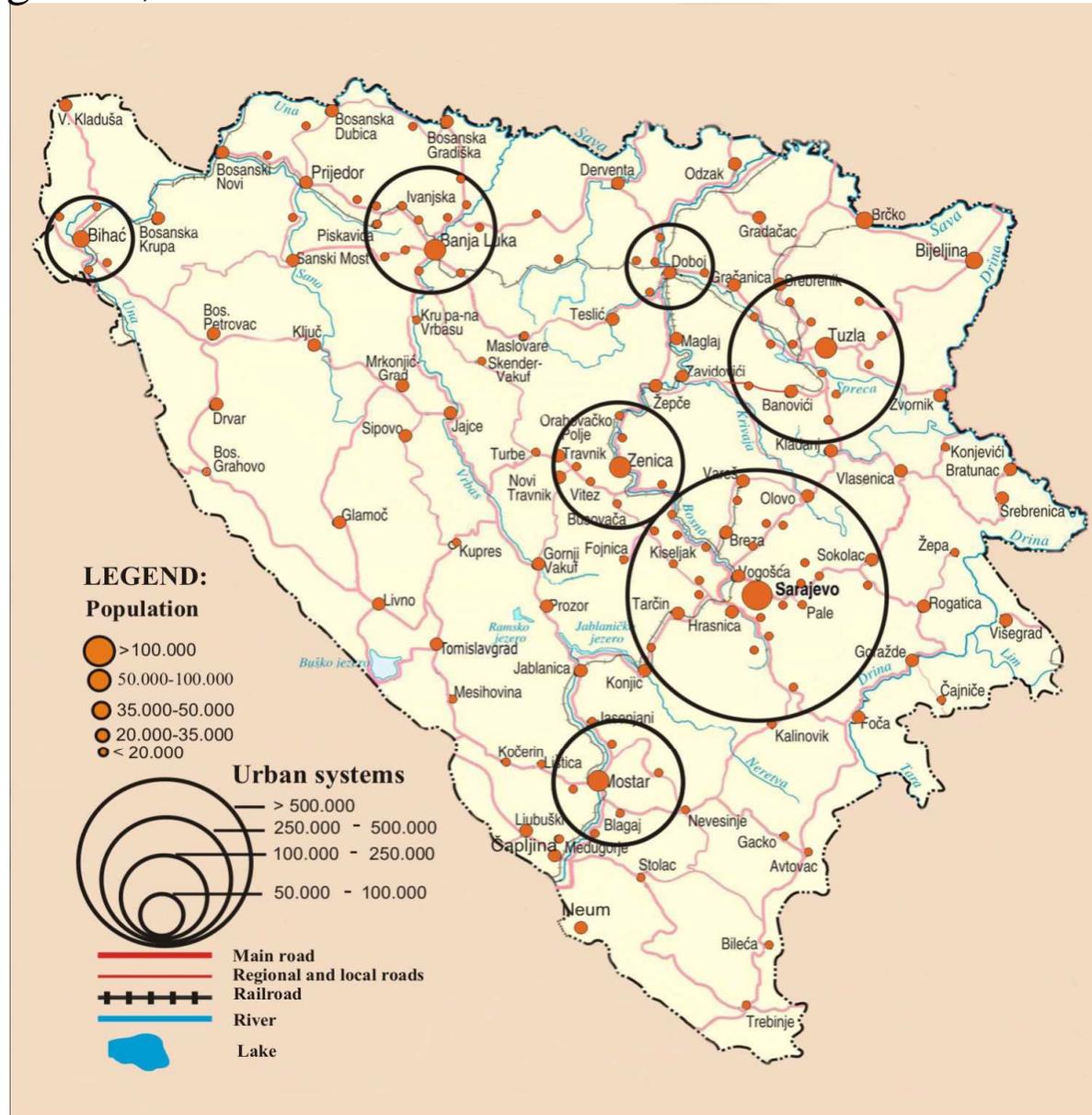




1. Goals of this paper work:

- Spatial and hierarchical characteristics of urban settlements (cities) of Bosnia and Herzegovina were analysed in the paper.
- In addition to Sarajevo as the state capital, the network of urban systems consists of regional centres, among which the most developed are: Mostar, Banja Luka and Tuzla.
- Besides these centres, there are about 15 subregional centres which are bearers of development of the particular higher-rank functions against municipal centres, within the functional-hierarchic units.
- Cities in the network Bosnia and Herzegovina

Fig. 1: Traffic network and distribution of cities in Bosnia and Herzegovina, 2010



- Urban system and regional development of Bosnia and Herzegovina was analyzed at two levels of spatial analysis. The first one is existing regional structure, and the second is an envisaged regional structure similar to the European Union.
- Urban developmental differences in Bosnia and Herzegovina are characterised by regional polarization of population and function.
- The first thing which is noticed in order of size of urban settlements of Bosnia and Herzegovina is too emphasized size of Sarajevo, Banja Luka, Tuzla, Mostar and Zenica, as the biggest urban settlements, against the others.





In structure of urban settlements according to size, urban settlements up to 4.999 inhabitants were prevalent, and there were 34 of them.

There were 48 medium-sized urban settlements from 5.000 to 19.999 of inhabitants, while 2 urban settlements had over 100.000 inhabitants.

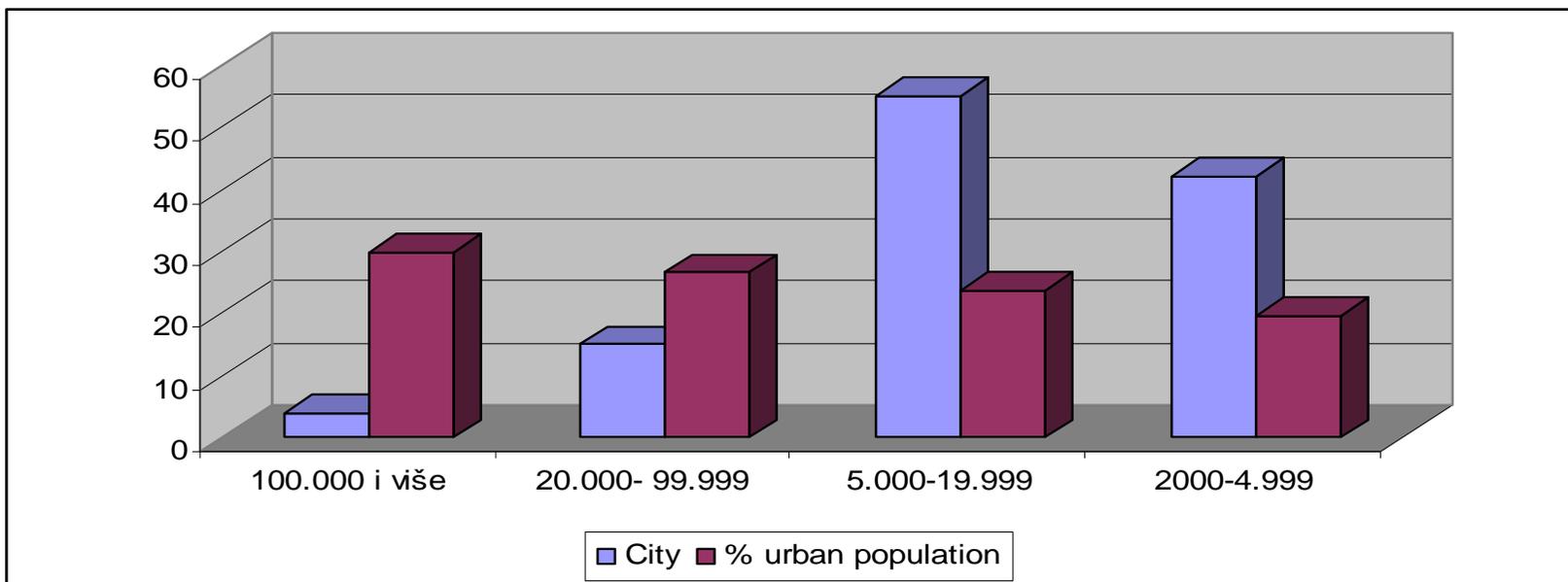
In five largest urban settlements of Bosnia and Herzegovina, 16,72 per cent of urban population, respectively 38,2 per cent of total population lived. (Table 1)



Table 1: Structure of urban population of Bosnia and Herzegovina according to size of urban settlements, 2010

Size of urban settlements according to number of inhabitants	Number of urban settlements	% of total number	Number of inhabitants	% of total urban population	% of total active population
100.000 and more	4	4,0	980.000	29,9	6,9
20.000- 99.999	15	3,0	870.000	26,6	56,4
5.000-19.999	55	1,1	780.000	23,8	23,3
2000-4.999	42	2,1	640.000	19,5	13,4
Total	116	100	3.270.000	100	100

Fig. 1: Structure of urban population of Bosnia and Herzegovina according to size of urban settlements, 2010.





Basic characteristics of urban system of Bosnia and Herzegovina.

The highest growth of total population in period from 1991-2010. had:

Sarajevo +74.912 (12.4 %);

Zenica +32.458 (65.5 %);

Banja Luka +15.678 (15,4 %);

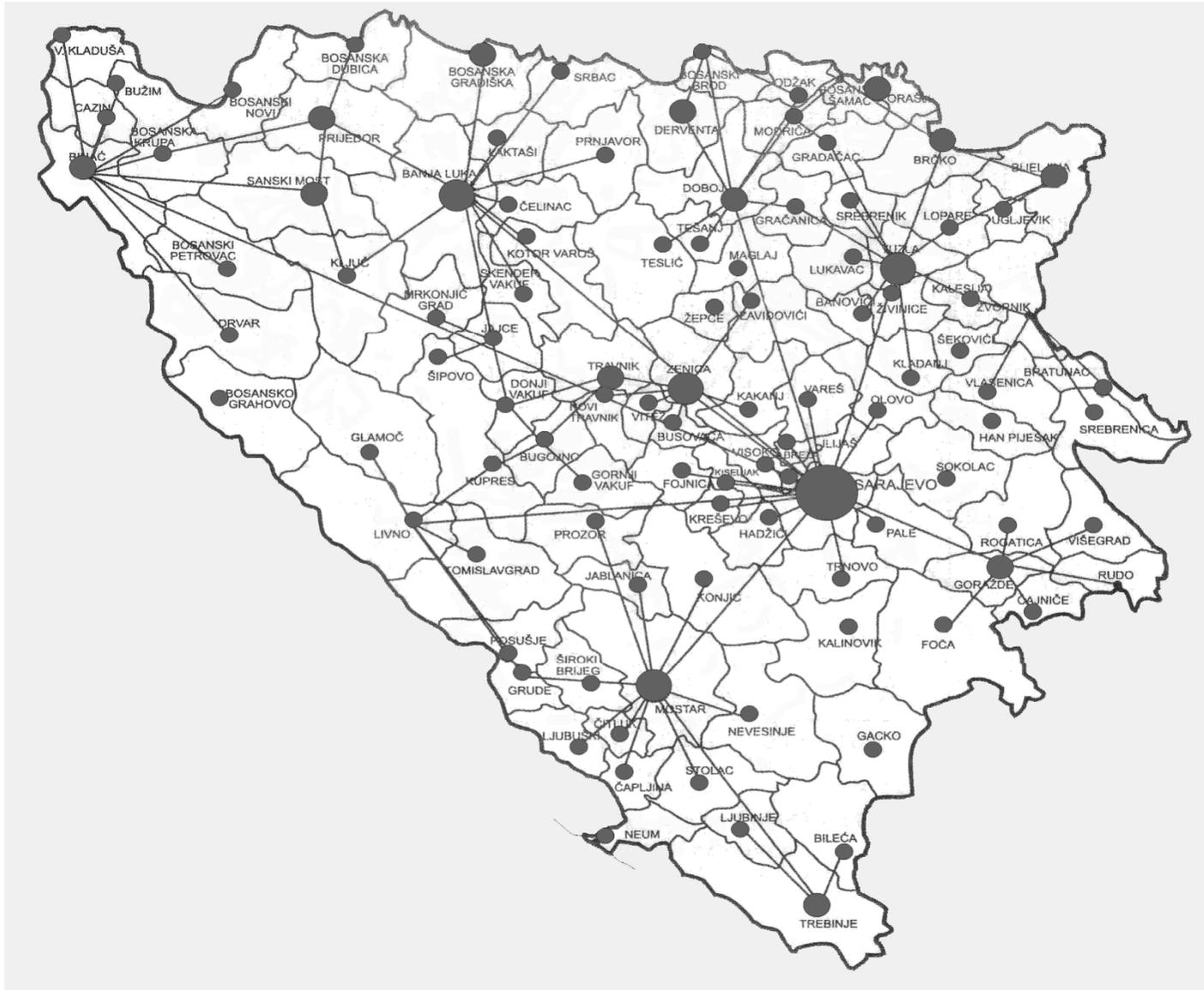
Tuzla +18.679

(28,6 %)

Mostar +12. 438 (19.6 %).

Regional developmental differences in Bosnia and Herzegovina are characterised by regional polarization of population and function.

Fig 2 modern regional development of Bosnia and Herzegovina





Share of active population (in %) in primary, secondary and tertiary activities according to census from 2006 -2008 in Bosnia and Herzegovina

Sectors	2006.	2007.	2010.
	%	%	%
Primary sector	3,1	2,7	2,7
Secondary sector	36,8	32,2	33,4
Tertiary sector	60,1	65,1	63,9
Total	100	100	100

CONCLUSION

The key position and importance of the cities and connections that link the regions in the interior with other regions in Bosnia and Herzegovina have been determined..

According to accessibility, the regional urban system of Sarajevo as a core region is distinguished, and the other urban subsystems (Banja Luka, Tuzla and Mostar) have more or less emphasized peripheral position.

Accessibility of the regional urban systems of Tuzla, Banja Luka, Mostar is increased mainly by using the traffic routes passing through territory of Bosnia and Herzegovina.

With construction of highways on the most important traffic directions, traffic accessibility of the marginal parts of the urban system of Bosnia and Herzegovina.

By transition from the post-communist to the market system, Bosnia and Herzegovina uses its substantial natural-geographic and traffic, as well as demographic advantages.

