

FUNCTIONAL CHANGES IN TEZNO, THE INDUSTRIAL ZONE IN MARIBOR

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Abstract

Functional changes in Tezno, the industrial zone in Maribor

The article discusses the impact of the initial establishment of TAM (Tovarna avtomobilov in motorjev Maribor) on forming of the industrial zone Tezno, Maribor. Both industrialization and planning economy played a key role in forming of a classic industrial zone, which represented an area of manufacturing activities. In the 1970s and 1980s, Maribor economy made more than a half of total income in secondary sector.

Under the influence of socioeconomic changes, restructuring economies and its adaptation to the requirements of the common European market in 1990s influenced on functionally changes of the industrial zone and on forming of the new business and production zone. The city acceded to the revitalisation of the industrial zone into a perspective Business and production zone Tezno.

Key words

industrialization, industrial zone, restructuring economies, TAM Maribor, business and production zone Tezno.

1. Introduction

The process of industrialization is an economic and social process which changed the physiognomy and the function of the city of Maribor in the 19th and 20th century. Development of industry affected the population structure, deagrarization process in the area of Maribor, urban development of the city, population pattern in the environs of the city, infrastructural network, economic growth, and social standard.

With extensive natural, economic and sociocultural gravitational area, the industrial city of Maribor was a powerful macro-regional centre. The impact of industrialization was reflected by an above-average population growth, the latter being an outcome of the deagrarization of the rural area.

Classic industrial cities (Maribor being one of them) were developing on the basis of standard location factors of the industry. A faster process of industrialization was made possible due to a good road and rail connection of the industry with labour market, the connection between capital and raw materials, the river Drava as a water and energy source, and traditional proficiency of the work force, which was based on the tradition of craft trade and commerce.

Alongside fast-growing market, strong foreign capital, and accelerated population/ work force growth the urban settlement expanded and with its function formed the old industrial zones Melje, Tezno, and Studenci, which assured micro-location factors that were important for the development of industry.



Fig. 1: Old industrial zones of Maribor.

Old industrial zones were defined as the lowest form of industrial zones. At first, they represented merely a location of industrial companies and production plants of individual industries with no internal technological or logistical connections that would enable better and more rational business operations. They were located in the vicinity of housing settlements and had no protective greenbelts. Small housing areas have formed inside them where residence quality was inadequate. Environmental standards and principles of humane ecological design were not observed. The actual location of these zones was limiting the spatial expansion of companies and the construction of a linked infrastructural network.

In the 1970s, the Maribor Municipality Urban programme (Urban institute Maribor) defined eight city industrial zones that were forming unsystematically along industrial plants. The latter were spatially dispersed within city area, with the exception of the two old industrial zones Melje and Studenci.

Despite all disadvantages, defining of Maribor industrial areas has to be adjusted positively. These areas were formed so that the city may accede to the long-term planning of suitable industrial zones and to improve the inadequate ecological state. The criteria for forming of the industrial zones included: the natural-geographical adequacy of the soil, the ecological aspect, and the possibilities of constructing a suitable infrastructural network.

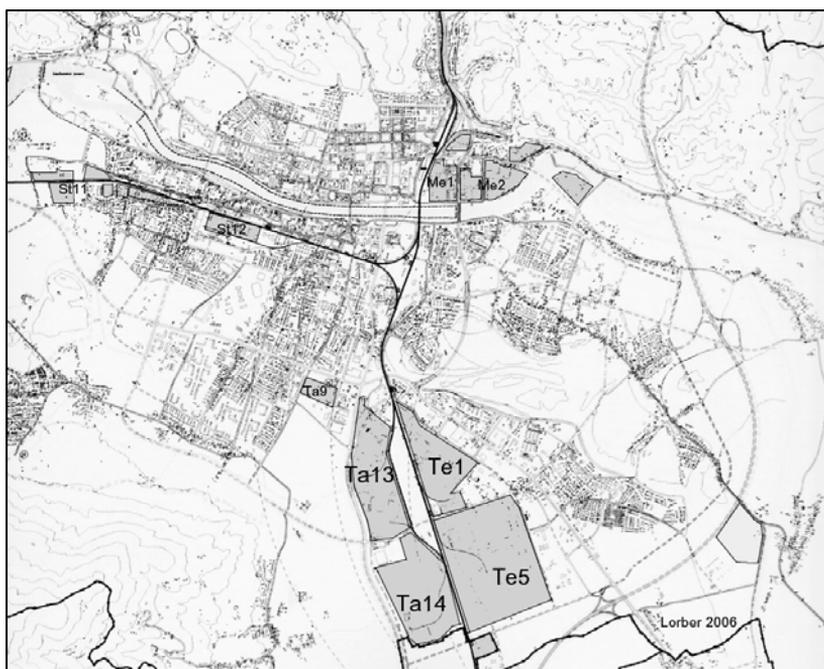


Fig. 2: Industrial zone planning in 2000's.

2. Maribor economy in time of transition and approaching the European Union

In the 1990s, once developed Maribor industry found itself in a serious crisis; the situation arose because the industry failed to adapt and restructure from standard labour intensive manufacturing activities into modern market activities, which are based on high productivity and knowledge that is being invested and has a high added value. The

development of the tertiary sector and the process of deindustrialization were thus slowed down.

The period from the end of the 1980s until independence was the period of the strongest decline of Maribor economy. Yet in 1986 the Maribor Municipality made a total of 11 % of all the income within Slovene economy. After that year Maribor economy was in steady decline or stagnating. It was not until after the year 2002 when a slight ascent of Maribor economy was noticed. The percentage of the Municipality revenue started to ascent towards 5 % of all the revenue of Slovene economy (Lorber 2006).

After 1991, some major changes occurred in Maribor economy regarding the structure of industrial companies, the structure of economic revenues and in production according to sectors of activity, all of which being an outcome of bankrupted companies and not restructuring economies.

Tab. 1: Changes in internal revenue structure of Maribor economy from 1989 to 2003.

Year	Industry	Construction	Trade	Transport and communication	Financial intermediation	Other activities
1989	60,4	7,9	23,0	3,2	1,4	4,1
1990	49,9	8,3	28,0	4,0	3,8	6,0
1991	45,5	6,7	29,2	3,7	8,5	6,4
1992	44,2	6,9	26,9	3,9	10,0	8,1
1993	41,3	6,7	31,5	2,2	9,5	8,8
1994	40,3	7,5	26,2	1,6	16,2	8,2
1995	37,0	7,9	24,1	6,7	15,9	8,4
1996	38,2	6,8	29,8	7,2	15,3	2,7
1997	36,1	6,6	28,6	6,9	17,8	4,0
1998	29,8	6,0	29,0	8,0	13,3	13,9
1999	28,4	7,3	28,5	8,6	13,7	13,5
2000	28,8	7,9	27,5	9,4	13,3	13,1
2001	30,1	8,2	26,0	9,9	12,3	13,5
2003	30,8	6,3	27,0	10,0	12,4	13,5

Source: Lorber L. 1999: The Economic Transition of Slovenia in the Process of Globalization. Geografski zbornik, Ljubljana.

In 1989, the share of industry within the revenues of Maribor economy was 60.4 %. The setback of Maribor economy in comparison with national economy was mostly due the regression of industrial production. In 1990, the industry share was decreased to 10.5 %. The increase of commerce revenues was more a consequence of the changed relative ratios than the actual increase of revenues. After 1993, a faster growth of the share of financial services can be observed, which is a result of ever stronger need of small companies for financial services. The growth of the share of transport and telecommunications in 1995 happened because of the transfer of the Pošta Slovenije (the Slovenian Post Office) management board from Ljubljana to Maribor. After 1997, the economic importance of the industry for city economy and for the whole share of Slovene industry started to diminish. However, the share of domestic product of tertiary sector activities started to increase.

3. Changes within manufacturing activities

Considering the fact that the revenues of processing activities had the highest share in Maribor economy, it is understandable that the consequences of the recession are closely associated to structural changes within these processing activities (Lorber 2006).

In 1988, before Slovenia became independent, political events made it clear that Yugoslav market was about to fall apart and thus Maribor processing activities came to a crisis.

Tab. 2: The revenue share development of manufacturing activities of Maribor economy in the period from 1987 to 2004.

Year	DA	DB	DJ	DL	DM	Other activities
1987	6,7	9,9	7,9	6,2	34,9	34,4
1988	6,6	10,6	6,4	6,2	32,9	37,3
1989	6,7	4,1	6,4	6,4	27,4	49,0
1990	6,5	11,5	8,5	4,9	29,7	38,9
1991	8,6	10,5	9,8	4,3	26,8	40,0
1994	16,2	15,7	10,8	8,3	14,8	34,2
1995	17,1	13,6	7,1	9,2	3,1	49,9
1996	17,8	9,9	8,8	10,5	3,8	49,2
1997	15,3	9,2	9,4	11,0	5,8	49,3
1998	10,0	8,8	9,8	10,6	7,3	53,5
1999	13,7	7,1	15,2	12,1	6,2	45,7
2000	11,3	6,5	17,3	13,2	6,0	45,7
2001	8,3	6,6	18,7	13,5	6,2	46,7
2002	7,2	6,5	18,1	14,5	8,3	45,4
2003	8,3	5,7	20,8	13,9	7,3	44,0
2004	7,4	4,6	22,9	14,1	8,2	42,8

Source: Lorber, L., 2006: Structural changes in Maribor industry after 1991.

DA - Manufacture of food products, beverages and tobacco

DB - Manufacture of textiles and textile products

DJ - Manufacture of basic metals and fabricated metal products

DL - Manufacture of electrical and optical equipment

DM - Manufacture of transport equipment

It is evident from Table 2 that after 1991 the manufacturing share of the vehicle production sector began to decrease drastically. For example, one third of the sales value in TAM Maribor was intended for Yugoslav army, which had after 1988 almost completely ceased its purchases from Maribor companies. If the loss of remaining Yugoslav market is added up, it is clear that the collapse of wrongly managed companies was inevitable.

In the 1980s, the most important activity was the vehicle production that in 1987 contributed 34.9 % of the Maribor industrial sector revenue. Its share was falling rapidly because of the loss of the market. The second most important activity was the manufacture of textile yarn and fabrics, which had a 10 % revenue share. In the beginning stages of the crisis a major problem occurred since the state was involved in solving the problem using state subsidies that were intended for 'preservation of work positions and workers' wages' and not for the restructuring of production or seeking new strategic partners. Thus production continued to decline and in 1995 the revenue share in the sector of vehicle production was only 3.1 %.

After 1995, a major crisis occurred in textile companies as well. The textile industry is bound by cheap labour force and employing women. Globalisation of the trade and changing to the market economy inevitably brought rapid recession and decline to this industrial activity.

Since the end of 1990s, the production is being concentrated in three sectors: metal processing, mechanical engineering, and manufacture of electrical machinery and apparatus. In 2004, these activities reached a half of total revenue within manufacturing activities and were employing almost a half of all industrial workers. In 2001, the value added share per worker in Maribor economy was only 79.9 % of national average. Due to the changes in internal structure of manufacturing activities after the year 2000, the

setback was in recent years reduced and, in 2004, it was 13.9 % below national average (Lorber 2006).

4. The creation of TAM Maribor (Tovarna avtomobilov in motorjev Maribor) and forming of industrial zone Tezno

The industrial zone Tezno was formed in 1941 for the purposes of German military industry. The site selection was determined by the following factors: ideal traffic location, industrial and trade tradition, and the proximity of Fala power plant. In the period from 1941 to 1944, the production in the aircraft parts plant was constantly increasing. The total number of employees was estimated to around 7000.

After World War II, TAM Maribor was established which was the first motor vehicle plant in FLRJ (Federative People's Republic of Yugoslavia) that was manufacturing vehicles following the Czech license named »pionir«. In 1961, the plant was renamed to »Tovarna avtomobilov in motorjev Maribor« and started manufacturing trucks with air cooling engines, following the licence of the Klockner – Humboldt Deutz Company.

In post-war period and until 1985, the vehicle production volume in TAM Maribor was in constant increase. The greatest increase in production happened in the period from 1971 to 1975. From 1981 to 1985, the production was steady and amounted in 9.000 vehicles per year. After 1988, as a reflection of political and economic circumstances, the production volume started to decrease rapidly. In 1990, only 4058 vehicles were manufactured and in 1994 merely 431.

The growth of the company and a rising number of employees were basically simultaneous. In years from 1950 to 1985, the number of employees was growing linearly. There was a slight increase in the number of employees in the end of 1960s when they stopped manufacturing pionir vehicles and gradually switched to their own manufacturing programme for trucks and buses. In the early 1970s, with the increasing number of employees the vehicle production grew as well. After 1988, a decrease in production was paralleled with the decreasing number of employees. In 1994, due to the changed political and economic circumstances, the company employed merely 4000 people and only 1200 of those were employed in vehicle production activities.

5. The creation and development of Business and Production Zone Tezno

Business and Production Zone Tezno (BPZ Tezno) was created in 1996 when TAM went bankrupt and thus ended its several years' long agony. After the bankruptcy and in the context of Maribor restructuring programme (MRP), the Development Fund (the predecessor of Slovene Development Corporation – SDC) joined sound cores of the bankrupt company and established fourteen new companies. Since these companies were capitally very weak, they were eager to find new strategic partners and thus ensure their long-term perspective. This was a necessity, for the TAM production programme was technologically obsolete.

SDC and Maribor Municipality then established a consortium which was responsible for the redemption of all TAM assets; the latter took place in 1999. The infrastructure was redeemed as well. The administering was transferred to the BPZ Tezno Institute, which is a non-profit organisation.

The members of the consortium decided to establish this institute on the ground of mutual interests and some bad experience they had with reselling the assets of the bankrupt Elektrovina Maribor Company, where there were major difficulties with accessing some of the production halls and using infrastructure facilities. The institute

took over the management of both electricity and gas purchases and, what is more, management of roads, sewage, and entire infrastructure that can be used by all who are located in this area.

A construction plan for BPZ Tezno (zone Te-5) was adopted back in 2001 which served as a formal and legal basis for further development. The present content scheme of BPZ Tezno was determined by the ordinance on construction plan in 2001. According to the ordinance, this area is intended for:

- production and storage activities;
- process related logistic activities;
- business activities (from the fields of transport and communications, business services, representations, public administration, financial, insurance and other services);
- commercial activities;
- catering activities (for the purposes of employees);
- road and rail traffic activities;
- gas stations;
- activities, relating to postal and telecommunications traffic, and
- parking.



Fig. 3: The size of empty area in BPZ Tezno.
Source: (Brglez 2006), <http://rkg.gov.si/GERK/viewer.jsp>.

The BPZ Tezno area occupies 108 hectares of land and is one of the largest business zones in Slovenia. The zone represents a great economic potential since almost half of the area has not been built upon yet. Further development of the zone is related to land purchasing, demolishing of some of the housing, and developing building land. A proportion of funds for developing the zone were gained from EU structural Funds.

The area began to prosper in 2001 when first of the two larger companies moved in, i. e. Cimos Koper and Unior Zreče. Unior took over two other companies and initiated a big production plant; almost simultaneously, Cimos established its own company that was producing car parts for some of the largest manufacturers in the world. Thus have former TAM facilities gained their first two companies with a long-term perspective.

In April 2006, there were 138 companies registered in the zone. From Figure 4 it is evident that most present-day companies came to the zone in the first two years after BPZ Tezno was established i. e. in years 2000 and 2001. From 2002 to 2004, a bit smaller number of companies came to the zone although its growth was still considerable. By improving municipal infrastructure, the number of new companies was increasing, so in 2005 the zone gained 24, and in the first third of the year 2006 another 10 new companies. With continuous municipal management of the zone we can expect an increase of the number of new companies in the zone. The increasing number of new companies and a rising number of employees are basically simultaneous.

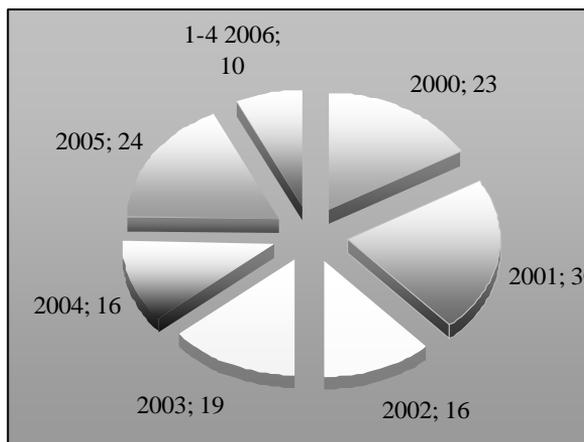


Fig. 4: Number of companies that came into the zone from 2000 to 2006.
Source: BPZ Tezno Institute.

Just before TAM went bankrupt it was employing app. 2800 workers. After the bankruptcy, the companies (established by former SDC in the context of MRP) were employing app. 600 workers. In 2001, the companies in the zone employed around 1200 people, and in April 2006 the number reached 3033 workers.

In time of TAM Company, BPZ Tezno used to be a vehicle production area; today, this is not the case. The zone includes companies that are not dealing with production activity, although the zone preserved the status of vehicle production; the latter was made possible by two companies, Cimos TAM and Tovarna vozil Maribor, which used and modernized the infrastructure of former TAM.

The prevailing activities in the zone are of G-type (commerce, vehicle repairs), with which 46 companies (33.3 %) are engaged in. The second place is reserved for manufacturing activities (D-type), with which 41 companies (29.7 %) are engaged in; these companies employ most of the labour force. Following are activities of K-type (real estate, leasing and business services), with which 21 companies (15.2 %) are engaged in. There are also twelve construction companies and ten companies, engaged in transport, storage and communications. Only few companies are engaged in catering, financial intermediation and other public, collective, or personal services.

Tab. 3: Different activities in BPZ Tezno according to the number of companies.

Activity		Number
D	Manufacturing	41
F	Construction	12
G	Wholesale and retail trade; repair of motor vehicles, motorcycles and personal and household goods	46
H	Hotels and restaurants	2
I	Transport, storage and communication	10
J	Financial intermediation	2
K	Real estate, renting and business activities	21
O	Other community, social and personal service activities	4

Source: BPZ Tezno Institute.

The data quoted indicate that the zone was (after TAM went bankrupt) undergoing the process of tertiarization, since production activities are no longer prevailing and their place was taken by commerce and service activities. The structure of these activities (according to individual years) is shown on Figure 5 which is based on data of the year when companies were established and are still operating.

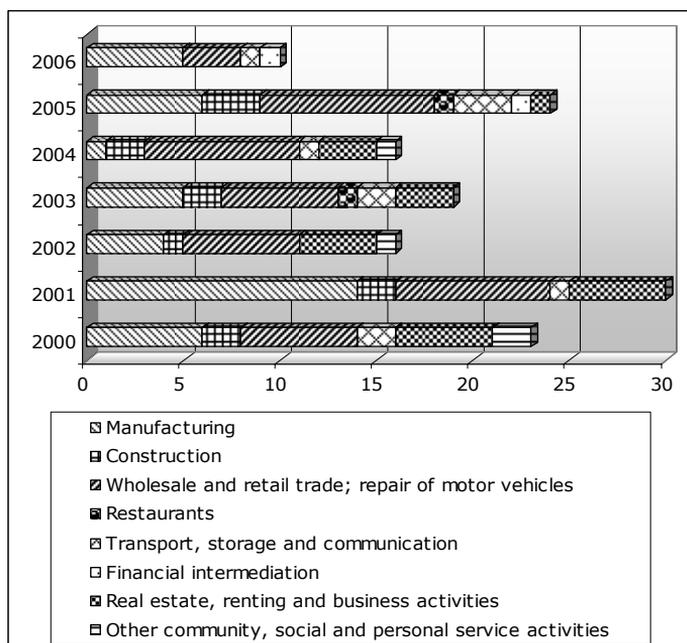


Fig. 5: The structure of activities according to the year establishment.

Source: BPZ Tezno Institute, company register.

The status of the zone over the years was changing according to its activities. In 2001, the zone gained an above-average number of companies, which are engaged in manufacturing activity. In the following years the zone was tertiarized, mostly in 2004 when the majority of newly-arrived companies were engaged in commerce or business services. In 2006, there is also a great deal of companies that are engaged in production activity; however, the data records only ten companies that came into the zone until April 2006. In the period from 2005 to 2006, there are also some financial intermediation activities which were formerly non-existent.

The companies in the zone are quite heterogeneous, depending on the type of activity and on the number of employees. Almost half of all the companies employs between two and nine workers.

BPZ Tezno is making an effort to attract more foreign investors which would enable a faster development of the zone. However, data indicates that most of the companies in the zone (86 %) are local-owned. Some 9 % of companies are joint-venture companies with both, domestic and foreign capital and only 5 % of companies fall into the hands of foreign capital.

By improving the logistics and infrastructural and municipal management of the zone, we can expect a future increase of foreign companies.

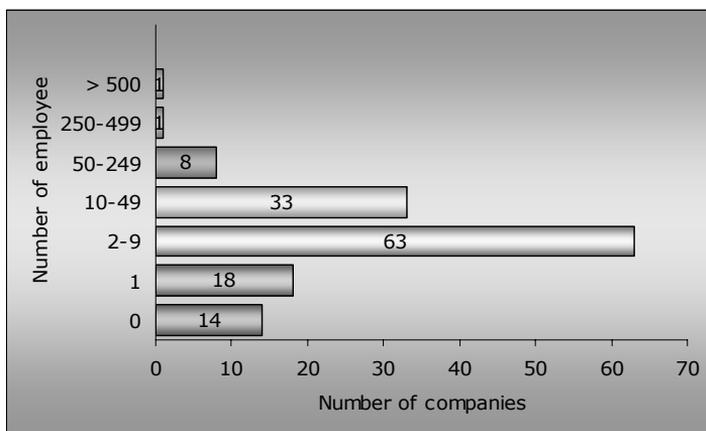


Fig. 6: Companies in BPZ Tezno according to the number of employees.
Source: BPZ Tezno Institute.

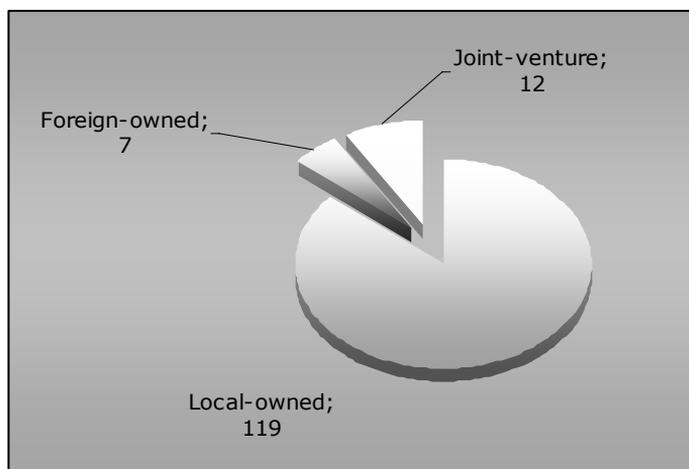


Fig. 7: Company ownership in BPZ Tezno.
Source: Company register (<http://www.gzs.si/register/iskanje.asp>).

6. Advantages and disadvantages of BPZ Tezno and its economic perspective

BPZ Tezno is designed to be a driving force of economic and regional development. In the Regional development programme for the Podravje development region (for the period from 2007 to 2013) the zone is defined in the programme for the increase of entrepreneurship and competitiveness of economy. The programme supports planning and stimulating of entrepreneurship, as well as innovative creation, especially of small companies which are developing programmes with high added value and services that are based on proficiency. Its strategic directive is to establish a business supporting environment that would enable development of manufacturing activities and create new job posts.

An important advantage of BPZ Tezno at gaining new investors is its strategic geographical position. The area of industrial zone Tezno lies in the junction of 5th and 10th Pan-European corridor which is in the vicinity of international airport and between the regional road Maribor-Ljubljana and Ljubljana-Zagreb respectively. Maribor also has a good road and rail connections with the Port of Koper which lies 220 kilometres away from Maribor. The rail connection will be upgraded by constructing a second line on the section Koper-Divača. The position of the zone in its south-east part of the city is also favourable. The railroad and the southern highway access road are running along the zone. The construction of the so-called "Road to Ledina" will have an important impact on the further development of the zone; this road will significantly improve traffic connections within the zone and increase its traffic access to the city.

BPZ Tezno also has its disadvantages that are slowing down its development. Obsolete infrastructure, some of it originating from the World War II, has a negative impact on the arrival of potential investors who have to spend a great amount of new funds to renovate the purchased land and its infrastructure. In general, the zone seems quite disorderly and thus unattractive to potential investors; moreover, real estate value is thus lower. As far as Slovenia is concerned, the prices of the land within the zone are competitive; however, problem arises since the land in Austria is cheaper than one in BPZ Tezno and thus more competitive on the investment market. The prices for the square metre of the land in BPZ Tezno range from 50 and 70 euros, which includes the municipal infrastructure that is quite old and in need of renovation. Regarding the location and development possibilities, these prices are quite reasonable since the land prices in Ljubljana and its environs are at least three times higher. The selling prices of production and storage halls range from 250 to 300 euros per square metre, and the prices of the renovated halls reach up to 400 euros. The production and storage halls are quite in demand and their number is running out, whereas there are plenty of office premises. With improved and equipped municipal facilities, the land prices are expected to be higher.

The operation of the zone is under the supervision of BPZ Tezno Institute which manages all the available infrastructure for the future investors and supplies energy media and maintains energy and municipal network as well. Since the Institute is making annual contracts on purchasing electricity (with the Elektro Maribor Company) and gas (with the Geoplin Company) and because these purchases are extensive, it can attain an attractive price which is good for the users of the zone.

Development of BPZ Tezno (which is due to the arrival of ever more new companies) is resulting in more and more new job spots that lower the regional and city unemployment rate. The fact that in 2001 there were app. 1200 people employed in this area and in 2006 this number increased to 3000 people, confirms this statement. By stimulating business connections of the companies within the zone (which is having huge

collaboration effects), the BPZ Tezno Institute is trying to influence on a faster development of the zone.

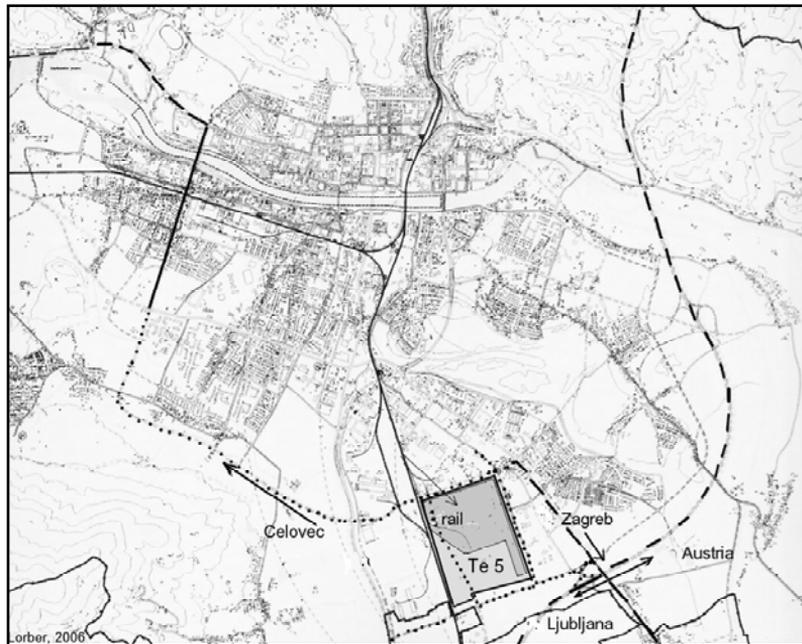


Fig. 8: The planned construction of the traffic infrastructure in the Business and Production Zone Tezno.

7. Conclusion

In the years of vitally important restructuring, Maribor economy was facing various difficulties. Large companies, integrated into the socialist plan-guided economy, were successful in the closed Yugoslav market; however, when switching to market economy they have not managed to adapt to the requirements of the competitive market. This was also the case of TAM Maribor that was developing in the area of the industrial zone Tezno. The downfall of TAM Maribor also changed the function and the structure of the industrial zone that restructured into business zone by trying to retain its production activity as a key element for the development of this area.

The area that was once one of the largest Yugoslav centres of metal-processing industry (equipped with all the necessary infrastructure and equipment) was, in 1990s, still employing more than 7000 mostly qualified workers. After TAM went bankrupt in 1996, there were only a few who ventured to predict the revitalization of the industrial area Tezno. Upon few years of stagnation when only capially weak companies existed (established on the basis of Maribor restructuring programme), a key decision was reached in 1999 when the consortium of Slovene Development Corporation and Maribor Municipality redeemed all TAM assets. This was the outset for seeking new business partners and investors in BPZ Tezno; in the year 2000, there was a new beginning in the operation of the zone when first new companies arrived.

In times of a fast technological development and new assessment of the location factors hierarchy of the industry, the area of industrial zones is gaining a new sense and value.

The development is based on the development of new industries; the latter is bound to the development of science and technology, the goal of which is to increase the added value per production unit. The aim of newly-established zones is forming of a business supporting environment that would transfer the knowledge to production and ensure the forming of business and technological, as well as logistic systems, all of them being vertically and horizontally integrated. The main stress is on development, operation and mutual connection among incubators and innovation centres. Modern industrial and business zones enable a more rational use of urban land, a forming of joint logistic network, incorporation into global information and communication networks, and ensure natural ecological balance and safety.

Until recently, the zone was developing separate from the city. The area of the zone was "closed" and was developing according to its own plan and not as a part of the city. Views on the possible future "opening" of the zone are quite different. Maribor Municipality and most of the companies in the zone are striving for an open design of the zone; however, some would rather keep it closed and intended for industrial, business and some service activities. Today, the open type of the zone is emerging; therefore the municipality is once more trying to incorporate this location into development plans of the city as a whole.

In area planning of Maribor Municipality and in urban scheme of the city there is an initiative to develop BPZ Tezno in connection with the Maribor airport, with trade-distributional centres, with logistic activity along southern access road of Maribor, and with the junction of two important European road corridors. This initiative is one of the fundamental developmental pillars of Maribor and Podravje region. In the area of the zone, the University of Maribor is establishing a scientific and technological park. Its primary purpose will be the implementation of common developmental and innovation projects (set by the institutions of knowledge and economic subjects) that would support the development of small and medium enterprises. For this purpose, the municipality had redeemed a good third of planned area, with some 30 to 35 hectares remaining.

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FUNKCIJSKE SPREMEMBE INDUSTRIJSKE CONE TEZNO V MARIBORU

Povzetek

Ekonomske, tehnološke in socialne spremembe so vzrok funkcionalnih in fizionomskih sprememb v prostoru. Proces deindustrializacije je sprožil propad tradicionalnih industrijskih panog in starih zaposlitvenih centrov, ki se niso prilagodili strukturnim spremembam gospodarstva in globalizaciji trga.

V industrijsko degradiranih območjih je prišlo do propada klasične industrije, zapiranja tovarn proizvodnih dejavnosti in pojava visoke stopnje brezposelnih, kar je imelo za posledico nastanek depresivnih in gospodarsko stagnantnih območij.

Strukturne spremembe mariborskega gospodarstva, še posebej v predelovalnih dejavnostih, v času tranzicije in prehoda na tržno gospodarstvo se odražajo na razvoju industrijskih con. Propad velikih industrijskih podjetij proizvodne dejavnosti je povzročil, da so industrijske cone začele stagnirati ali pa so spremenile svojo namembnost in funkcijo.

V obdobju sedemdesetih in osemdesetih let je mariborsko gospodarstvo zamudilo priložnost prestrukturiranja starih in uvajanja novih proizvodnih dejavnosti. Posledično ni prišlo do terciarizacije gospodarstva. Sekundarni sektor je ustvarjal več kot petdeset odstotkov prihodka gospodarstva in zaposloval preko šestdeset odstotkov delovne sile. Vodilno podjetje je bilo Tovarna avtomobilov in motorjev Maribor (TAM), ki je zasedalo velik del jugovzhodne industrijske cone Tezno in ustvarjalo s četrtno zaposlenimi tretjino prihodkov znotraj predelovalnih dejavnosti mariborskega gospodarstva.

V devetdesetih letih so bili neuspeli poskusi revitalizacije proizvodnje. Leta 1996 je nastala Poslovno proizvodnja cona Tezno. Zaživela je po odkupu premoženja TAM v stečaju na prelomu tisočletja, ki predstavlja s svojimi proizvodnimi halami, skladišči in pisarniškimi prostori z urejeno in centralizirano upravljano infrastrukturo izhodišče za nova podjetja, ki se naseljujejo v coni. Ugodne prometne povezave in dovolj nezazidanih površin predstavlja ugodne pogoje za širitev in uspešno delovanje cone.