

SPATIAL DEVELOPMENT POLICY OF THE CZECH REPUBLIC





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THE GOVERNMENT OF THE CZECH REPUBLIC



DECREE OF THE GOVERNMENT OF THE CZECH REPUBLIC

as of May 17th, 2006, No 561
on the Spatial Development Policy of the Czech Republic

The Government

I. a p p r o v e s the Spatial Development Policy of the Czech Republic included in the part of the IIIrd material, reference number 661/06 (thereinafter, only “Policy”);

II. i m p o s e s

1. to the Government members and heads of the other central administrative authorities
 - a) to take into consideration the Policy when elaborating conceptual documents within the competence of the Ministries and authorities managed by them,
 - b) to fulfil the tasks determined by the Policy,
 - c) to cooperate with the Minister for Regional Development on elaboration of the Report on the Policy application,
2. to the Minister for Regional Development
 - a) in cooperation with the ministers concerned and with heads of the other central administration authorities to submit the Report on the Policy application, and the updated draft of the Policy to the Government before December 31st, 2008,
 - b) to provide the publication of that decree in the Official Gazette of the Government to be at the disposal of regional and municipal authorities,
3. to the Minister for Regional Development in cooperation with the Vice-premier and the Minister of Transport, Ministers of Environment and Agriculture that they create a joint committee in which the regions concerned should be represented for the purpose of feasibility and purposefulness verification of the protection of the area along the canal connection Danube – Odra – Labe and to submit the recommendation of the commission mentioned to the Government before December 31st, 2007;

III. r e c o m m e n d s

1. to governors of regions and to the Mayor of the city of Praha
 - a) to take the Policy into consideration when procuring the planning documentation, and then elaborating conceptual documents,
 - b) to cooperate with the members of the Government, as well as with heads of the other central state administration authorities,
 - ba) when fulfilling the objectives determined by the Policy,
 - bb) when elaborating the Report on Policy application,
 - c) to cooperate with members of the Government within the joint committee the objective of which is to examine the feasibility and purposefulness of the of the protection of area along the canal connection Danube – Odra – Labe,
2. to the mayors of municipalities, to take the Policy into consideration when procuring the planning documentation of municipalities and when elaborating conceptual documents.

To be realized by:

Members of Government, heads of the other central administration authorities.

Notice to:

Governors of regions, the Mayor of the city of Praha.

Prime Minister
Ing. Jiří P a r o u b e k , in his own hand

**SPATIAL DEVELOPMENT POLICY
OF THE CZECH REPUBLIC**

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INTRODUCTION

1 INTRODUCTION

1.1 SPATIAL DEVELOPMENT POLICY OF THE CZECH REPUBLIC

- (1) Spatial Development Policy of the Czech Republic (thereinafter, “SDP CR”) is a spatial planning instrument determining the requirements and frameworks for concretization of objectives of spatial planning in the nationwide, cross-border, and international contexts, with regard to sustainable development of the territory above all, and determines the strategy and basic pre-conditions for meeting these objectives. The SDP CR provides a framework for a consensual spatial development and evaluation of the CR territory (thereinafter, “spatial development”). To reach a necessary coordination of sectoral and intersectoral concepts, namely the planning documentation of regions and investment programmes (programme developments) having influence on the CR spatial development and which, by their importance, overpass the territory of a region (thereinafter, “investment programmes”) the SDP CR ensures, for this purpose, the cooperation of ministries, further central administration authorities and regions.
- (2) The spatial development policy¹⁾
 - (a) stipulates the national priorities of the town and country planning for ensuring the area sustainable development, consisting in the balanced relationship of conditions for the favourable environment, for economic development, and for cohesion of community of inhabitants of the area;
 - (b) delimits the areas with increased requirements for the changes in the area due to concentration of the activities of the international and national importance or the areas, which by their importance, exceed the borders of one administrative region, that means the development areas and development axes. A change in the area is understood as the change of its use or spatial arrangement;
 - (c) delimits the areas with specific values and specific problems of the international and national importance or which, by their importance, exceed the borders of one administrative region (thereinafter, “specific areas”);
 - (d) delimits the areas and corridors of the transport and technical infrastructure of the international and national importance or which, by their importance, exceed the borders of one

administrative region. The area is understood as a part of territory delimited with regard to the existing or the required use, and which, by its importance, extent and/or use will influence the territory of several municipalities or regions. The area delimited for the localization of transport and technical infrastructure lines is understood as a corridor;

- (e) determines, within the limited regions, areas, and corridors the criteria and conditions on possible variants or alternatives of changes in the area and for their consideration, especially with respect to their future importance, possible endangerment, development, recession, preference and risks.

1.2 LINKS OF THE SPATIAL DEVELOPMENT POLICY OF THE CZECH REPUBLIC TO INTERNATIONAL AGREEMENTS, TO DOCUMENTS OF INTERNATIONAL ORGANIZATIONS, AND OF NEIGHBOURING STATES

- (3) The spatial development policy of the CR takes into consideration the requirements for spatial development resulting, for the CR, from international agreements and memberships in international organizations (UN, OECD, Council of Europe and European Union).
- (4) The following documents have been applied for the elaboration of the SDP: documents of Habitat, EEC UN, documents of the Commission for territorial development at the OECD, documents of the Council of Europe (e.g. The Guiding Principles of Sustainable Spatial Development on the European Continent from 2000, Declaration of Ljubljana on Territorial Dimension of Sustainable Development from 2003), EU Documents (e.g., European Perspectives of Spatial Development from 1999, Vision Planet from 2000, Lisbon/Gothenburg Strategy from 2001, as well as other international agreements, contracts and treaties relating to spatial development where the CR is one of contracting parties.
- (5) The Spatial Development Policy of the CR takes in account also the investment projects included into the documents of spatial development of neighbouring States.

1.3 RELATION OF THE SPATIAL DEVELOPMENT POLICY OF THE CZECH REPUBLIC TO OTHER DEVELOPMENT INSTRUMENTS

- (6) The Spatial Development Policy of the CR is procured on the basis of § 22 of the Act CNC No.

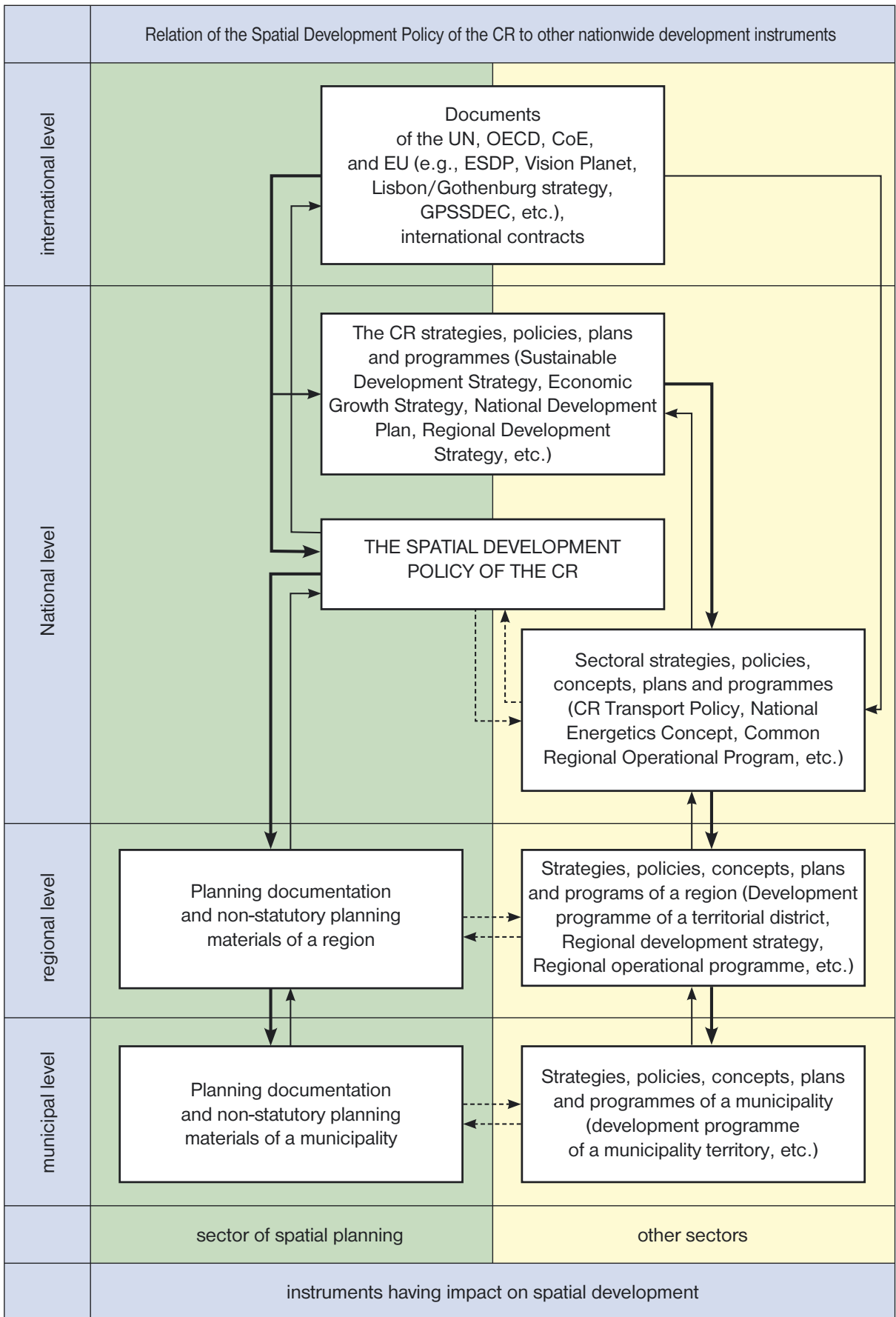
1) See also § 32 of the act No 183/2006 Coll., on town and country planning and building code (Building Act).

2/1999, on establishment of ministries and other central state administration authority of the CR, in the wording of later prescriptions. The Ministry for Regional Development is responsible for procurement of the document mentioned, based on the Government Decree No. 321 of April 7, 2004, and in accordance with the Action Programme of the Ministry for Regional Development for the time period October 2004 – June 2006.

- (7) The Spatial development policy of the CR serves for the coordination of the other resort concepts, policies and strategies from the point of view of sustainable development of a territory. For this reason, it brings stimuli for necessary adaptation of the documents mentioned. In its following updating, the SDP CR will take into consideration further stimuli included in these instruments.
- (8) The Spatial Development Policy of the CR is one among the instruments to reach the harmony in investment projects with possibilities and prerequisites of a territory, as expressed, e.g., in the National Development Plan, and in the Regional Development Strategy. With regard to them, it determines the frame conditions for localization of investment projects within delimited areas, axes, corridors and surfaces, and by the same, it makes possible to increase the contributions of localization of these projects, and to minimize their unfavourable affects. At the same time, it respects the Sustainable Development Strategy, the Economic Growth Strategy, and the protection of Europe-wide important localities and bird domicile areas within the system Natura 2000
- (9) The Spatial Development Policy of the CR coordinates the planning documentations of regions and those of municipalities by nationwide priorities of spatial planning above all.
- (10) The Spatial Development Policy of the CR also serves for coordination of further territory development instruments, e.g. the Development programme for a territory of a region or of that of a municipality.

1.4 STRUCTURE OF THE DOCUMENT ENTITLED SPATIAL DEVELOPMENT POLICY OF THE CZECH REPUBLIC

- (11) The SDP CR includes the text part with charts, and the leading drawing. The text part includes the nationwide priorities of spatial planning for ensuring the territory sustainable development. The priorities determined represent the strategic part of the SDP CR, generally valid for the whole of the Czech Republic territory, and for the following planning documentation. When fulfilling the investment projects mentioned in Chapter 3-6 of the SDP CR, these priorities are to be respected. In the following chapters, the areas, axes, surfaces, and corridors are delimited for which the Criteria and conditions for decision on changes in the area are specified in reasoned cases, further on, the tasks for spatial planning and these for ministries and other central administration offices/bodies are given. The purpose is to reach the coordination of contents of the documents elaborated by them. Such coordination is necessary for their projection into a territory.
- (12) The SDP CR has been elaborated, based on an analysis of knowledge about the state, investment projects and limits of CR land use, included into the material “Bases and Starting Points”. Its part is represented by the drawing of conflicts and problems, which summarizes conflicts of interests and the most important problems found in territory. The “Bases and Starting Points” is the information input for the elaboration of the SDP CR draft, which is not formally negotiated and approved.



NATIONAL SPATIAL PLANNING PRIORITIES TO ENSURE THE SUSTAINABLE DEVELOPMENT



2. NATIONAL SPATIAL PLANNING PRIORITIES TO ENSURE THE SUSTAINABLE DEVELOPMENT

2.1 OBJECTIVE

- (13) The national priorities of spatial planning have been determined, in the SDP CR, to reach a balanced relation of territorial pre-conditions for the purpose of favourable environment, economic development, and for cohesion of the society of population living in the territory.
- (14) In harmony with the character of the CR territory, and the structure of its settlement, the national priorities of spatial planning take into account the requirements for sustainable development of the territory, expressed in the documents of EU, Council of Europe and other international organizations, in which CR is the member.
- (15) The national priorities of spatial planning are determined to concretize the generally formulated aims and objectives of spatial planning, and of the requirements for sustainable development in planning activities of regions and municipalities by which the conditions for changes in a specific area are being determined.

2.2 PROPOSAL

- (16) To create the prerequisites for sustainable spatial development lying in balanced relation of territorial conditions for favourable environment, for economic growth, and for cohesion of population living in the territory.
- (17) To improve the CR integration into the Central European EU area. For this purpose, to create, in this territory, conditions for promotion of public infrastructure (see the chapter Explanation of concepts), namely of the transport links with neighbouring States.
- (18) To support polycentric development of the settlement structure, to create pre-conditions for strengthening the partnership between urban and country areas, and in such a way to improve their competitiveness within the EU framework.
- (19) In public interest to protect and develop natural, civilization and cultural values of the territory including the urban planning, architectural and archaeological heritage. To conserve the character of unique urban structure of the territory, settlement structure and unique cultural landscape, which express the territorial identity, its history and tradition. These territories are of considerable value,

having, e.g., attractiveness for tourism. Their protection, however, should not disallow their economic use, or become a big burden for it. In some cases, the goal-directed protection of specific interest localities is necessary, in other cases, the whole landscape complexes must be protected, and/or renewed. In many cases, further creative landscape development or its renewal is of greater importance than the conservation of existing situation. In some cases, the country landscape can decline due to lack of human intervention.

- (20) To consider both nature protection and economic development, and living standard of population, when determining functional use; at the same time, to seek balanced solutions in cooperation with population and other users of the territory.
- (21) To create conditions for localization of areas to be built up in regions structurally lagging and economically weak, and so to help the solution of problems occurring in these areas, namely of the high unemployment rate.
- (22) To determine the conditions for economical use of the built up area, and to secure the protection of un-built one. To create prerequisites for new use of abandoned areas above all (the so-called brownfields of industrial, agricultural, military or other origin).
- (23) In development areas and development axes, to create, together with the conditions for the rise of territorial systems of ecological stability, also the conditions for formation of continuous areas of public green (green belts) which could enable the permeability of countryside, its use for recreation, and conservation of its reproductive capacity; attention is also to be paid to the creation of conditions for the formation and development of new afforestation areas.
- (24) To create conditions for development and use of territory prerequisites for various types of tourism (e.g., biking, agrotourism, learning tourism), in specific areas above all, with the aim to conserve and develop their values. To support the links from the point of view of tourism in attractive localities by connecting them by means of tourist paths which would enable their use during the whole year for various forms of tourism (hiking, biking, skiing, horse-riding, etc.).
- (25) According to local situation, to create prerequisites for better area accessibility, and for improvement of transport and technical infrastructure with regard to the countryside permeability. If purposeful, to localize the transport and technical infrastructure into common corridors taking into consideration the minimization of landscape fragmentation.
- (26) To improve the accessibility, within the development areas above all, by extension of environmentally friendly public mass transport networks.

- (27) To create conditions for preventive area protection against potential risks and natural disasters (inundations, landslide, erosion, etc.) with the aim to minimize the extent of potential damages. In particular, to ensure the territorial protection of areas necessary for localization of flood protection measures and for delimitation of areas determined for flood water retention. To delimit the areas to be built up in flood areas only in exceptional cases, and in specifically reasoned ones. To delimit and protect the areas to be built up for the purposes of development relocation from the area of high flood damage risk. To create conditions for taking away the consequences of sudden economic changes in an area.
- (28) In the planning documentation, to determine the conditions for land use and arrangement of delimited territories, axes, surfaces and corridors in more detail, in compliance with their determination and character.
- (29) In cases of changes or formation of urban environment, to prevent the spatial-social segregation with negative impacts on social cohesion of population.

DEVELOPMENT AREAS AND DEVELOPMENT AXES



3. DEVELOPMENT AREAS AND DEVELOPMENT AXES

3.1 OBJECTIVE

- (30) The development areas and development axes are delimited by administration districts of State-empowered municipalities (i.e., municipalities empowered with enlarged competences of State-administration, thereafter, “SEM”) where increased requirements on changes in the area manifest themselves due to the concentration of activities both of international and nationwide importance, and of those overreaching the territory of one region by their importance; the development axes are delimited by administration districts of SEM with significant links to important transport routes.
- (31) Increased requests on changes in the area of development areas and development axes require the active cooperation of all public administration authorities, above all of the corresponding ones of State administration which, when solving the spatial planning tasks and fulfilling the recommendations, protect public interests in compliance with specific legal prescriptions.
- (32) If required, the regions will precise, within the planning documentation, the delimitation of development areas and development axes, differentiating according to the territories of individual municipalities, the whole of administration districts of SEM not necessarily forming a part of development areas and development axes. If required, the regions will delimit, in the planning documentation, other development areas and development axes necessary for the development of their territories, and with regard to links with neighbouring States.

3.2 PROPOSAL

- (33) Respecting the national priorities of spatial planning, to enable intensive land use in connection with the development of public infrastructure in development areas. For this reason, to create, in development areas and development axes, pre-conditions for localization of activities with international and nationwide importance which require changes in the area, and by the same to contribute both to conservation of character and to protection of area values lying out of development areas and development axes.

3.2.1 DEVELOPMENT AREAS

(34) OB1 Development area Praha

Delimitation:

The capital Praha, SEM Beroun, Brandýs nad Labem–Stará Boleslav, Černošice, Český Brod, Kladno, Kralupy nad Vltavou, Lysá nad Labem, Neratovice, Říčany.

Delimitation reasons:

A territory with the greatest concentration of population, and of cultural and economic activities with mostly international importance in the CR is concerned; an evident development precondition is the approach to highways, expressways and transit railway corridors; the development area hinterland becomes, step-by step, an area with growing number of population living there instead of the proper territory of the capital.

Criteria and conditions for decision-making on changes in the area:

- to finish building of the belt highway R1 around Praha,
- to specify the highway corridor D3 Praha – České Budějovice – Dolní Třebonín.

Objectives for spatial planning:

- to solve territorial contexts of the highway corridor R1,
- to solve territorial contexts of the specified corridor of the highway D3.

Objectives for the Ministries and other central administrative authorities:

- to enlarge and improve the public transport system
Term: continuously
Responsible: Ministry of Transport in cooperation with the Středočeský Region and the Capital Praha
- to promote the development of tourism
Term: continuously
Responsible: Ministry for Regional Development

(35) OB2 Development area Ostrava

Delimitation:

SEM Bílovec, Bohumín, Český Těšín, Frýdek-Místek, Havířov, Hlučín, Karviná, Kopřivnice, Orlová, Ostrava, Třinec

Delimitation reasons:

A very great concentration of population and eco-

conomic activities is concerned which is characterized by dynamic development of international cooperation with the neighbouring Polish region of Upper Silesia; a marked development precondition is the actually built approach to the CR highway network, and the situation in the IIInd and the IIIrd transition railway corridors.

Criteria and conditions for decision-making on changes in the area:

- a) to improve the conditions for favourable environment,
- b) to promote the use of “brownfields”.

Objectives for spatial planning:

- a) to solve the territorial contexts connected with the construction of the highway D 47 Lipník nad Bečvou – Ostrava – CR border
- b) to solve territorial contexts of the expressway R 48 Lipník nad Bečvou – Český Těšín reconstruction to get standard parameters R,
- c) to solve territorial contexts of the road I/11 Havířov – Český Těšín (as an alternative, the roads I/11 and I/474 Havířov – Dolní Třanovice) reconstruction to get standard parameters R,
- d) to solve territorial contexts of modernization and reconstruction of the road I/11 in the section of multilevel crossing R48– State border to the Slovak Republic, to get a high-capacity traffic road in compliance with development activities in the area.

Objectives for the Ministries and other central administrative authorities:

- a) to promote the reclassification of the area economic base
Term: continuously
Responsible: Ministry for Regional Development, in cooperation with the Ministry of Industry and Trade
- b) to extend and improve the public transport system
Term: continuously
Responsible: Ministry of Transport in cooperation with the Moravskoslezský Region
- c) to promote the development of tourism
Term: continuously
Responsible: Ministry for Regional Development

(36) OB3 Development area Brno

Delimitation:

SEM Brno, Kuřim, Rosice, Šlapanice, Tišnov, Židlochovice.

Delimitation reasons:

A very big concentration of population and economic activities with, for a large part, international importance, is concerned; good accessibility both by highways and expressways, and by the Ist transit railway corridor represents promotion of development; intensifying and extending international links connect the area with the territories of Vienna and Bratislava.

Criteria and conditions for decision-making on changes in the area:

- a) to solve the conditions of reconstruction of the railway node Brno,
- b) to solve the localization of the expressway corridor R43 Brno–Moravská Třebová.

Objectives for spatial planning:

- a) to solve territorial contexts of the reconstruction of the railway node Brno,
- b) to solve territorial contexts of the definitive corridor R 43.

Objectives for the Ministries and other central administrative authorities:

- a) to extend and improve the public transport system
Term: continuously
Responsible: Ministry of Transport in cooperation with the Jihomoravský Region
- b) to promote the development of tourism
Term: continuously
Responsible: Ministry for Regional Development

(37) OB4 Development area Hradec Králové/Pardubice

Delimitation:

SEM Hradec Králové, Pardubice, Chrudim

Delimitation reasons:

A strong, double-core concentration of population and economic activities with mostly international importance is concerned; beside the situation of Pardubice on the Ist transit railway corridor, factors promoting development are also the actual prolongation construction of the highway D11 from Praha to Hradec Králové with planned extension to Poland and prospective connection of the expressway R35 (branching from D11) with Olomouc, which will provide an alternative of quick west-east connection in the CR instead of the overloaded highway D1. Another factor promoting the development is represented by the line of transport highway corridor from Sweden over Poland and

the Czech Republic to the South of Europe, and the realization of the development project Regiorail, the aim of which is the modernization of railway connection among the agglomerations Chrudim – Pardubice– Hradec Králové (on the Czech side) and the agglomeration Walbrzych in Poland lying on the line Chrudim – Pardubice – Hradec Králové – Jaroměř – Trutnov – Walbrzych with the branching-out point Jaroměř – Náchod – Kudova Zdrój – Klodzko.

Criteria and conditions for decision-making on changes in the area:

- a) to specify the expressway R35 corridor in the section from Hradec Králové in direction to Jičín,
- b) to construct the Labe-harbour in Pardubice.

Objectives for spatial planning:

- a) to solve territorial contexts connected with the construction of sections D11 and R35,
- b) to solve territorial contexts of the corridor D11 in its extension from Hradec Králové in direction to Trutnov,
- c) to solve territorial contexts of specified corridor R35 in the section from Hradec Králové in direction to Jičín, and to take into consideration the still delimited corridor from Sedlice to Vysoké Mýto,
- d) to solve territorial contexts of the Labe-harbour in Pardubice.

Objectives for the Ministries and other central administrative authorities:

- a) to extend and improve the public transport system
Term: continuously
Responsible: Ministry of transport in cooperation with the Královéhradecký Region and Pardubický Region
- b) to promote the development of tourism
Term: continuously
Responsible: Ministry for Regional Development

(38) **OB5 Development area Plzeň**

Delimitation:

SEM Nýřany, Plzeň, Přeštice, Stod.

Delimitation reasons:

A strong concentration of population and economic activities with the majority of them having international importance is concerned; the development is promoted by the situation on the recently finished highway D5 Praha – Rozvadov – SRN, and on the IIIrd transit railway corridor.

Objectives for spatial planning:

To solve territorial contexts connected with the construction of the by-pass highway of Plzeň.

Objectives for the Ministries and other central administrative authorities:

- a) to extend and improve the public transport system
Term: continuously
Responsible: Ministry of Transport in cooperation with the Plzeňský Region
- b) to promote the development of tourism
Term: continuously
Responsible: Ministry for Regional Development

(39) **OB6 Development area Ústí nad Labem**

Delimitation:

SEM Ústí nad Labem, Teplice

Delimitation reasons:

The development area presents a strong concentration of population and economic activities, previously with nationwide importance; the existing state on the Ist transit railway corridor and the prepared highway D8 Praha – Ústí nad Labem – SRN approach are promoting development factors.

Criteria and conditions for decision-making on changes in the area:

- a) to improve the conditions for agreeable environment,
- b) to protect the Teplice balneal function,
- c) to promote the utilisation of “brownfields”.

Objectives for spatial planning:

- a) to solve territorial contexts of the construction of the highway D8 sections,
- b) to solve territorial contexts of protection of the Teplice balneal function.

Objectives for the Ministries and other central administrative authorities:

- a) to promote the reclassification of economic basis in the area
Term: continuously
Responsible: Ministry for Regional Development
- b) to prepare conditions for realization of transport constructions following after the highway D8 construction
Term: continuously
Responsible: Ministry of Transport
- c) to extend and improve the transport infrastructure for the systems of public transport
Term: continuously
Responsible: Ministry of Transport in cooperation with the Ústecký Region

- d) to promote the development of tourism
Term: continuously
Responsible: Ministry for Regional Development
- e) to control the service and entertainment installations along communications
Term: continuously
Responsible: Ministry of Industry and Trade

(40) **OB7 Development area Liberec**

Delimitation:

SEM Liberec, Jablonec nad Nisou, Česká Lípa, Tanvald.

Delimitation reasons:

A strong concentration of population and economic activities is concerned, apart from the main core (Liberec), there are relatively marked secondary cores (Jablonec nad Nisou, Česká Lípa); the prevailing part of economic activities is of nationwide importance; the existing connection by the expressways (R10 and R35) with Praha, and the prepared one with Hradec Králové/Pardubice (R35) are the development promoting factors; at the same time, there is situated the potential development territory of the former military area Ralsko, where increased requirements of changes in the area manifest themselves.

Objectives for the Ministries and other central administrative authorities:

- a) to extend and improve the public transport system
Term: continuously
Responsible: Ministry of Transport in cooperation with the Liberecký Region
- b) to promote the development of entrepreneurial activities, in particular in the military area of Ralsko
Term: continuously
Responsible: Ministry for Regional Development in cooperation with the Ministry of Industry and Trade
- c) to eliminate old ecological burdens in the former military area of Ralsko
Term: continuously
Responsible: Ministry of Environment
- d) to promote the development of tourism
Term: continuously
Responsible: Ministry for Regional Development
- e) to control the service and entertainment installations along communications
Term: continuously
Responsible: Ministry of Industry and Trade

(41) **OB8 Development area Olomouc**

Delimitation:

SEM Olomouc

Delimitation reasons:

As far as the territory is concerned, the development area is bound to a strong concentration of population and economic activities, the prevailing part of them having the nationwide importance, and to the cultural and historical signification of Olomouc; as the promoting factors, there are to be mentioned the through road of the IIIrd transit railway corridor, and as far as road traffic is concerned, the existing high speed links (R46, D1) with Brno, the expressway connection in construction (R35, D47) with Ostrava, and the planned highway connection with Praha (R35, D11).

Objectives for spatial planning:

To solve territorial contexts of the by-pass expressway R35 around Olomouc.

Objectives for the Ministries and other central administrative authorities:

- a) to extend and improve the public transport system
Term: continuously
Responsible: Ministry of Transport in cooperation with the Olomoucký Region
- b) to promote the development of tourism
Term: continuously
Responsible: Ministry for Regional Development

(42) **OB9 Development area Zlín**

Delimitation:

SEM Holešov, Zlín, Otrokovice, Vizovice.

Delimitation reasons:

A strong concentration of population and economic activities is concerned; a greater part of them is of nationwide importance; the development supporting factors are the existing state (Otrokovice) on the IIInd transit railway corridor, and the planned expressways interconnections: Zlín, by R49, to the highway D1 at Hulín, and Otrokovice, by R55, from Hulín to Břeclav.

Criteria and conditions for decision-making on changes in the area:

- a) to specify the expressway R49 corridor Fryšták – Zlín – Vizovice – CR border,
- b) to specify the expressway R55 corridor Napaředla – Uherské Hradiště – Břeclav.

Objectives for spatial planning:

- a) to solve territorial contexts of the specified corridor R49,
- b) to solve territorial contexts of the specified corridor R55.

Objectives for the Ministries and other central administrative authorities:

- a) to extend and improve the public transport system
Term: continuously
Responsible: Ministry of Transport in cooperation with the Zlínský Region
- b) to promote the development of tourism
Term: continuously
Responsible: Ministry for Regional Development

(43) OB10 Development area České Budějovice**Delimitation:**

SEM České Budějovice

Delimitation reasons:

The development area presents a strong concentration of population and economic activities which, in majority, are of the nationwide importance: the existing state on the planned highway D3 Praha – České Budějovice – Dolní Třebonín (with approach to the expressway R3 to Austria), and on the IVth transit railway corridor are the promoting development factors.

Criteria and conditions for decision-making on changes in the area:

To specify the highway D3 corridor on the territory of the Středočeský Region.

Objectives for spatial planning:

- a) to solve territorial contexts of the corridor D3 Praha – České Budějovice – Dolní Třebonín,
- b) to solve territorial contexts of the corridor R3 Dolní Třebonín – CR border.

Objectives for the Ministries and other central administrative authorities:

- a) to extend and improve the public transport system
Term: continuously
Responsible: Ministry of Transport in cooperation with the Jihočeský Region
- b) to promote the development of tourism
Term: continuously
Responsible: Ministry for Regional Development

(44) OB11 Development area Jihlava**Delimitation:**

SEM Jihlava

Delimitation reasons:

A relatively strong concentration of population and of economic activities is concerned the signification of which is mostly the nationwide one; the existing state on the highway D1 Praha – Brno (–Kroměříž) is the development promoting factor.

Objectives for the Ministries and other central administrative authorities:

- a) to extend and improve the public transport system
Term: continuously
Responsible: Ministry of Transport in cooperation with the Vysočina Region
- b) to promote the development of tourism
Term: continuously
Responsible: Ministry for Regional Development

(45) OB12 Development area Karlovy Vary**Delimitation:**

SEM Karlovy Vary, Ostrov.

Delimitation reasons:

The development area is delimited on the basis of a strong concentration of population and economic activities the majority of which is of the nationwide significance (balneology is of international importance); the existing state on the planned expressway R6 Praha – Karlovy Vary – Cheb – CR border is the development promoting factor.

Criteria and conditions for decision-making on changes in the area:

- a) to protect balneal functions both of Karlovy Vary and Jáchymov,
- b) to specify the expressway R6 corridor Praha – Karlovy Vary – Cheb – CR border.

Objectives for spatial planning:

- a) to solve territorial contexts of protection of balneal functions both of Karlovy Vary and Jáchymov,
- b) to solve territorial contexts of the specified corridor R6.

Objectives for the Ministries and other central administrative authorities:

- a) to extend and improve the public transport system
Term: continuously
Responsible: Ministry of Transport in cooperation with the Karlovarský Region

- b) to promote the development of tourism
Term: continuously
Responsible: Ministry for Regional Development
- c) to promote the development of balneology
Term: continuously
Responsible: Ministry of Public Health in cooperation with the Ministry for Regional Development
- d) to control the service and entertainment installations along communications
Term: continuously
Responsible: Ministry of Industry and Trade

3.2.2 DEVELOPMENT AXES

(46) OS1 Development axis Praha – Plzeň – CR border (–Nürnberg)

Delimitation (except for the development area):
SEM Hořovice, Rokycany, Stříbro, Tachov.

Delimitation reasons:

It is a traditional, and thanks to the highway D5 Praha – Plzeň – Rozvadov – SRN the most important traffic interconnection of the CR core area with the West of Europe at present; together with the attractiveness effect of the new highway, and with the line of the IIIrd transit railway corridor in the section Praha – Stříbro, the area is able to initiate development stimuli with international overlap in the adjacent territorial zone.

Objectives for the Ministries and other central administrative authorities:

- a) to extend and improve the public transport system
Term: continuously
Responsible: Ministry of Transport in cooperation with the corresponding regions
- b) to control the service and entertainment installations along communications
Term: continuously
Responsible: Ministry of Industry and Trade

(47) Development axis Praha – Ústí nad Labem – CR border (–Dresden)

Delimitation (except for the development area):
SEM Mělník, Roudnice nad Labem, Litoměřice, Lovosice.

Delimitation reasons:

The development axis corresponds with the interconnection of the west part of the CR with eastern parts of SRN, including Berlin; this orientation (together with the attraction effect of the new highway D8 Praha – Ústí nad Labem – SRN and

still existing through railway of the Ist transit corridor) will evidently incite international innovation and development stimuli within the adjacent territorial zone.

Criteria and conditions for decision-making on changes in the area:

- a) to improve conditions for favourable environment (SEM Lovosice above all),
- b) to protect the Teplice balneal functions.

Objectives for spatial planning:

- a) to solve territorial contexts connected with the construction of D8 sections,
- b) to solve territorial contexts of the protection of the Teplice balneal function.

Objectives for the Ministries and other central administrative authorities:

- a) to extend and improve the public transport system
Term: continuously
Responsible: Ministry of Transport in cooperation with corresponding Regions
- b) to prepare conditions for realization of transport constructions which follow after the construction of the highway D8
Term: continuously
Responsible: Ministry of Transport
- c) to control the service and entertainment installations along communications (SEM Lovosice above all)
Term: continuously
Responsible: Ministry of Industry and Trade

(48) Development axis Praha – Hradec Králové/Pardubice – Trutnov – CR border (–Wrocław)

Delimitation (except for the development area):
SEM Nymburk, Kolín, Přelouč, Poděbrady, Nový Bydžov, Jaroměř, Dvůr Králové nad Labem, Náchod, Trutnov.

Delimitation reasons:

The development axis is based on the highway D11 Praha – Hradec Králové – Trutnov – Poland expected effect on the adjacent administrative districts of SEM; in the southwest part of the development axis (section Praha – Pardubice), the existing state is extended by the stimuli connected with the line of the Ist transition railway corridor, and with the Labe waterway and the Pardubice harbour. Further on, the development axis is based on the expected effect of the modernization of railway traffic between the agglomerations Chrudim – Pardubice – Hradec Králové on the Czech side and the ag-

glomeration Walbrzych in Poland, which lie on the line Chrudim – Pardubice – Hradec Králové – Jaroměř – Trutnov . Walbrzych with branching-out point Jaroměř – Náchod – Kudowa Zdrój – Klodzko.

Objectives for spatial planning:

- a) to solve territorial contexts of the corridor D11 in the section from Hradec Králové to the CR border,
- b) to solve territorial contexts of the Ist transit railway corridor, and of the Labe waterway.

Objectives for the Ministries and other central administrative authorities:

To extend and improve the public transport system.

Term: continuously

Responsible: Ministry of Transport in cooperation with the corresponding Regions

(49) **OS4 Development axis Praha – České Budějovice – CR border (–Linz)**

Delimitation (except for the development area):

SEM Benešov, Votice, Tábor, Soběslav, Trhové Sviny, Kaplice.

Delimitation reasons:

The development axis is bound both on the planned highway D3 Praha – České Budějovice – Dolní Třebonín, and on the expressway RF3 Dolní Třebonín – CR border, for which (also with regard to their newness) an important attraction effect having international overlap can be expected, and on the parallel line of the IVth transit railway corridor.

Criteria and conditions for decision-making on changes in the area:

To specify the highway corridor D3 on the territory of the Středočeský Region.

Objectives for spatial planning:

- a) to solve territorial contexts of the specified corridor D3 Praha – České Budějovice – Třebonín,
- b) to solve territorial contexts of the specified corridor R3 Třebonín – CR border.

Objectives for the Ministries and other central administrative authorities:

- a) to extend and improve the public transport system

Term: continuously

Responsible: Ministry of Transport in cooperation with the corresponding Regions

- b) to control the service and entertainment installations along communications (especially SEM Kaplice)

Term: continuously

Responsible: Ministry of Industry and Trade

(50) **OS5 Development axis (Katowice–) CR border – Ostrava – Břeclav – CR border (–Wien)**

Delimitation (except for the development area):

SEM Nový Jičín, Odry, Hranice, Lipník nad Bečvou, Prostějov, Vyškov, Hustopeče, Břeclav, Přerov, Kroměříž, Uherské Hradiště, Veselí nad Moravou, Hodonín.

Delimitation reasons:

A traditional connecting corridor between the southern and northern Europe is concerned which, in Moravia, bifurcates into two branches: the western one (bearing on the big cities, Brno and Olomouc, interconnected by the highway D1 and the expressway R46), and the eastern one (following the interconnection through the region along the Morava river with the line of the IInd transit railway corridor with the prospective line of expressway R55 Hulín – Břeclav, which is the best from the communication standpoint). Both branches of the development axis and also the common section Lipník nad Bečvou – Ostrava – Poland above all (with the line of the new highway D47) will incite, without any doubt, innovation and development stimuli with international overlap in corresponding territory zones.

Criteria and conditions for decision-making on changes in the area:

- a) to specify the corridor of the D1 highway section Kroměříž – Lipník nad Bečvou,
- b) to specify the corridor of the R49 expressway Fryšták/Zlín – CZ border,
- c) to specify the corridor of the R55 expressway Napajedla – Uherské Hradiště – Břeclav.

Objectives for spatial planning:

- a) to solve territorial contexts connected with the section construction D1 Vyškov – Kroměříž,
- b) to solve territorial contexts connected with the D47 construction Lipník nad Bečvou – Ostrava – CR border
- c) to solve territorial contexts of the specified corridor D1 Kroměříž – Lipník nad Bečvou,
- d) to solve territorial contexts of the specified corridor R49,
- e) to solve territorial contexts of the specified corridor R55,

- f) to solve territorial contexts of the expressway R48 reconstruction Lipník nad Bečvou – Český Těšín to standard R parameters,
- g) to examine the possibility of delimiting the corridors for construction of high capacity transport route Opava – Ostrava, Bohumín – Třanovice – Mosty u Jablunkova – CR border.

Objectives for the Ministries and other central administrative authorities:

To extend and improve the public transport system

Term: continuously

Responsible: Ministry of Transport in cooperation with the corresponding Regions

(51) **OS6 Development axis Praha – Jihlava – Brno**

Delimitation (except for the development area):

SEM Benešov, Vlašim, Humpolec, Velké Meziříčí.

Delimitation reasons:

The basis for the development axis is formed by the highway D1 Praha – Jihlava – Brno (–Kroměříž) which, according to assumptions, will initiate the development stimuli in the adjacent territorial zone, except for the micro-region of the water reservoir Švihov where the protection of drinking water sources represents the limiting factor.

Objectives for the Ministries and other central administrative authorities:

To extend and improve the public transport system.

Term: continuously

Responsible: Ministry of Transport in cooperation with the corresponding Regions

(52) **Development axis Praha – Liberec – Hrádek nad Nisou – CR border**

Delimitation (except for the development area):

SEM Mladá Boleslav, Mnichovo Hradiště, Turnov.

Delimitation reasons:

The development axis interconnects the Praha and Liberec development areas with neighbouring States through the dynamically developing industrial micro-region of Mladá Boleslav; it is based on the existing road interconnections R10 Praha – Turnov, R35 Turnov – Liberec.

Criteria and conditions for decision-making on changes in the area:

To revitalize the formerly military area Milovice–Mladá

Objectives for spatial planning:

- a) to solve territorial contexts of the revitalization of the formerly military area Milovice–Mladá,
- b) to delimit the corridor for the high capacity traffic route connecting the development axis to important traffic lines in Germany.

Objectives for the Ministries and other central administrative authorities:

a) to extend and improve the public transport system

Term: continuously

Responsible: Ministry of Transport in cooperation with the corresponding Regions

b) to update the railway line Praha – Liberec

Term: after 2012

Responsible: Ministry of Transport

(53) **OS8 Development axis Ústí nad Labem – Most – Chomutov – Karlovy Vary – Cheb – CR border**

Delimitation (except for the development area):

SEM Bílina, Most, Litvínov, Chomutov, Kadaň, Sokolov, Cheb.

Delimitation reasons:

The development axis takes into consideration the role of resources of brown coal; in case of the exploitation extension, higher changes in the area can be expected, namely both direct (open pit mines) and indirect (concentration of power engineering and chemical industry); in the west part of the development axis, it is moreover the effect of planned expressway R6 from Karlovy Vary to Cheb.

Criteria and conditions for decision-making on changes in the area:

- a) to improve pre-conditions for favourable environment,
- b) to protect the balneal functions of Františkovy Lázně and of Bílina,
- c) to specify the expressway R6 corridor (Praha–Karlovy Vary – Cheb).

Objectives for spatial planning:

- a) to solve territorial contexts of surface requirements of large open pit lignite mines,
- b) to solve territorial contexts of the protection of balneal functions both of Františkovy Lázně and Bílina,
- c) to solve territorial contexts of the specified corridor R6.

Objectives for the Ministries and other central administrative authorities:

- a) to decide on further pertinent possibilities of lignite exploitation
Term: in 2006
Responsible: Ministry of Industry and Trade in cooperation with the Ministry of Environment, and the Ministry of Labour and Social Affairs
- b) to promote the restructuring of the area economic basis
Term: continuously
Responsible: Ministry for Regional Development in cooperation with the Ministry of Industry and Trade
- c) to extend and improve the public transport system
Term: continuously
Responsible: Ministry of Transport in cooperation with corresponding Regions
- d) to control the service and entertainment installations along communications
Term: continuously
Responsible: Ministry of Industry and Trade

(54) **OS9 Development axis Hradec Králové/Pardubice – Olomouc**

Delimitation (except for the development area):

SEM Holice, Kostelec nad Orlicí, Vysoké Mýto, Litomyšl, Ústí nad Orlicí, Česká Třebová, Lanškroun, Moravská Třebová, Zábřeh, Mohelnice, Litovel.

Delimitation reasons:

The basis of the development axis is represented both by the existing line of the Ist and the IIIrd transit railway corridors, and by the planned integration of the expressway R35 in the section between Hradec Králové and Mohelnice with link to the existing line R35 to Olomouc; due to this, the second (including the highway D11) high-capacity west-east road interconnection in the CR will come into existence with supposed impact on the development within the adjacent territorial zone.

Criteria and conditions for decision-making on changes in the area:

- a) to specify the expressway R35 corridor in the section Hradec Králové – Vysoké Mýto – Mohelnice,

- b) to specify the expressway R43 corridor in the section Brno – Moravská Třebová.

Objectives for spatial planning:

- a) to solve territorial contexts of the specified corridor R35,
- b) to solve territorial contexts of the specified corridor R43.

Objectives for the Ministries and other central administrative authorities:

To extend and improve the public transport system
Term: continuously
Responsible: Ministry of Transport in cooperation with the corresponding Regions

(55) **OS10 Development axis Brno – Svitavy/Moravská Třebová**

Delimitation (except for the development area):

SEM Blansko, Boskovice, Svitavy, Moravská Třebová

Delimitation reasons:

The basis of the development axis is formed both by the existing Ist transit railway corridor in the section Brno – Svitavy, and by the planned speedway line R43 Brno – Moravská Třebová.

Criteria and conditions for decision-making on changes in the area:

To specify the corridor of the expressway R43 Brno – Moravská Třebová

Objectives for spatial planning:

To solve territorial contexts of the specified corridor R43.

Objectives for the Ministries and other central administrative authorities:

To extend and improve the public transport system.
Term: continuously
Responsible: Ministry of Transport in cooperation with the corresponding Regions

(56) **OS11 Development axis Zlín – Horní Lideč – CR border**

Delimitation (except for the development area):

SEM Vsetín

Delimitation reasons:

The development axis is bound to the planned expressway R49 (Hulín–) Fryšták/Zlín – Vizovice – Horní Lideč – CR border.

Criteria and conditions for decision-making on changes in the area:

To specify the expressway R49 corridor Fryšták/
Zlín – Horní Lideč – CR border

Objectives for spatial planning:

- a) to solve territorial contexts of the specified corridor R498.
- b) to solve territorial contexts of the corridors for ŽD1 and E1.

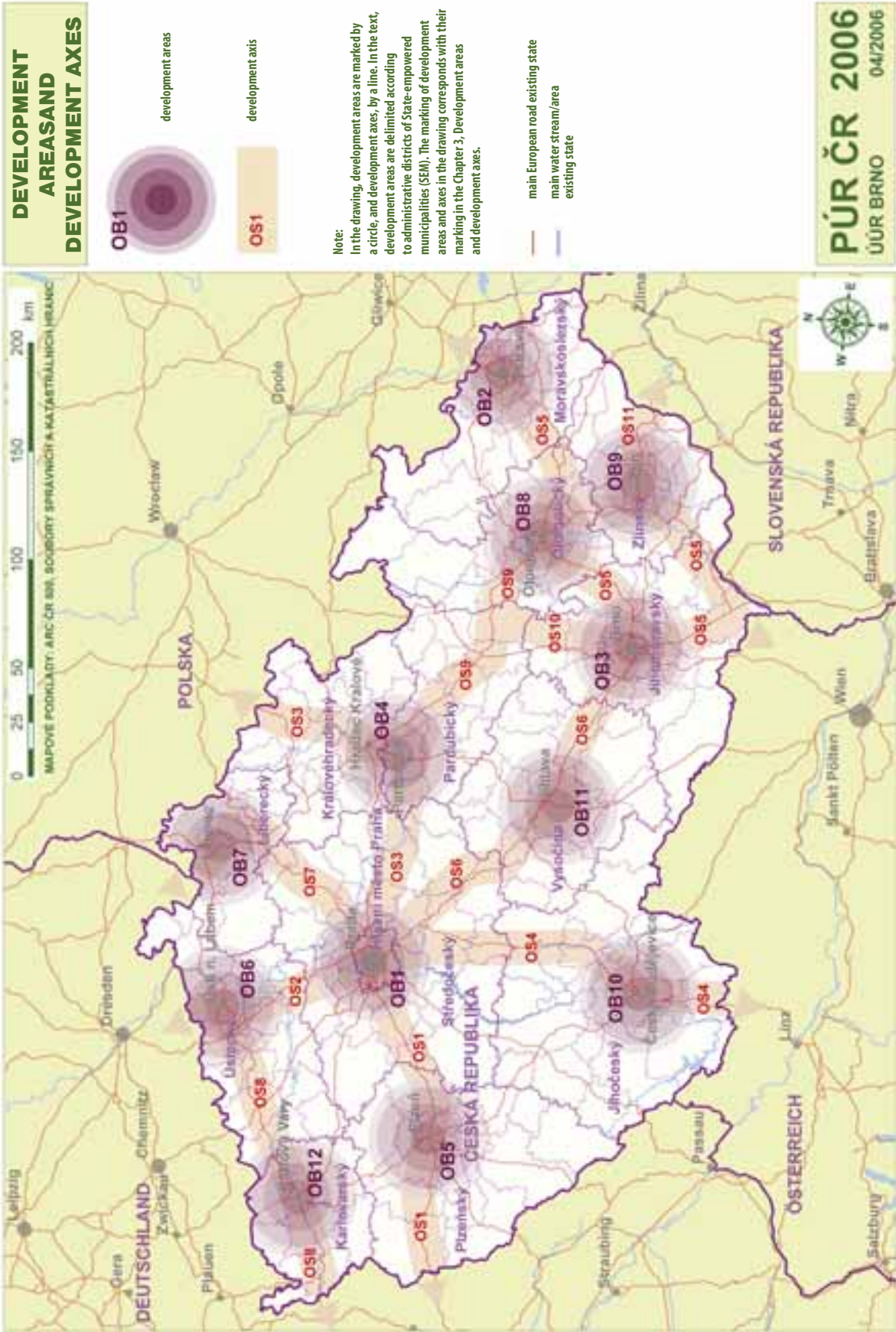
Objectives for the Ministries and other central administrative authorities:

To extend and improve the public transport system.

Term: continuously

Responsible: Ministry of Transport in cooperation with the Zlínský Region.

CHART 1 : DEVELOPMENT AREAS AND DEVELOPMENT AXES



SPECIFIC AREAS



4. SPECIFIC AREAS

4.1 OBJECTIVE

- (57) The specific areas are delimited by the administrative districts of SEM within which, according to their mutual comparison, the long-term problems from the point of view of area sustainable development, i.e., important differences in territorial pre-conditions of favourable environment, of economic development, and of society coherence of the area inhabitants manifest themselves. Hereby, there are concerned the administrative districts of SEM with specific values or having specific problems of international and nationwide importance, or which, by their importance, overreach the territory of the region. If an administrative district SEM represents, at the same time, a part of a development area or of a development axis (e.g. SEM Vsetín, Karlovy Vary, Havířov, Bohumín, Bílina, Litvínov, Most), there exists a presumption that more dynamic changes will take place in the area, which will influence the economic and social development positively.
- (58) In the SDP CR, 6 specific areas are delimited in which, according to the found facts, the solution of problems from the point of view of area sustainable development is the most urgent. The purpose of delimitation of these 6 following specific areas is the requirement that the regions, ministries and other central administrative authorities would create there, in compliance with their potentials, conditions for clearing the problems with the aim of enabling the sustainable development in these areas. Beside the 6 delimited specific areas, the other territories appropriate for delimitation of the other specific areas can be identified with more detailed differentiation. When updating the SDP CR, it will be assessed whether the reasons of delimitation of further mentioned 6 specific areas have not passed over, and whether it would not be appropriate to delimit other specific areas with acute solution need of sustainable development problems.
- (59) The regions, according to their needs, will specify the delimitation of specific areas differentiated according to the territories of individual municipalities, so that the whole of administrative districts of SEM need not represent a part of specific areas. At this delimitation, it is necessary to take into consideration the criteria and characteristics of a specific area delimited within the SDP CR.
- (60) If necessary, regions will propose further specific areas as a basis for updating the Spatial Development Policy of the CR as well with regard to new problems in the area. If necessary, the regions will delimit, within their planning documentation, further specific areas showing long-term problems of sustainable development of their territory.

4.2 PROPOSAL

(61) SOB1 Specific area Šumava

Delimitation:

SEM Český Krumlov, Klatovy, Prachatice, Sušice, Vimperk.

Delimitation reasons:

The area, valuable from the nature point of view, and attractive from the point of view of society, has a high landscape potential for recreation which must be developed and used with regard to the area sustainable development. In compliance with nature protection, strengthening the economic and social development is necessary, in particular the small and middle entrepreneurship in the field of traditional production and tourism. The coordination of land use and tourism is necessary with the neighbouring federal states, Bavaria and Upper Austria.

Criteria and conditions for decision-making on changes in the area:

- a) to create prerequisites for reaching balanced conditions for the area sustainable development in coordination with nature and landscape protection,
- b) to create opportunities for improvement and stabilization of living standard of inhabitants,
- c) to determine the conditions of the area recreational potential use,
- d) to create conditions for the development in the fields of agriculture and timber processing above all,
- e) to improve the area accessibility and the cross-border transport links.

Objectives for spatial planning:

- a) to identify the major poles and centres of the area economic development, in these settlements to create conditions of spatial development and improvement of transport infrastructure, technical infrastructure and civic amenities,
- b) to create territorial prerequisites for the area transport accessibility development and the development of cross-border traffic through ways,
- c) to interconnect the system of foot and bike paths with neighbouring States and to form the final shape of the long-distance ways system,
- d) to create the territorial prerequisites for the development of recreation and tourism, timber processing industry and of traditional crafts, in particular by delimitation of appropriate development areas and rules for localization of these activities in municipalities and landscape in coordination with the nature and landscape protection,

- e) in the planning documentation of regions, to examine the opportunities for more intensive use of recreational potentials for summer recreation, and of appropriate areas in the protected landscape area of Šumava for winter recreation,
- f) to coordinate the planning activity and spatial development with the German and Austrian parts and to cooperate with them when elaborating the planning documentation of the regions,
- g) to determine the measures for ensuring the ecological pillar within the framework of sustainable development in balance with the other pillars.

Objectives for the Ministries and other central administrative authorities:

- a) to harmonize the interests of nature protection with the area economic, and social development conceptually,
Responsible: Ministry of Environment in cooperation with the Ministry of Industry and Trade, the Ministry of Labour and Social Affairs, and the Ministry for Regional Development
Term: continuously
- b) to inform potential investors including the foreign ones on possibilities of settlement development and on appropriate free development areas with good transport accessibility,
Responsible: Ministry for Regional Development in cooperation with the Ministry of Industry and Trade, and the Ministry of Foreign Affairs
Term: continuously
- c) to support, above all via investments, the development of ecologic agriculture, ecologic forms of recreation, treatment of local raw materials, traditional crafts, etc.,
Responsible: Ministry for Regional Development in cooperation with the Ministry of Industry and Trade and the Ministry of Agriculture
Term: continuously
- d) to promote the development of ecologic transport forms, in the territory of the National Park Šumava above all, in particular of the public transport for commuting to work, services and recreation, to further develop the network of cyclic and tourist paths,
Responsible: Ministry of Transport in cooperation with the Ministry of Environment
Term: continuously
- e) on both State and international levels to promote natural and cultural values of the area, and recreation opportunities with the aim of developing the tourism, to organize consultations to develop the qualification of inhabitants living in the area,
Responsible: Ministry for Regional Development in cooperation with the Ministry of Environment,

the Ministry of Culture, and the Ministry of Foreign Affairs

Term: continuously

- f) to cooperate with German and Austrian parties in the field of nature and landscape protection, and to create conditions and opportunities for economic and social development,
Responsible: Ministry of Environment and the Ministry for Regional Development in cooperation with the Ministry of Industry and Trade, the Ministry of Labour and Social Affairs, and the Ministry of Foreign Affairs.
Term: continuously

(62) SOB2 Specific area Beskydy

Delimitation

SEM Frenštát pod Radhoštěm, Frýdek-Místek, Frýdlant nad Ostravicí, Jablunkov, Rožnov pod Radhoštěm, Třinec, Vsetín (due to the territory of SEM Vsetín, the area partly covers the development axis OS11 Zlín – Horní Lideč – CR border).

Delimitation reasons:

- a) From the point of view of area sustainable development, a structurally affected area is concerned where stagnation of important economic branches (armament and electrical industries) took place.
- b) The recreation potential is used in an unbalanced way. One of the most important transport ways through to Slovakia passes through the area. The area excels by high aesthetic values of landscape and settlement character and by cultural and folkloric traditions with a strong bound of inhabitants to a locality (Radhošť mountain). The area of Beskydy, valuable both from the point of view of nature and that of social attractiveness, presents a high recreational landscape potential which is to be developed and used with regard to the area sustainable development.
- c) In the area, very valuable from the point of view of nature, there are important resources of raw materials significant for energy production (deposits of high quality coal) with transnational importance. Here, it is necessary to harmonize the interests of nature protection with those of coal mining and small and middle entrepreneurship in the field of traditional production and tourism.

Criteria and conditions for decision-making on changes in the area:

- a) to create prerequisites for reaching balanced conditions for the sustainable area development in coordination with nature and landscape protection,

- b) to create opportunities for improvement and stabilization of living standard of inhabitants,
- c) to create conditions for larger use of the area re-creation potential,
- d) to solve the conflict between the interests of coal mining and the nature and landscape protection,
- e) to create new jobs by restructuring the existing economics,
- f) to improve the transport accessibility of near-border areas,
- g) to create conditions for ensuring the interests both of nature protection and those of economy,
- h) to create conditions for development of ecological agriculture and timber processing.

Objectives for spatial planning:

- a) to create territorial conditions for economy restructuring in major economic centres of the area,
- b) to create territorial preconditions for improving the transport accessibility of the near-border area to Slovakia,
- c) to solve territorial contexts connected with the corridor for the expressway R49 Fryšták/Zlín – Horní Lideč – CR border,
- d) to create territorial conditions for development of the system of the cross-border foot and cycling paths,
- e) to control recreational activities in the most engaged centres, and to create territorial conditions for development of recreation in the other territory,
- f) to create territorial conditions for development of winter recreation also aside from major centres,
- g) in case of mining extension of coal resources or gas in the Beskydy to determine the regulations for nature, landscape and development protection,
- h) to coordinate the planning activity and the spatial development of the area with the Slovak party, and to cooperate with it at the elaboration of planning documentation of the Regions,
- i) to determine the measures for ensuring the ecologic pillar within the framework of sustainable development in balance with the other pillars,
- j) to solve territorial contexts of modernization and reconstruction of the road I/11 in the section of multi level crossing R 48 - State border into the high capacity transport route in compliance with development activities in the area,
- k) to create territorial preconditions for agricultural production of the mountain and low-mountain character (grass planting and pasture management).

Objectives for the Ministries and other central administrative authorities:

- a) to concentrate the economic activities into area major centres,
Responsible: Ministry for Regional Development in cooperation with the Ministry of Industry and Trade, and with the Ministry of Labour and Social Affairs
Term: continuously
- b) to inform potential investors including the foreign ones on conditions of settlements development and appropriate free development areas having good transport accessibility,
Responsible: Ministry for Regional Development in cooperation with the Ministry of Industry and Trade and with the Ministry of Foreign Affairs
Term: continuously
- c) to promote the development of ecological agriculture, in particular of traditional pasture management,
Responsible: Ministry of Agriculture in cooperation with the Ministry of Environment
Term: continuously
- d) to promote the development of ecological forms of recreation, tourism and cycling, treatment of local raw materials, traditional crafts etc., to link up with the local arts and crafts traditions,
Responsible: Ministry for Regional Development in cooperation with the Ministry of Industry and Trade
Term: continuously
- e) to propagate in the nationwide and in international scopes, opportunities of recreation, natural and cultural values of an area, in particular cultural and folkloric traditions, symbolic character of localities with the aim to develop the tourism, to organize consultations for developing the qualification of inhabitants in the area,
Responsible: Ministry for Regional Development in cooperation with the Ministry of Environment, the Ministry of Culture, and the Ministry of Foreign Affairs
Term: continuously
- f) to cooperate with the Slovak party in the field of nature and landscape protection, and of improvement of conditions for economic and social development in the area,
Responsible: Ministry of Environment and the Ministry for Regional Development in cooperation with the Ministry of Industry and Trade, the Ministry of Labour and Social Affairs, and the Ministry of Foreign Affairs
Term: continuously
- g) to estimate the (economic, social, natural, territorial and other) positive and negative impact of eventual mining and/or not-use the resources of

coal or of gas in the Beskydy in relation to the energy policy, to further opportunities of economic and social development of the area, and in relation to the nature and landscape protection, and to decide, how to go on.

Responsible: Ministry of Industry and Trade in cooperation with the Ministry of Environment, the Ministry of Labour and Social Affairs, and the Ministry for Regional Development.

Term: before 2010.

(63) SOB3 Specific area Rakovnicko – Kralovicko – Podbořansko

Delimitation:

SEM: Karlovy Vary (southeast part), Kralovice, Podbořany, Rakovník (the area lying in the territory of SEM Karlovy Vary neighbours with and partly overlaps the development area OB12 Karlovy Vary).

Delimitation reasons:

- a) The area is characterized by good environment, but its social and economic development lags. Although an inland area is concerned, its development is lagging from all points of view. The area is characterized by low population density.
- b) The area lying at the boundary of four Regions – Plzeňský, Karlovarský, Ústecký, and Středočeský – represents, for a long time, the character of inland peripheral territory with the nature and landscape potential of very high quality (on the territory of Rakovnicko there are the protected landscape areas Křivoklátsko and Natura 2000), and the remarkable social and economic decay. The area in the territory of SEM Karlovy Vary neighbours with and partly overlaps the development area OB12 Karlovy Vary.

Criteria and conditions for decision-making on changes in the area:

- a) to create prerequisites for reaching balanced conditions for the sustainable area development in coordination with the nature and landscape protection,
- b) to create opportunities for improvement and stabilization of living standard of inhabitants,
- c) to improve the area attractiveness for investors,
- d) to create opportunities for larger utilization of the area recreation potential, in particular for the short-time recreation of inhabitants of Praha and Plzeň,
- e) to improve the area transport accessibility,
- f) to create conditions to ensure both the interests of nature protection and economic and social interests.

Objectives for spatial planning:

- a) to identify the major poles and centres of the area economic development, to create, for this type of settlements, conditions for spatial development, and improvement and development of transport and technical infrastructure and civic amenities,
- b) to create territorial prerequisites for the development of transport accessibility, in particular in relation to Praha, Plzeň and Karlovy Vary,
- c) to create territorial preconditions for rationalization and restructuring of agricultural production,
- d) to create territorial preconditions for the recreation and tourism, food industry, traditional crafts development, in particular by delimitation of adequate development areas and regulations for localization of the activities mentioned into municipalities and landscape in coordination with nature and landscape protection,
- e) to create territorial preconditions for utilization of the area recreational potential for long-term and short-term recreation, conserving the quiet character of the region,
- f) to determine the measures for ensuring the ecological pillar within the framework of sustainable development in balance with the other pillars.

Objectives for the Ministries and other central administrative authorities:

- a) to find a balanced relation between the nature and landscape protection and social development in the territory,
Responsible: Ministry of Environment in cooperation with the Ministry of Industry and Trade, the Ministry of Labour and Social Affairs, and the Ministry for Regional Development
Term: before 2010
- b) to inform potential investors including the foreign ones on development opportunities of settlements and appropriate free development areas with good transport accessibility, and on possibilities of using the favourable existing state near Praha and Plzeň,
Responsible: Ministry for Regional Development in cooperation with the Ministry of Industry and Trade and the Ministry of Foreign Affairs
Term: continuously
- c) to assess real use possibilities for specific recreation forms taking use of the area quiet character.
Responsible: Ministry for Regional Development
Term: before 2008

(64) SOB4 Specific area Jeseníky – Králický Sněžník

Delimitation:

SEM Bruntál, Jeseník, Králický, Rýmařov, Šumperk.

Delimitation reasons:

- a) The area is characterized by remarkable natural values; the social and economic development, however, belongs among the weakest ones in the CR. The area is economically weak and structurally handicapped.
- b) The transport accessibility of most of the territory is inconvenient. The economic basis is weak. Many branches show stagnation. Climatic existing state is unfavourable for intensive agriculture. Large wood resources enable the development of timber processing industry. As far as nature is concerned, the valuable and socially attractive region of the Jeseníky includes a high potential for both winter and summer recreation and balneology, which is to be developed, and taken use of it with regard to the area usable development.

Criteria and conditions for decision-making on changes in the area:

- a) to create prerequisites for reaching balanced conditions for the area sustainable development in coordination with the nature and landscape protection,
- b) to create opportunities for improvement and stabilization of living standard of inhabitants,
- c) to improve the area attractiveness for investors,
- d) to create conditions for larger utilization of the area recreation potential, in particular for the stay and long-time recreation, and for balneology,
- e) to create conditions to ensure both the interests of nature protection and economic and social interests,
- f) to improve the area transport accessibility,
- g) to create preconditions for ensuring of the nature protection interest, and of the economic and social ones.

Objectives for spatial planning:

- a) to identify the major poles and centres of economic development of the area, in the chosen settlements to create conditions for spatial development and improvement of transport and technical infrastructure, and civic amenities,
- b) to create territorial prerequisites of the development of the area transport accessibility and the development of cross-border traffic through ways, in particular to Klodzko,
- c) to interconnect the system of foot and cycling paths with neighbouring Poland and to form the final shape of the long-distance ways system,
- d) to create territorial prerequisites for the development of recreation and tourism, timber-processing industry and of traditional crafts, in parti-

cular by delimitation of appropriate development areas and rules for localization of these activities in municipalities and landscape in coordination with the nature and landscape protection,

- e) to create territorial conditions for agricultural production of low-mountain and mountain types (grass planting, pasture management),
- f) in the planning documentation of regions, to examine the opportunities for more intensive use of recreational potentials in the territory of mountain mass of the Jeseníky and the Králický Sněžník, in particular for winter recreation,
- g) to coordinate the planning activity and spatial development with the Polish party and to cooperate with them when elaborating the planning documentation of the regions,
- h) to determine the measures for ensuring the ecological pillar within the framework of sustainable development in balance with the other pillars.

Objectives for the Ministries and other central administrative authorities:

- a) to find the balanced relation between the nature and landscape protection and economic and social development in the territory,
Responsible: Ministry of Environment in cooperation with the Ministry of Industry and Trade, the Ministry of Labour and Social Affairs, and the Ministry for Regional Development
Term: continuously
- b) to inform potential investors including the foreign ones on development possibilities of the area, of individual settlements, and on appropriate free development areas with good transport accessibility,
Responsible: Ministry for Regional Development in cooperation with the Ministry of Industry and Trade, and the Ministry of Foreign Affairs.
Term: continuously
- c) to support, in particular, the ecological agriculture, ecologic types of recreation, tourism and cycling, treatment of local raw materials, traditional crafts, etc., by investments,
Responsible: Ministry for Regional Development in cooperation with the Ministry of Agriculture, and the Ministry of Industry and Trade.
Term: continuously
- d) to promote the development of ecological transport forms, in particular in the territory of intensively used parts of the protected landscape area of the Jeseníky, and namely of the public transport for the area recreational use,
Responsible: Ministry of Transport in cooperation with the Ministry of Environment
Term: continuously
- e) on the State and international levels, to promote

natural and cultural values of the area, and the recreational opportunities with the aim of tourism development, organisation of consultations for the qualification development of the area inhabitants.

Responsible: Ministry for Regional Development in cooperation with the Ministry of Environment, the Ministry of Culture, and the Ministry of Foreign Affairs

Term: continuously

- f) to cooperate with the Polish party in the field of nature and landscape protection, and in the creation of conditions for and possibilities of economic and social development,

Responsible: Ministry of Environment, and Ministry for Regional Development in cooperation with the Ministry of Industry and Trade, the Ministry of Labour and Social Affairs, and the Ministry of Foreign Affairs

Term: continuously

- g) to examine the possibilities for the delimitation of a corridor to construct the high capacity transport route in the direction Moravská Třebová – CR border (–Wrocław),

Responsible: Ministry of Transport

Term: before accomplishment of the R35, R 43 construction

(65) SOB5 Specific area Karvinsko

Delimitation

SEM Bohumín, Havířov, Karviná, Orlová (the Karvinsko area represents a part of the development area OB2 Ostrava).

Delimitation reasons:

- a) The area is characteristic by structural affection of economy due to, in particular due to the decay of heavy industry and to rationalization of coal mining.
- b) It is a structurally affected region with high unemployment rate and large areas devastated by industry and mining. The high level of air pollution is a big problem. The area here is exposed to intensive traffic, with major railway and road connections to Slovakia and Poland passing through, as well as the planned highway connection to Poland. The favourable transport existing state creates preconditions of further economic development.
- c) In the territory, there are important resources of energetic mineral raw materials of trans-national importance.

Criteria and conditions for decision-making on changes in the area:

- a) to create prerequisites for reaching balanced conditions for the area sustainable development,
- b) to create opportunities for improvement and stabilization of living standard of inhabitants,
- c) to create opportunities for short-term recreation in the area,
- d) to solve the conflict between the interests of coal mining and the threat to the built up area as well by the landscape devastation,
- e) to promote the restructuring of the existing economy, to create new jobs by construction of new industrial zones and logistic centres,
- f) to create conditions to ensure both the interests of nature protection and economic and social interests.

Objectives for spatial planning:

- a) to create, in major economic centres, territorial preconditions for renewal of settlements (rebuilding of built up area and its improvement) and for reclamation of devastated areas for the purpose of their use as new industrial zones, and/or as landscape for recreation,
- b) to look for appropriate areas for construction of new industrial zones and logistic centres, and also for other uses, in particular the abandoned industrial areas appropriate for further use, and the areas linked with transport corridors D47 and R48 and in near-border regions,
- c) to look for appropriate areas for forming the network of green belts and places in the area for the purpose of conserving the ecological stability and the permeability of landscape, and to delimit areas appropriate for afforestation, in particular within the framework of reclamation of the post-mining areas,
- d) to solve territorial contexts related to the construction of the highway D47 Lipník nad Bečvou – Ostrava – CR border, and of the expressway R48 Lipník nad Bečvou – Český Těšín,
- e) to improve the general urban structure of development by means of spatial planning instruments,
- f) to seek appropriate land for building, in particular of family houses,
- g) to coordinate the planning activity and spatial development of the area with the Polish party, and to cooperate with them when elaborating the planning documentation of regions,
- h) to determine the measures for ensuring the ecological pillar within the framework of sustainable development in balance with the other pillars.

Objectives for the Ministries and other central administrative authorities:

- a) to subsidize, by investments, the restructuring of economics, in particular the utilisation of brown-fields, construction of new industrial zones and logistic centres,
Responsible: Ministry of Industry and Trade in cooperation with the Ministry for Regional Development
Term: continuously
- b) to inform potential investors including the foreign ones on development possibilities of settlements, and on appropriate free development areas with good transport accessibility,
Responsible: Ministry for Regional Development in cooperation with the Ministry of Industry and Trade and the Ministry of Foreign Affairs
Term: continuously
- c) to subsidize, by investments, the regeneration of settlements (rebuilding of developed areas and their improvement), and reclamation of devastated areas to use them as new industrial zones,
Responsible: Ministry for Regional Development in cooperation with the Ministry of Industry and Trade
Term: continuously
- d) to subsidize, by investments, the creation of green belts and areas and afforestation within the framework of reclamation of post-mining areas to conserve the landscape's ecological stability and permeability,
Responsible: Ministry of Agriculture in cooperation with the Ministry of Environment
Term: continuously
- e) to cooperate with the Polish party in the field of nature and landscape protection, and to create conditions and opportunities of economic and social development,
Responsible: Ministry of Environment in cooperation with the Ministry for Regional Development, and the Ministry of Industry and Trade, Ministry of Labour and Social Affairs, and the Ministry of Foreign Affairs
Term: continuously
- f) to assess the positive and negative characteristics (economic, social, natural, territorial and other) of possible extension of coal mining in relation to energy policy, to further opportunities of economic and social development of the area, and in relation to nature and landscape protection and of developed area, and to decide, how to proceed in future,
Responsible: ministry of Industry and Trade in cooperation with the Ministry of Environment, Ministry of Labour and Social Affairs, and the Ministry for Regional Development
Term: before 2010

(66) SOB 6 Specific area Mostecko

Delimitation

SEM Bilina, Litvínov, Most (the area represents a part of the development axis OS8 Ústí nad Labem –Most – Chomutov – Karlovy Vary – CR border).

Delimitation reasons:

- a) The structurally handicapped area unilaterally oriented to coal mining, power engineering and chemistry industry. The stagnation of these branches has caused serious economic and social problems, and in earlier times, it had polluted the environment substantially. The branches mentioned cannot continue developing intensively over the loading limit of the area, and their dominance should be limited and substituted by a diversified economic structure.
- b) The region of the Mostecko shows remarkable social, economic and environmental problems connected, in the majority, with coal mining, in particular with its decay and landscape devastation in mining territories. The extent of areas devastated by mining and affected by emissions is remarkable. In the region of the Krušné hory, the forest stand has been strongly affected, a further promotion of their renewal is necessary in future.
- c) In the territory, there are important resources of energetic mineral raw materials with trans-national significance.

Criteria and conditions for decision-making on changes in the area:

- a) to create prerequisites for reaching balanced conditions of the area sustainable development,
- b) to create conditions for improvement and stabilization of living standard of inhabitants,
- c) to create conditions for strengthening the stagnating economic and social development; it requires huge investments in the territory,
- d) to ensure the reclamation of devastated landscape and its use for settlement and recreation functions,
- e) to create preconditions for the possibility both of long-term and short-term recreation in the area,
- f) to solve conflicts between the interests of coal mining and the threat to the territory by landscape devastation,
- g) to ensure the restructuring and larger diversification of existing economy, in particular by construction of new industrial zones, and so to create new jobs,
- h) to create conditions for ensuring both the interests of nature protection and economic and social ones.

Objectives for spatial planning:

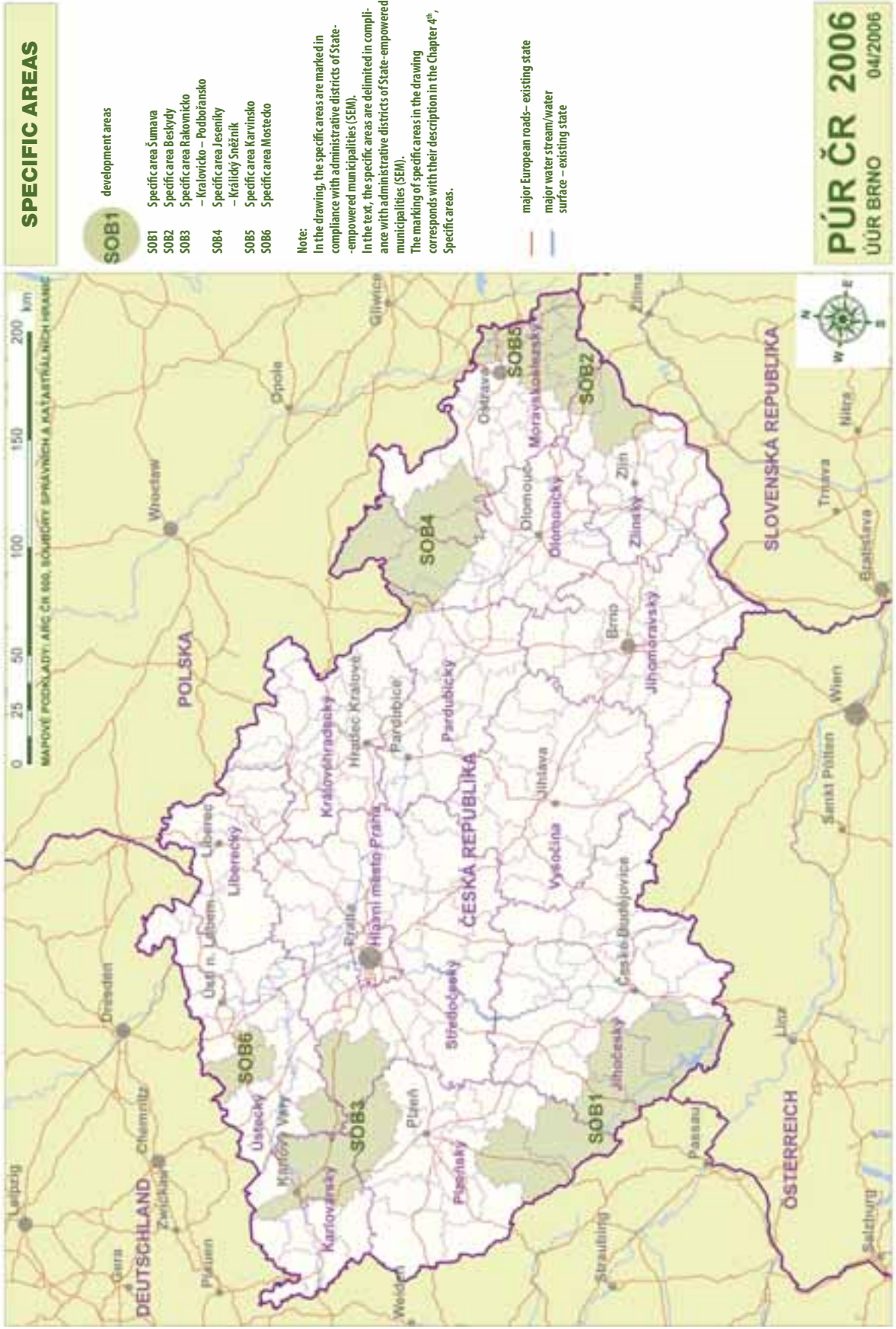
- a) to create territorial prerequisites for the necessary landscape renewal, of its water regime, for the renewal of transport system, and the multifunctional land use for various purposes (agriculture, forest, recreation, sports, housing, etc.) with regard to specific existing state of individual territories,
- b) within the framework of the cultural landscape renewal and of multifunctional land use, to create conditions for the formation of large coherent green areas having the recreational function,
- c) in case of extension of open cast lignite mining, to determine the regulations for the nature, landscape, and developed area protection,
- d) to seek appropriate land for housing, in particular for family houses,
- e) to assess possibilities of strengthening the transport routes in direction to Ústí nad Labem and Chomutov with the continuation towards the territory of Saxony,
- f) to determine measures for ensuring, within the framework of sustainable development, the ecological pillar in balance with the other pillars.

Objectives for the Ministries and other central administrative authorities:

- a) to assess the conditions for the brown coal mining in the area in relation to the power engineering policy, in particular in connection with other possible alternatives of obtaining the electric energy; to decide on further opportunities of mining including the determination of tolerable limits,
Responsible: Ministry of Industry and Trade in cooperation with the Ministry of Environment and the Ministry of Labour and Social Affairs
Term: in 2006
- b) to subsidize, by investment, the restructuring and diversification of economy, to promote the construction of industrial zones above all, in particular by the utilisation of brownfields with regard to the area character,
Responsible: Ministry of Industry and Trade in cooperation with the Ministry for Regional Development
Term: continuously

- c) to inform potential investors including the foreign ones on opportunities of settlements development and on appropriate free development areas having good transport accessibility,
Responsible: Ministry for Regional Development in cooperation with the Ministry of Industry and Trade and the Ministry of Foreign Affairs
Term: continuously
- d) to subsidize, by investments, the formation of network of green belts and areas in the region to conserve the ecological stability and landscape and area permeability and to do so for recreation purpose,
Responsible: Ministry of Agriculture in cooperation with the Ministry of Environment
Term: continuously
- e) to cooperate with the German party in the field of nature and landscape protection, and in the creation of conditions and opportunities of economic and social development,
Responsible: Ministry of Environment and Ministry for Regional Development in cooperation with the Ministry of Industry and Trade, the Ministry of Labour and Social Affairs, and the Ministry of Foreign Affairs
Term: continuously
- f) to promote the use of recultivated land for agriculture,
Responsible: Ministry of Agriculture
Term: continuously
- g) to apply technological measures limiting the industrial exhalations (e.g., power engineering and chemistry industry),
Responsible: Ministry of Industry and Trade
Term: continuously
- h) to assess the possibility of shutdown of the most problematic thermal power plants in connection with the higher level of use of nuclear energy and of other alternative resources.
Responsible: Ministry of Industry and Trade
Term: before 2008

CHART 2: SPECIFIC AREAS



TRANSPORT CORRIDORS AND AREAS



5. TRANSPORT CORRIDORS AND AREAS

5.1 OBJECTIVE

- (67) The transport infrastructure as a part of public infrastructure is being established and used in public interest. The purpose of delimitation of transport corridors in the Spatial Development Policy of the CR is the protection of areas for the location e.g. of roads, railways and waterways which influence the territorial development of the Czech Republic, overreach, by their importance, the territory of one region, and enable the interconnection of the basic network of transport ways in the territory of the Czech Republic and that with the neighbouring States.
- (68) Various systems of transport infrastructure require the necessary coordination of their localization in the country with regard to the protection and development of its values, and for this reason, as well as finding a qualitatively better and more sensitive passing through a territory. The coordination of transport infrastructure in both developed and undeveloped areas is inevitable.
- (69) The minimization of negative impacts on natural, civilization and cultural values of a territory with regard to creation of conditions for its sustainable development is the general criterion and condition for localization of transport corridors and areas as well as for their delimitation in the planning documentation. In the solutions proposed to prevent possible collisions with the protection of public interests, and in such cases when they cannot be excluded, to apply, for elimination of such collisions, technical measures when constructing the transport infrastructure.
- (70) By means of spatial planning instruments, it is necessary to specify the delimitation of areas and corridors with the aim to examine the possibilities of their future use. The hitherto land use must not be changed in such a way which would make the examined land use in future impossible, or substantially more difficult.

5.2 PROPOSAL

5.2.1 TRANSPORT CORRIDORS AND AREAS OF INTERNATIONAL IMPORTANCE

5.2.1.1 Multimodal corridors

- (71) Multimodal corridors are characterized by the concentration of two or more modes with transport labour division.

(72) M 1

Delimitation:

Praha – České Budějovice – CR border (–Linz) as a part of the development axis OS4 Praha – České Budějovice – CR border (–Linz)

Delimitation reasons:

The necessity of interconnection of the IVth multimodal corridor (Berlin – Dresden – Praha – Bratislava – Győr – Budapest – Constanța/Thessaloniki /Istanbul) with the Xth multimodal corridor (Salzburg – Ljubljana – Zagreb – Beograd – Niš – Skopje – Veles – Thessaloniki) or its branches XthA (Graz – Maribor – Zagreb) as an appropriate complement of the lacking logic link in the grid system of multimodal corridors in the Central Europe.

Criteria and conditions for decision-making on changes in the area:

Providing the railway and road corridor for qualitatively higher systems of railroad and road transport corridors.

Objectives for spatial planning:

To proceed in compliance with the requirements on the corridors of conventional railway transport C E 551a of international railway transport corridors, and on those D3 and R3 of international road transport.

Objectives for the Ministries and other central administrative authorities:

To examine the possibility of integrating the multimodal corridor into the network of Trans-European multimodal corridors.

Responsible: Ministry of Transport

Term: before the next meeting of the Ministers of Transport of Europe

5.2.1.2 Railway transport

THE CORRIDORS OF HIGH-SPEED TRANSPORTATION

(73) VR 1

Delimitation:

(Dresden–) CR border – Praha – Brno – CR border (Wien/Bratislava)

(Nürnberg–) CR border – Plzeň – Praha

Brno – Přerov – Ostrava – CR border (–Poland).

It passes through in the development axes OS2 Praha – Ústí nad Labem – Dresden, in the section

Jihlava – Brno, it passes through the axis OS6 Praha – Jihlava – Brno, further on, through the axes OS5 Brno – Břeclav – Wien, OS1 Praha – Plzeň – Nürnberg, and OS5 Katowice – Ostrava – Olomouc – Brno (in both branches).

Delimitation reasons:

The need of ensuring the permeability of the CR territory by the corridors of high-speed transportation in linking up with analogous corridors in particular in the GFR, and/or in Austria (coordination study of the high-speed railway lines, by the Ministry of Transport).

Criteria and conditions for decision-making on changes in the area:

To find the best solution without conflict with the nature and landscape protection (to solve the conflicts with the Natura 2000 as a new objective).

Objectives for spatial planning:

To delimit the areas and corridors with the aim of examining the possibilities of future use. The hitherto use must not be changed in the manner which would make the verified future use impossible, or substantially more difficult.

Objectives for the Ministries and other central administrative authorities:

To examine the reality and purposefulness of territorial protection of the high-speed railway corridors including the use of high-speed transport and its coordination with other countries concerned, and subsequent possible determination of conditions for territorial reserves.

Responsible: Ministry of Transport which will establish a joint committee for the purposes of solution of this task; this committee will be formed of representatives of the Ministry of Transport, the Ministry for Regional Development, the Ministry of Environment, and of Regions concerned.
Term: before 2008

THE CORRIDORS OF CONVENTIONAL RAILWAY TRANSPORT

(74) **C-E 40a**

Delimitation:

(Nürnberg–) CR border – Cheb – Plzeň – Praha (further on, it is still a part of the Ist transit railway corridor).

The following lines are concerned: No. 170 Cheb – Plzeň – Beroun, and No. 171 Beroun – Praha. The corridor represents a part of the IIIrd transit

railway corridor.

In the section Plzeň – Praha, it passes through the development axis OS1.

Delimitation reasons:

The realization of the EU project 22²⁾ which solves the quality improvement of railway transport infrastructure. Increase in attractiveness and capacity of railway transport on major international lines integrated into transit railway corridors. Realization of requirements of the European agreement on major railway arteries (hereafter AGC) and of the European Agreement on Important International Combined Transport Lines and on related objects (hereinafter, AGTC).

Criteria and conditions for decision-making on changes in the area:

To optimize railway connections, to improve the transport accessibility. To increase the transport mode competitiveness which would be more environment friendly.

Objectives for spatial planning:

To ensure the territorial changes of corridors when securing the required technological parameters included in the agreements AGT and AGTC, in particular of the design speed.

Objectives for the Ministries and other central administrative authorities:

To prepare the background materials for territorial changes of corridors so that they could be integrated into the planning documentation.

Responsible: Ministry of Transport

Term: before the end of 2008

(75) **C-E 551a**

Delimitation:

Praha – Benešov – Veselí nad Lužnicí – České Budějovice – Horní Dvořiště – CR border (–Linz).

The following lines are concerned: No. 221 Praha – Benešov, No. 220 Benešov – České Budějovice, and No. 196 České Budějovice – Horní Dvořiště.

The corridor represents a part of the IVth transit railway corridor, and passes through the development axis OS4 Praha – České Budějovice – CR border (–Linz), and forms an inseparable part of the proposed new multimodal corridor M1.

Delimitation reasons:

The necessity of realization of the EU project

2) Decision 884/2004/ES of the European Parliament and of the Council from 29th April 2004, amending the Decision 1692/96/ES, on directives of the Community for Development of the Trans-European Transport Network.

No. 22 which solves the quality improvement of railway transport infrastructure. Improvement of attractiveness and capacity of railway transport in major international lines included into transit railway corridors. Fulfilling the requirements of the European agreement on major railway arteries (hereinafter, AGC) and of the Agreement on Important International Combined Transport Lines and on related objects (hereinafter, AGTC).

Criteria and conditions for decision-making on changes in the area:

To optimize railway connections, to improve the transport accessibility. To increase the transport mode competitiveness which would be more environment friendly.

Objectives for spatial planning:

To ensure the territorial specification of corridors with regard to the securing of required technological parameters integrated into the agreements AGC and AGTC, in particular of the design speed.

Objectives for the Ministries and other central administrative authorities:

To prepare the background materials for territorial changes of corridors so that they could be integrated into the planning documentation.

Responsible: Ministry of Transport

Term: before the end of 2008

(76) **C-E 551b**

Delimitation:

České Budějovice – Horní Dvořiště – CR border (–Linz). It is a substitution of single-line railway No. 196, where the corridor České Budějovice – Kaplice/Český Krumlov – CR border (–Linz) is considered. The corridor passes through a part of the development axis OS4 Praha – České Budějovice – CR border (–Linz).

Delimitation reasons:

Ensuring the agreement between the CR and Austria on common preparation of the railway corridor for the double-line railway.

Criteria and conditions for decision-making on changes in the area:

To find a solution with the nature and landscape protection (e.g., Natura 2000) which will bring minimum of conflicts.

Objectives for spatial planning:

To ensure the corridor protection.

Objectives for the Ministries and other central administrative authorities:

To assess and select the corridor including the handing off point agreed with the Austrian party. To ensure the selection of a double-track railway corridor and its choice for maximum loading transport flow of both personal and freight transport. To select two best assessed corridors at least, and to assess them according to the probability of their loaded capacity level, of the need of ensuring the area serviceability and possible conflicts in it.

Responsible: Ministry of Transport

Term: before the end of 2009

(77) **C-E 40b**

Delimitation:

The section Ostrava – Mosty u Jablunkova – CR border (–Žilina)

The line forms a part of the IIIrd transit railway corridor. It is represented by the line No. 320.

The section (branch line from the IInd transit railway corridor) Hranice na Moravě – Valašské Meziříčí – Vsetín – Horní Lideč – CR border (–Půchov), The line No. 280 is concerned.

Delimitation reasons:

Implementing the commitments of the CR as the signatory of international agreements AGC and AGCT.

Criteria and conditions for decision-making on changes in the area:

To optimize the railway connections, to improve the transport accessibility. To increase the transport mode competitiveness which would be more environment friendly.

Objectives for spatial planning:

To ensure territorial changes of corridors, securing the technology parameters required by the agreements AGC and AGCT, in particular of the design speed.

Objectives for the Ministries and other central administrative authorities:

To prepare the background materials for territorial changes so that they could be integrated into the planning documents.

Responsible: Ministry of Transport

Term: before the end of 2008

(78) **C-E 61**

Delimitation:

Děčín – Nymburk – Kolín, Kolín – Havlíčkův Brod

– Brno (further on, it forms a part of the Ist transit railway corridor).

The lines No. 072 Děčín – Lysá nad Labem –, No. 231 Lysá nad Labem – Kolín, No. 230 Kolín – Havlíčkův Brod, and No. 250 Havlíčkův Brod – Brno are concerned.

The corridor passes through the development axis OS2 (Dresden–) CR border – Ústí nad Labem – Praha, and through a part of the development axis OS6 Praha – Hradec Králové/Pardubice.

Delimitation reasons:

Implementing the commitments of the CR as the signatory of international agreements AGC and AGCT.

Criteria and conditions for decision-making on changes in the area:

To optimize the railway connections, to improve the transport accessibility. To increase the transport mode competitiveness which would be more environment friendly.

Objectives for spatial planning:

To ensure territorial changes of corridors, securing the technology parameters required by the agreements AGC and AGCT, in particular of the design speed.

Objectives for the Ministries and other central administrative authorities:

To prepare the background materials for territorial changes of corridors so that they could be integrated into the planning documents.

Responsible: Ministry of Transport

Term: before the end of 2010

(79) **ŽD1**

Delimitation:

The corridor Brno – Přerov (existing line No. 300) with the possible branch line Kroměříž – Otrokovice – Zlín – Vizovice – Valašská Polanka (existing line No. 280) Hranice na Moravě – Horní Lideč – CR border (–Púchov), possible utilization of sections of the existing line No. 331 Otrokovice – Zlín – Vizovice. It passes through the development axis OS55 Katowice – Ostrava – Olomouc/Přerov – Brno, and the branching line passes partly through the whole development axis OS11 Zlín – Horní Lideč – CR border (–Púchov).

Delimitation reasons:

Enhancing the use of the railway line capacity having high intensity of personal transport. Increasing the attractiveness by means of the bran-

ching line to Zlín and in direction to Slovakia.

Introduction of the transport more environment friendly into the regions with increased nature and landscape protection.

Criteria and conditions for decision-making on changes in the area:

Increasing the railway line permeability in the section Brno – Přerov with the design speed 160 km/h.

Objectives for spatial planning:

To ensure the territory orthogonal projection of selected variants of the solutions into the planning documents.

Objectives for the Ministries and other central administrative authorities:

To elaborate the pilot project examining the project feasibility.

Responsible: Ministry of Transport

Term: before the end of 2010

(80) **ŽD 2**

Delimitation:

The corridor Chrudim – Pardubice – Hradec Králové – Jaroměř – Trutnov – CR border (–Walbrzych) with branching line Jaroměř – Náchod – CR border (Kudowa Zdrój – Klodzko).

Delimitation reasons:

Enhancing the use of the railway line capacity having high intensity of personal transport.

Increasing the attractiveness by means of the branching line Hradec Králové – Jaroměř – Náchod – CR border (–Kudowa Zdrój – Klodzko).

Introduction of the transport more environment friendly into the regions with increased nature and landscape protection.

Solution of regional disparities in the field of labour market, i.e., of lack of qualified working force for further development of the agglomeration Chrudim – Pardubice – Hradec Králové on the Czech side, and free disposable working force sources in the agglomeration Walbrzych, Nowa Ruda.

Development of tourism by means of the environment friendly transport.

Criteria and conditions for decision-making on changes in the area:

The complete modernization of railway transport in the line Chrudim – Pardubice – Hradec Králové – Jaroměř – Trutnov – CR border (–Walbrzych), making the double-track line in the section Pardu-

bice – Hradec Králové, and the complete modernization with the aim of increasing the transportation speed and the construction of railway connection Jaroměř – Náchod – CR border (–Kudowa Zdrój – Klodzko) with determining the line change in the section Jaroměř – Náchod.

Strengthening the territory serviceability; inter-connection with Poland.

Objectives for spatial planning:

To stabilize the corridor for construction of high-capacity transport route in the planning documentation.

Objectives for the Ministries and other central administrative authorities:

To examine the reasons and possibilities of the corridor delimitation for construction of high-capacity transport route.

Responsible: Ministry of Transport and the Královéhradecký Region

Term: before the end of 2008

5.2.1.3 Road transport

- (81) When taking the national spatial planning priorities in criteria and conditions for decision-making on changes in the area into consideration, to choose the solution minimizing the negative impacts on the nature and landscape protection, to ensure the transport serviceability of development areas in particular. In the planning documents to create conditions for construction. to the end, of basic network of high-capacity transport routes enabling to transfer a part of loads caused by intensive transport. To create conditions of the West – East inter-connection which will make it possible to transfer a part of transport performance from the overloaded D1, and to create conditions enabling the north-south transport interconnection.

HIGHWAY CORRIDORS

- (82) **D 11**

Delimitation:

The section Hradec Králové – Smiřice – Jaroměř (international line “E 67” according to the European agreement on main roads with international traffic – hereinafter, AGR, within the part of the development axis OS3 Hradec Králové – Trutnov – CR border (–Wrocław).

Delimitation reasons:

The preparation of accomplishment of the basic

road network and ensuring the transfer of expected loads of transport intensity to that quantitatively higher level of transport corridor.

- (83) **D 3**

Delimitation:

The section Praha – Tábor – České Budějovice – Dolní Třebonín (E 55) in the development axis OS4 Praha – České Budějovice – CR border (–Linz).

It is a part of the designed multimodal corridor M1.

Objectives for spatial planning:

To ensure the integration of the territory orthogonal projection of the chosen variant into the planning documentation.

Objectives for the Ministries and other central administrative authorities:

To assess non stabilized corridors of the highway, and to select the variant.

Responsible: Ministry of Transport on cooperation with the Ministry of Environment and the Ministry for Regional Development

Term: before the end of 2007

CORRIDORS OF EXPRESSWAYS

- (84) **R 1**

Delimitation:

The expressway road circuit of the capital Praha (among individual international lines leading to Praha).

- (85) **R 11**

Delimitation:

The expressway Jaroměř – Trutnov – CR border (–Walbrzych) (E 67). It links up with the highway D 11 in the section of the development axis OS3 Hradec Králové – Trutnov – CR border (–Wrocław).

- (86) **R 49**

Delimitation:

Fryšták – Zlín – Vizovice – Horní Lideč – CR border (–Púchov) (E 50) in the whole of the development axis OS11 Zlín – Horní Lideč – CR border (–Púchov).

- (87) **R 3**

Delimitation:

Dolní Třebonín – Kaplice – Dolní Dvořiště – Linz/

Austria (E 55) in the development axis OS4 Praha – České Budějovice – CR border (–Linz).

(88) **R 6**

Delimitation:

Praha – Karlovy Vary – CR border (–Bayreuth) (E 48, the section Karlovy Vary – Cheb, also E 49) in the section Karlovy Vary – Cheb – in the development axis OS8 Ústí nad Labem – Karlovy Vary – Cheb.

Objectives for spatial planning:

To assess and decide on solution of territorial conflicts of the corridor R 6 in the section eastwards from Karlovy Vary with the protected landscape area and bird protection area NATURA 2000.

(89) **R 35**

Delimitation:

The section Turnov – Sedlice (Hradec Králové) – Vysoké Mýto – Moravská Třebová – Mohelnice (E 442). It passes through a part of the development axis OS9 Hradec Králové /Pardubice – Olomouc.

Objectives for spatial planning:

To select the variants of the line R 35 in the section Vysoké Mýto – Moravská Třebová, and Turnov – Jičín – Úlibice. To protect the expressway R 35 corridor in the planning documentation.

Objectives for the Ministries and other central administrative authorities:

To select the variants of the line R 35

- a) in the section 1 Vysoké Mýto – Moravská Třebová,
- b) in the section 2 Turnov – Jičín – Úlibice

Responsible: Ministry of Transport in cooperation with the Ministry of Environment and concerned Regions.

Term: the first section before the end of 2006, the second one, before the end of 2008.

(90) **R 43**

Delimitation:

Brno – Boskovice – Moravská Třebová (E 461) in the development axis OS10 Brno – Svitavy/Moravská Třebová.

Objectives for the Ministries and other central administrative authorities:

To examine the possibilities of changes in the road corridors hierarchy, namely in the international scope after construction of R 35, and R 43. To examine the possibilities of laying out the corridor for con-

struction of the high-capacity transport communication Moravská Třebová – CR border (–Wrocław).

Responsible: Ministry of Transport

Term: before the accomplishment of R35 and R 43 construction

(91) **R 52**

Delimitation:

Pohořelice – Mikulov – Drasenhofen/Austria (E 461).

5.2.1.4 Waterway transport

(92) **VD1**

Delimitation:

Labe: Pardubice – German border. It passes through a part of the development axis OS3 Praha – Hradec Králové/Pardubice, and through the development axis OS2 Dresden – Ústí nad Labem – Praha.

Delimitation reasons:

Procurement of step-by-step making the Labe navigable and improvement of the waterway parameters.

Criteria and conditions for decision-making on changes in the area:

Limitation of possible conflicts with the nature and landscape protection and the flood protection.

Objectives for spatial planning:

To ensure the territorial coordination of making the Labe navigable and of claims on territorial requirements for making the river navigable for the harbour in Pardubice, and the interconnection of water, railway, road and air transport. To delimit areas and corridors in form of land reserve with the aim of examining the possibilities of future use for the purpose of improvement of parameters utilized on waterways.

Objectives for the Ministries and other central administrative authorities:

To examine the feasibility and purposefulness of the need of parameters improvement of utilized waterways including the possible determination of conditions for creation of land reserve.

Responsible: Ministry of Transport

Term: before the end 2008

(93) **VD2**

Delimitation:

The waterway utilized on the Vltava river (E 20-06) in the section Mělník (confluent with the Labe)

– Praha – Třebenice. It passes through the development axis OS2 Dresden – Ústí nad Labem – Praha, and through a part of the development axis OS4 Praha – České Budějovice – Linz.

Delimitation reasons:

Improvement of parameters of utilized waterways.

Criteria and conditions for decision-making on changes in the area:

Flood protection and preservation of environment.

Objectives for spatial planning:

To procure the land reserves for the purposes of improving the parameters of utilized waterways.

Objectives for the Ministries and other central administrative authorities:

To examine real need of the improvement of the applied waterways parameters.

Responsible: Ministry of Transport

Term: before the end of 2008.

(94) **VD4**

Delimitation:

Odra – Váh (according to AGN E 81)

Delimitation reasons:

Fulfilment of the AGN agreement.

Criteria and conditions for decision-making on changes in the area:

Satisfactory water quantity in the upper part of the river, solution expensiveness, protection of settlements against their possible liquidation.

Objectives for the Ministries and other central administrative authorities:

To refuse the realization of planned canal connection Odra – Váh in the CR territory and after agreements with the countries concerned (Poland, Slovakia) to recommend the exemption of this investment project from AGN. Based on the verification, it has been found that there is not satisfactory water quantity in the upper part of the river for the canal connection that the solution expensiveness is high, and by the realization, a parts of the cities Český Těšín and Trinec would have to be liquidated.

Responsible: Ministry of Transport in cooperation with the Ministry of Foreign Affairs

Term: before the end of 2008

5.2.1.5 Combined transport

(95) **KD1**

Delimitation:

C 590 Miedzylesie (Poland – PKP) – Lichkov – Ústí nad Orlicí.

C 65 Zavidów (Poland – PKP) – Frýdlant – Liberec – Turnov – Mladá Boleslav – Lysá nad Labem – Milovice – Praha in the development axis OS7 Praha – Liberec.

Delimitation reasons:

Implementing the commitments of the CR as the signatory of the international agreement AGTC.

Criteria and conditions for decision-making on changes in the area:

The profile permeability, axle load pressure, change of safety appliance, keeping the design speed (120 km/h) according to the agreements, and removal of one-level crossing points (of railways with roads, above all).

Objectives for spatial planning:

To provide the changes of corridors when ensuring the technological parameters required by the AGTC agreement.

Objectives for the Ministries and other central administrative authorities:

To prepare the background documents for territorial changes of corridors so that they could be integrated into the planning documentation.

Responsible: Ministry of Transport

Term: before the end of 2008

5.2.1.6 Airports

(96) **L1**

Delimitation:

A new parallel runway and take-off and landing areas at the airport Praha-Ruzyně.

Delimitation reasons:

Enhancing the capacity of the international airport.

Criteria and conditions for decision-making on changes in the area:

The minimization of negative impacts on the built up area.

Objectives for spatial planning:

To take into consideration newly delimited protection areas for the runway and the take-off and landing areas as the new land use limits in the planning documentation.

Objectives for the Ministries and other central administrative authorities:

To determine the protected and the anti-noise hygienic zones.

Responsible: Ministry of Transport

Term: before the end of 2008

5.2.2 TRANSPORT CORRIDORS AND AREAS OF NATIONWIDE IMPORTANCE

5.2.2.1 Road transport

(97) R 4**Delimitation:**

R 4 in the section Příbram – Nová Hospoda (1/20 – Písek/Strakonice)

Delimitation reasons:

Provision of one of major transport directions within the State territory.

Criteria and conditions for decision-making on changes in the area:

The traffic intensity, according to which the communication cross-profile will be selected.

Objectives for the Ministries and other central administrative authorities:

To prepare background documents for the investment project integration into the planning documentation.

Responsible: Ministry of Transport in cooperation with the Ministry of Environment and with the Regions concerned.

Term: before the end of 2010

(98) R 7**Delimitation:**

R 7 in the section Slaný – Louny – Chomutov.

Delimitation reasons:

Provision of one of major transport directions within of the State territory.

Criteria and conditions for decision-making on changes in the area:

The traffic intensity, according to which the communication cross-profile will be selected.

Objectives for the Ministries and other central administrative authorities:

To prepare background materials for the project integration into the planning documentation.

Responsible: Ministry of Transport in cooperation with the Ministry of Environment and with the Regions concerned.

Term: before the end of 2006

(99) R 55**Delimitation:**

R 55 in the sections Olomouc – Přerov and further on Napajedla – Uherské Hradiště – Hodonín – Břeclav. The section passes through the development axis OS5 Olomouc – Přerov – Zlín/Otrokovice – Břeclav – Wien.

Delimitation reasons:

Providing a qualitatively better serviceability of the territory with high concentration of settlements and inhabitants.

Criteria and conditions for decision-making on changes in the area:

The passage through the territory with minimizing the environmental impacts, in particular in the conflict point with the Bzenecká Doubrava.

Objectives for spatial planning:

To solve the territorial contexts of specified corridor R 55 with the aim of minimizing the negative impact on the bird protection area Bzenecká Doubrava – Strážnické Pomoraví.

Objectives for the Ministries and other central administrative authorities:

To ensure the optimum solution of the R 55 conflict with the Bzenecká Doubrava.

Responsible: Ministry of Transport and Ministry of Environment

Term: before the end of 2008

(100) S 1**Delimitation:**

Čáslav/Kutná Hora – D 1 (Soutice) – Vlašim – Votice D 3 – approach to I/18 (Sedlčany – Příbram); I/43 (R 43) – Boskovice – Prostějov; Corridor Příbram – Rakovník.

Delimitation reasons:

Renewal, and/or looking for new corridors for the primary roads of the nationwide importance which would enable the road network densification.

Criteria and conditions for decision-making on changes in the area:

Balancing the territory serviceability.

Objectives for the Ministries and other central administrative authorities:

To examine the possibilities of changing the road corridors.

Responsible: Ministry of Transport

Term: Before the end of 2010

(101) S 2

Delimitation:

Mohelnice – Mikulovice – CR border.

Delimitation reasons:

Importance for the accessibility of the Jesenicko (SOB4).

Criteria and conditions for decision-making on changes in the area:

The accessibility of the Hrubý Jeseník as the supra-regional tourism and recreation centre.

Objectives for spatial planning:

To examine the corridor for building the high capacity transport route in the planning documentation.

Objectives for the Ministries and other central administrative authorities:

To examine the possibility of the corridor delimitation for building the high capacity transport route.

Responsible: Ministry of Transport in cooperation with the Olomoucký Region and with the Ministry of Environment.

Term: before the end of 2008

(102) S 3

Delimitation:

Palačov – Lešná – Valašské Meziříčí – Vsetín – Pozdřechov (R 49)

Delimitation reasons:

The interlink of the road I/35 with the expressway R 48. The interlink of the roads R 48 and R 49.

Criteria and conditions for decision-making on changes in the area:

Transfer of transport in direction to Valašské Meziříčí, and decongestion of traffic relating to the balneal territory of Teplice nad Bečvou.

Objectives for spatial planning:

To stabilize the corridor for construction of a transport route in the planning documentation.

Objectives for the Ministries and other central administrative authorities:

To examine the possibility of the corridor delimitation for construction of the transport route.

Responsible: Ministry of Transport in cooperation with the Regions concerned

Term: before the end of 2008

(103) S 4

Delimitation:

Nová Hospoda – Vimperk – Strážný – CR border

Delimitation reasons:

Linking-up with R 4 (one of the major transport directions within the State territory).

Criteria and conditions for decision-making on changes in the area:

Elimination of traffic problems on the road I/4.

Objectives for spatial planning:

To stabilize the corridor for construction of a transport route.

Objectives for the Ministries and other central administrative authorities:

To examine, in the planning documentation, the possibility of the corridor delimitation for construction of the transport route.

Responsible: Ministry of Transport in cooperation with the Jihočeský Region and with the Ministry of Environment

Term: before the end of 2008

(104) S 5

Delimitation:

Liberec – Hrádek nad Nisou – CR border

Delimitation reasons:

Better linking-up with Praha and Brno (link with OS 7).

Criteria and conditions for decision-making on changes in the area:

Balancing the area serviceability.

Objectives for spatial planning:

To stabilize, in the planning documentation, the corridor for construction of a high-capacity transport route.

Objectives for the Ministries and other central administrative authorities:

To examine the possibility of the corridor delimitation for construction of the high-capacity transport route.

Responsible: Ministry of Transport in cooperation with the Liberecký Region

Term: before the end of 2008

(105) S 6

Delimitation:

Opava – Ostrava

Delimitation reasons:

Linking-up with the expressway R 56.

Criteria and conditions for decision-making on changes in the area:

Strengthening the area serviceability.

Objectives for spatial planning:

To stabilize, in the planning documentation, the corridor for construction of a transport route.

Objectives for the Ministries and other central administrative authorities:

To examine the possibility of the corridor delimitation for construction of the high-capacity transport route.

Responsible: Ministry of Transport in cooperation with the Moravskoslezský Region

Term: before the end of 2008

(106) S 7

Delimitation:

Bohumín – Havířov – Třanovice – Mosty u Jablunkova – CR border

Delimitation reasons:

Completion of high-capacity transport routes.

Criteria and conditions for decision-making on changes in the area:

Strengthening the area serviceability and links to the Slovak Republic.

Objectives for spatial planning:

To stabilize, in the planning documentation, the corridor for construction of a high-capacity transport route.

Objectives for the Ministries and other central administrative authorities:

To examine the possibility of the corridor delimitation for construction of the high-capacity transport

route.

Responsible: Ministry of Transport in cooperation with the Moravskoslezský Region and the Ministry of Environment

Term: before the end of 2008

(107) S 8

Delimitation:

Chomutov – Křimov – Hora sv. Šebestiána – CR border

Delimitation reasons:

Complementation of high-capacity transport routes with regard to the supposed traffic growth among the Ústecký Region, indirectly the Karlovarský Region, and the Freistaat Sachsen.

Criteria and conditions for decision-making on changes in the area:

Enhancing the capacity of the by-pass section of the road around the Hora sv. Šebestiána.

Objectives for spatial planning:

To stabilize, in the planning documentation, the corridor for construction of a high-capacity transport route.

Objectives for the Ministries and other central administrative authorities:

To examine the possibility of the corridor delimitation for construction of the high-capacity transport route.

Responsible: Ministry of Transport in cooperation with the Ústecký Region and the Ministry of Environment

Term: before the end of 2008

(108) S 9

Delimitation:

Mladá Boleslav – Havlíčkův Brod – Jihlava – Znojmo – Hatě – CR border

Delimitation reasons:

Transport linking-up in the direction northwest – southeast, with interconnection to Austria.

Criteria and conditions for decision-making on changes in the area:

Strengthening the area serviceability, in particular in the Vysočina Region.

Objectives for spatial planning:

To stabilize, in the planning documentation, the corridor for construction of a high-capacity transport route.

Objectives for the Ministries and other central administrative authorities:

To examine the possibility of the corridor delimitation for construction of the high-capacity transport route.

Responsible: Ministry of Transport in cooperation with the corresponding Regions, and with the Ministry of Environment

Term: before the end of 2008

(109) S 10

Delimitation:

Moravská Třebová – Lanškroun – Dolní Lipka (CR border).

Delimitation reasons:

Providing a high-quality north-south route with the possibility of interconnection to R 35 and R 43 (linking to the OS10).

Criteria and conditions for decision-making on changes in the area:

Strengthening the area serviceability, interconnection to Poland.

Objectives for spatial planning:

To stabilize, in the planning documentation, the corridor for construction of a high-capacity transport route.

Objectives for the Ministries and other central administrative authorities:

To examine the possibility of the corridor delimitation for construction of the high-capacity transport route.

Responsible: Ministry of Transport in cooperation with the Pardubický Region, and with the Ministry of Environment

Term: before the end of 2008

(110) S 11

Delimitation:

Otrokovice (R 55) – Zlín – Zádveřice (R 49).

Delimitation reasons:

New interlink between R 55 and R 49

Criteria and conditions for decision-making on changes in the area:

The transit transport load decongestion within the development area OB 9 centre.

Objectives for spatial planning:

To stabilize, in the planning documentation, the corridor for construction of a high-capacity transport route.

Term: before the end of 2008

(111) S 12

Delimitation:

Karlovy Vary – Ostrov – Chomutov. The section is of decisive importance in relation to the development axis OS 8 Ústí nad Labem – Most – Chomutov – Karlovy Vary – Cheb – CR border.

Delimitation reasons:

Transfer of increased transport loading between the Karlovarský and the Ústecký Regions, namely also in relation to transversal interconnections with the Freistaat Sachsen.

Criteria and conditions for decision-making on changes in the area:

Improving the area serviceability.

Objectives for spatial planning:

To stabilize, in the planning documentation, the corridor for construction of a high-capacity transport route.

Term: before the end of 2008

5.2.2.2 Waterway transport

(112) VD5

Delimitation:

Třeбенice – České Budějovice – on the Vltava (on the upper course, it is a part of the development axis OS4 Praha – České Budějovice – CR border (–Linz).

Delimitation reasons:

Ensuring the conditions for navigation on the Vltava river.

Criteria and conditions for decision-making on changes in the area:

Environment preservation.

Objectives for spatial planning:

To provide, in the planning documentation, the area protection for building up the technical base for river navigation.

Objectives for the Ministries and other central administrative authorities:

To determine the requirements on the development of river navigation and its technical base (hinterland).

Responsible: Ministry of Transport

Term: before the end of 2010

(113) VD 6

Delimitation:

Labe (section Pardubice – Opatovice na Labi).

Ohře (confluent of the Ohře and the Labe - the river kilometre 3 – Terezín).

Berounka (confluent of the Berounka and the Vltava – the river kilometre 37).

Delimitation reasons:

To examine the usability of waterways for navigation.

Criteria and conditions for decision-making on changes in the area:

Environment preservation.

Objectives for the Ministries and other central administrative authorities:

To examine the navigability conditions and possibilities utilizable on these waterways.

Responsible: Ministry of Transport, Ministry of Environment

Term: before the end of 2012

5.2.2.3 Combined transport

(114) PUBLIC LOGISTIC CENTRES (PLC)

Delimitation:

The public logistic centres provide transport and business services. There are concerned the termi-

nals of modal split (combined transport), storage centres, and production zones. They are characterized by the following:

- a) they are the headquarters of transportation enterprises, providers of logistic services, and producers in one industrial zone;
- b) they are linked up by two modes of transport infrastructure, i.e., by road/railway at least,
- c) on contrary to the existing transportation areas, they are aimed at monitoring the synergy potentials,
- d) the societies specialised as PLC initiate the cooperation activities to the benefit of participating companies, and as neutral moderators, they bring into life the desired economical, ecological, and transport objectives.

Delimitation reasons:

Promotion of modern form of logistic. Balanced dislocation of on the national territory.

Criteria and conditions for decision-making on changes in the area:

Proximity of important transport nodes, and of large settlements.

Objectives for spatial planning:

To delimit and preserve, in the planning documentation, areas for localization of PLC.

Objectives for the Ministries and other central administrative authorities:

To specify the list of PLC localities.

Responsible: Ministry of Transport in cooperation with the Ministry of Environment, the Ministry of Industry and Trade, and the Ministry for Regional Development.

Term: before the end of 2008

CHART 3: TRANSEUROPEAN MULTIMODAL CORRIDORS (TMC)

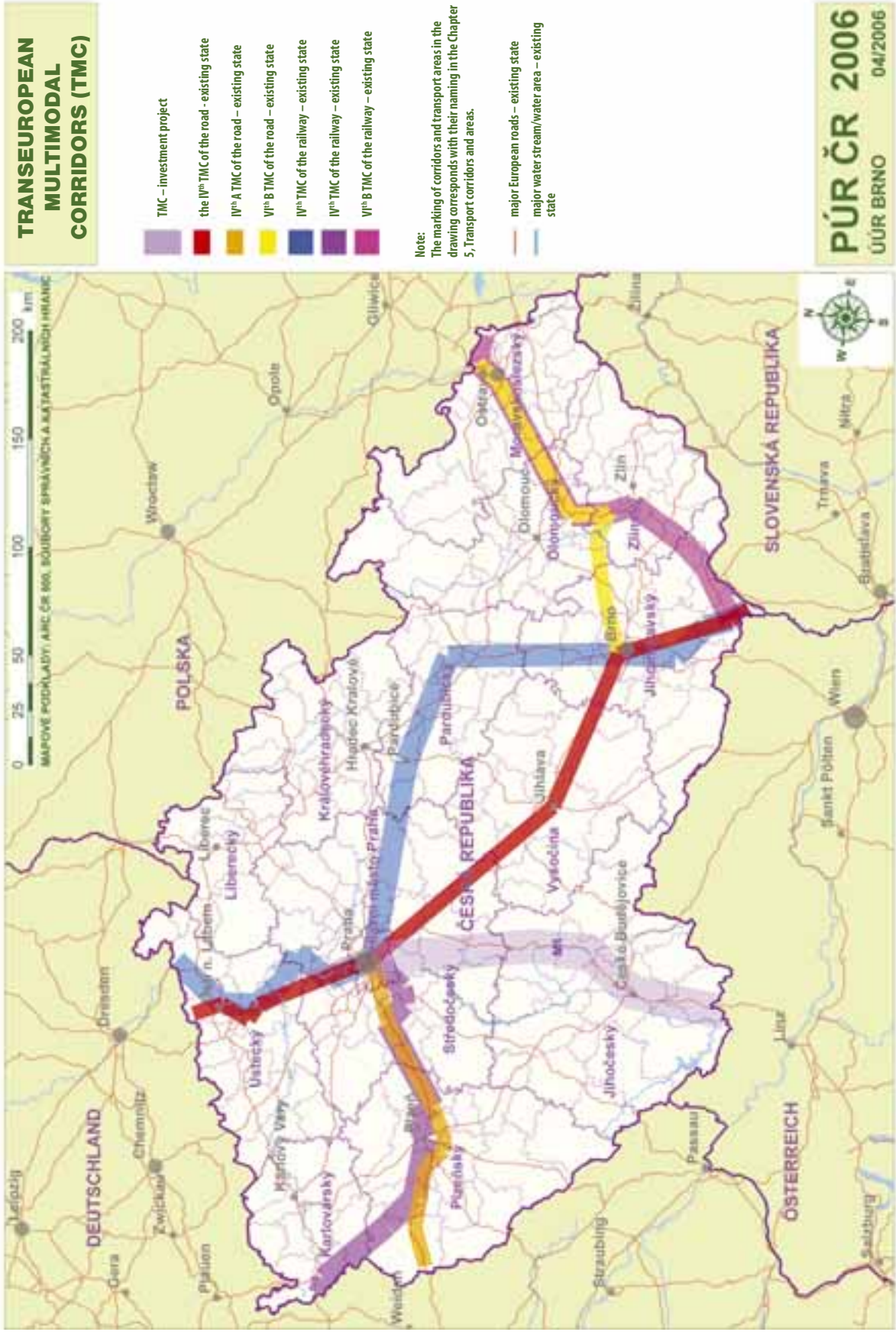


CHART 4: RAILWAY TRANSPORT

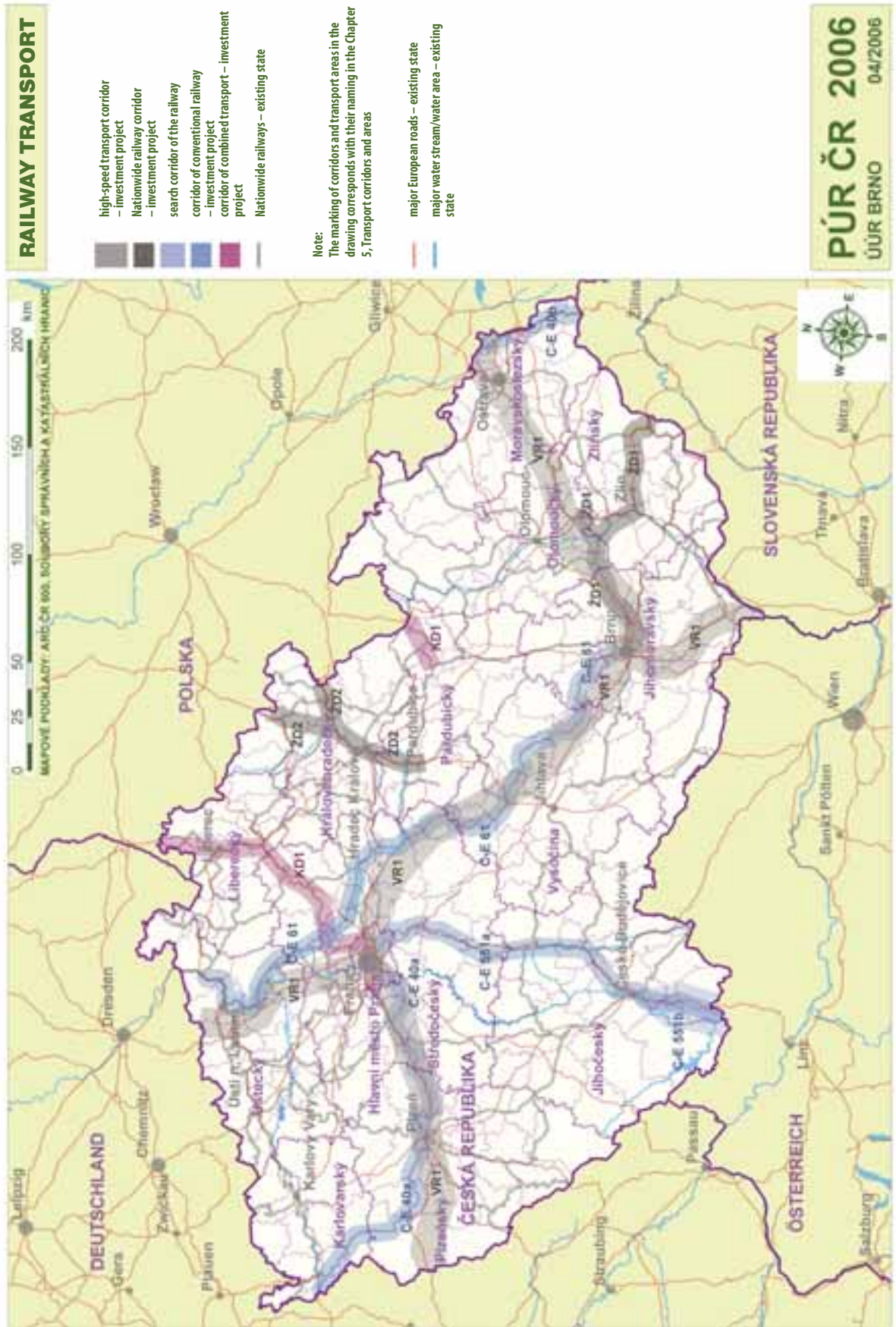


CHART 5: ROAD TRANSPORT

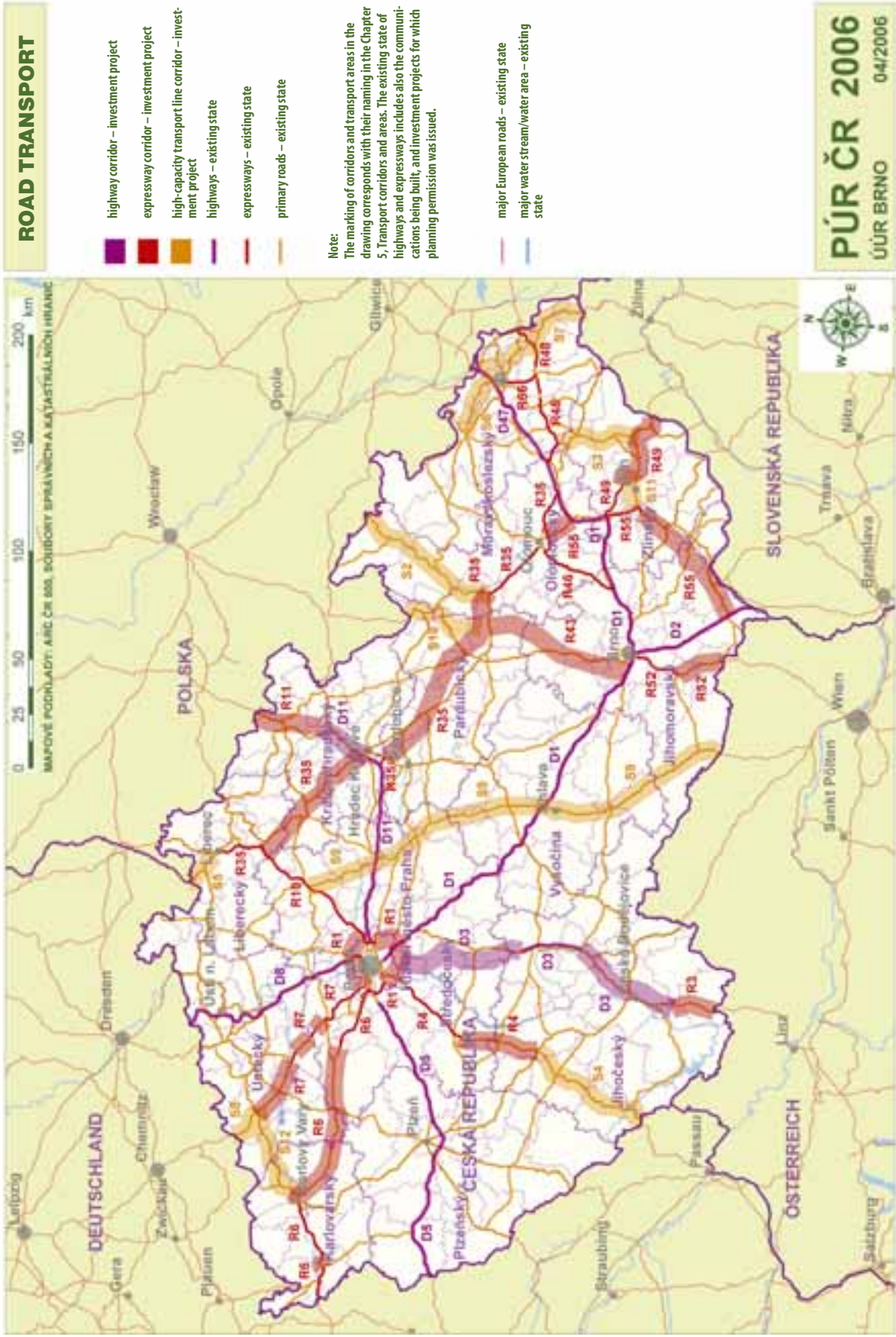
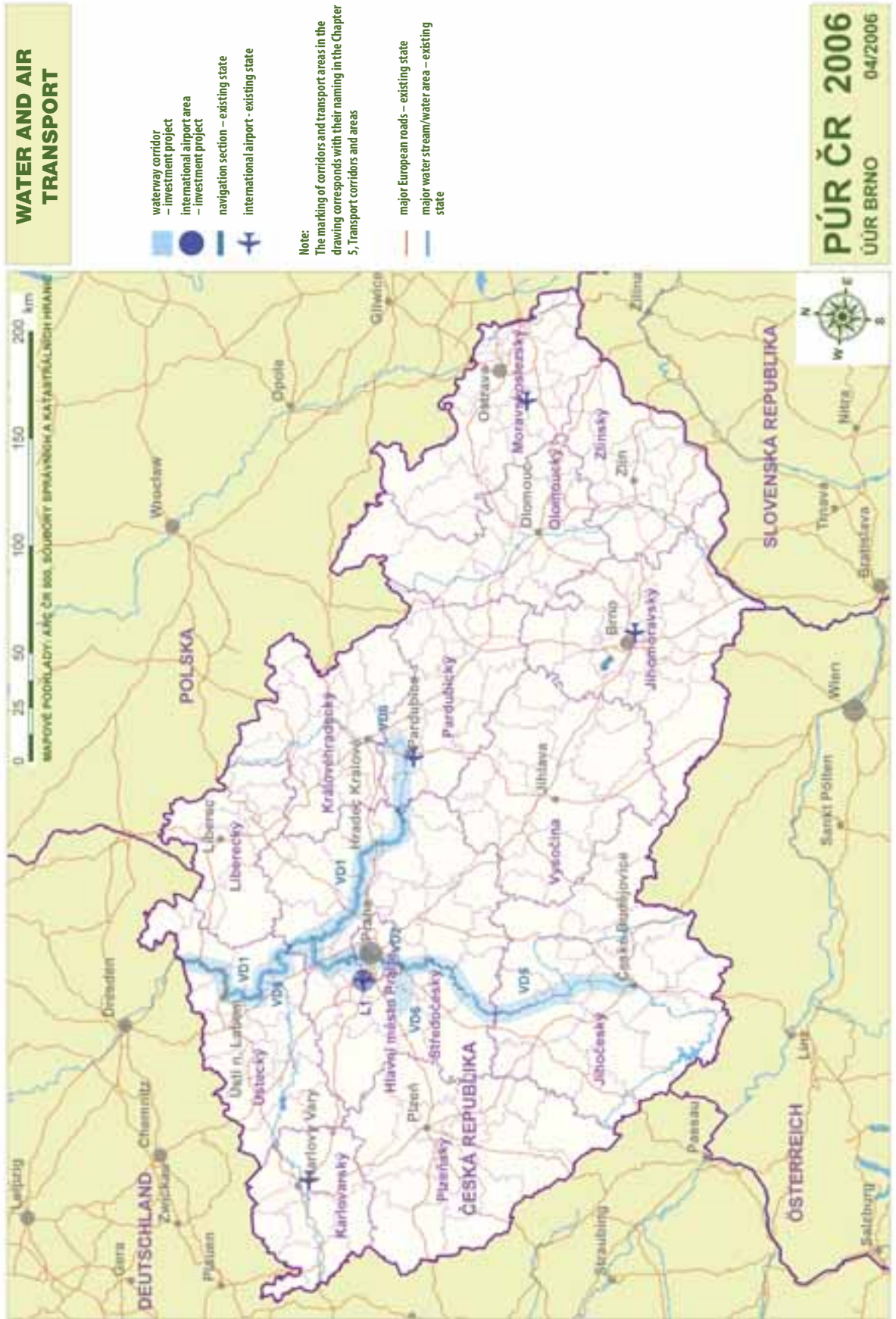


CHART 6: WATER AND AIR TRANSPORT



TECHNICAL INFRASTRUCTURE CORRIDORS AND AREAS



6 TECHNICAL INFRASTRUCTURE CORRIDORS AND AREAS

6.1 OBJECTIVE

- (115) The technical infrastructure as a part of public infrastructure is being established and used in public interest. The systems of operational ensembles, distribution lines, objects, engineering infrastructure devices and areas, all these necessarily need the area coordination with regard, among others, to the protection of this area for their successive utilisation by future generations. The purpose of the engineering infrastructure corridors delineation in the Spatial Development Policy of the CR is the protection of areas for the location of electric and gas distribution networks, long distance oil pipelines, electronic communications, water supply and sewerage networks, etc., which all influence the spatial development of the Czech Republic, whereas as to their importance, they exceed the competence of one region and enable the interconnection of the technical infrastructure systems within the Czech Republic as well as with the neighbour countries.
- (116) The individual conductive systems of technical infrastructure use to function, among others, as carriers of land use limits (protective regimes), and therefore, the coordination at their site location, both in the developed and undeveloped areas, is inevitable, especially in the relation to the transport infrastructure.
- (117) The sources of individual systems of technical infrastructure (power plants, heat stations, heating plants, gasworks, gas-holders, water basins, spring areas, waste dumps, waste incineration plants and others) are both capital-intensive and land demanding. Consequently, the long-time and far-sighted protection of the area to be used for their location within physical planning is advisable.
- (118) It is necessary to put more precisely, by means of physical planning instruments, the technical infrastructure areas and corridors delimitation with a view to examine the options of their future use. The existing land use may not be changed in a way that would disable or substantially aggravate the examined future land use.

6.2 PROPOSAL

6.2.1 TECHNICAL INFRASTRUCTURE CORRIDORS AND AREAS OF INTERNATIONAL IMPORTANCE

6.2.1.1. Energy industry

(119) E1

Delineation:

The extra high voltage line 400 kV Otrokovice – Vizovice – CR border – Slovakia.

Delimitation reasons:

Connection of the energy supply system of the CR to the European system Union pour la Coordination du Transport l'Electricité / Union for the Coordination of Transmission of Electricity (UCTE).

Criteria for decision-making on the changes in the area:

Provision of the international profile transmission capacity in compliance with the EU-legislation.

Objectives for ministries and other central administrative authorities:

To coordinate the investment project with the corresponding Slovak partners.

Responsible: Ministry of Industry and Commerce in cooperation with the Energy Regulation Office
Term: continuously

(120) E2

Delimitation:

The area for electrical stations 400/110 kV Vítkov and Verněřov and their linkage to the transmission system through the power line 400 kV incl. the power line 400 kV Hradec – Verněřov (a part of the route via V 461). This system will make it possible to outgo the power (through an outgoing feeder) from new renewable sources.

Delimitation reasons:

Ensuring the transformation 400/110 kV at the electrical station Verněřov and the connection to the transmission system through the power line 400 kV incl. the power line 400 kV from the station Hradec to the station Verněřov.

Criteria for decision-making on the changes in the area:

Preparation and provision of the energy sector for the utilisation of renewable sources in the CR.

Objectives for ministries and other central administrative authorities:

To ensure the investment programme coordination.

Responsible: Ministry of Industry and Commerce in cooperation with the Energy Regulation Office

Term: continuously

(121) E3

Delimitation:

Corridor for two parallel power lines V403 Proseň–Nošovice and V 404 Nošovice – Czech-Slovakian border (Varín).

Delimitation reasons:

The transmission capacity enhancement of the profile North-South in the Moravian territory and connection of the energy supply system of the CR to the European system (UCTE).

Criteria for decision-making on the changes in the area:

Provision of the international profile transmission capacity in compliance with the EU- legislation.

Objectives for ministries and other central administrative authorities:

To ensure the investment project coordination with foreign partners.

Responsible: Ministry of Industry and Commerce in cooperation with the Energy Regulation Office

Term: continuously

6.2.1.2 Gas industry

(122) P1

Delimitation

Corridor for the interconnection of the very high pressure gas line DN 800 PN of the system Transgas in the region of Vodňany and Zábok in South Bohemia to the CR border – (Austria).

Delimitation reasons:

Interconnection gas line of the Transgas and OMV Systems in the region of South Bohemia incl. further linking up with gas line routes in Germany.

Criteria for decision-making on the changes in the area:

Fulfilment of international requirements on the diversification of gas line routes to Austria and Germany.

Objectives for ministries and other central administrative authorities:

To ensure the investment project coordination with foreign partners.

Responsible: Ministry of Industry and Commerce in cooperation with the Energy Regulation Office

Term: continuously

(123) P2

Delimitation

Corridor for the interconnection very high pressure gas line DN 800 PN of the system Transgas in the region South Moravia near Břeclav to the CR border (Austria).

Delimitation reasons:

Interconnection gas lines of the Transgas and WAG Systems in the region of South Moravia and building-up of the new interconnection gas line between the compressor station Břeclav and the underground gas storage Dolní Dunajovice.

Criteria for decision-making on the changes in the area:

Fulfilment of international requirements on the diversification of gas line routes to Austria and Germany.

Objectives for ministries and other central administrative authorities:

To ensure the selection from two planned variants incl. the subsequent investment project coordination also with foreign partners.

Responsible: Ministry of Industry and Commerce in cooperation with the Energy Regulation Office

Term: continuously

(124) P3

Delimitation:

Corridor for the interconnection very high pressure gas line DN 700 beginning from the delivery station Děhylov or DN 500 out of the underground gas storage Třanovice in the Moravian-Silesian region to the CR border (Poland).

Delimitation reasons:

Interconnecting gas line between the systems Transgas and PGNiG in the Moravian-Silesian

region – interconnection between the gas delivery systems in the CR and Poland.

Criteria for decision-making on the changes in the area:

Strengthening the security of the inland and European earth gas markets in relation to the EU-requirements on the gas delivery security.

Objectives for ministries and other central administrative authorities:

To ensure the investment project coordination with foreign partners.

Responsible: Ministry of Industry and Commerce in cooperation with the Energy Regulation Office

Term: continuously

(125) P4

Delimitation:

Area for the underground gas storage in the region near the city of Přerov between the communities Bochoř and Troubky.

Delimitation reasons:

Ensuring the fluency and evenness of the earth gas delivery and strengthening the security of the inland and European earth gas markets.

Criteria for decision-making on the changes in the area:

Convenient engineering solution and its realisation with regard to the flood protection.

Objectives for ministries and other central administrative authorities:

To ensure the investment project coordination with foreign partners.

Responsible: Ministry of Industry and Commerce in cooperation with the Energy Regulation Office

Term: continuously

6.2.1.3 Long distance pipelines

(126) DV1

Delimitation:

Corridor for the doubling of the oil pipeline Družba along the Morava river in the section between Rohatec and Holič–Klobouky, Klobouky–Rajhrad, Radostín – central oil tank station Nelahozeves.

Delimitation reasons:

Increasing the oil quotas delivered from Russia to the CR and subsequently to Germany to the trea-tors of this internationally important and strategic raw material.

Criteria for decision-making on the changes in the area:

Ensuring the secure transport of oil, with regard to the environment incl. all technical and operation parameters.

Objectives for ministries and other central administrative authorities:

To ensure the given investment projects coordination.

Responsible: Ministry of Industry and Commerce in cooperation with the Energy Regulation Office

Term: continuously

6.2.2 TECHNICAL INFRASTRUCTURE CORRIDORS AND AREAS OF STATE-WIDE IMPORTANCE

6.2.2.1 Energy industry

(127) E4

Delimitation:

Area for the expansion including the outgoing feeders from the power plants Temelín, Ledvice, Počeradý, Prunéřov, Tušimice, Dětmarovice (without removal of the existing power supply unit) and Dukovany (without increase of output). Area for another power supply unit Blahutovice including the outgoing feeder corridor and the necessary water reservoir.

Delimitation reasons

Substitution of power plants with ending operational life through new sources according to the National energetic concept of the CR (Decree of the Government of the CR No. 211/2004)

Criteria for decision-making on the changes in the area:

Ensuring the production of electric energy and heat, taking into account the environment conservation.

Objectives for ministries and other central administrative authorities:

To ensure the given investment projects coordination.

Responsible: Ministry of Industry and Commerce in cooperation with the Energy Regulation Office

Term: continuously

(128) E5

Delimitation:

Area for the electrical station 400/100 kV Praha-North incl. the outgoing feeder 400/100 with the loop back connection to V410.

Delimitation reasons:

Enhancement of the power supply reliability and capacity within the transmission system the importance of which exceeds the territory of one region.

Criteria for decision-making on the changes in the area:

Delimitation and ensuring an area sufficient even for the target capacity expected to be installed within next circa 30 years.

Objectives for ministries and other central administrative authorities:

To ensure the investment project coordination.
Responsible: Ministry of Industry and Commerce in cooperation with the Energy Regulation Office
Term: continuously

(129) E6

Delimitation:

Corridor for the power line V458 Krasíkov–Horní Životice.

Delimitation reasons:

Enhancement of the power supply reliability and transmission capacity across the profile North-South in the territory of Moravia.

Criteria for decision-making on the changes in the area:

Strengthening of the electricity transmission system.

Objectives for ministries and other central administrative authorities:

To ensure the investment project coordination.
Responsible: Ministry of Industry and Commerce in cooperation with the Energy Regulation Office
Term: continuously

(130) E7

Delimitation:

Corridor for the double power line 400 kV Kočín–Mírovka and for the connection of the power line 400 kV from Řeporyje–Prosenice (V413) to Mírovka.

Delimitation reasons:

Ensuring the output increments to be fed into the electricity transmission system of the CR.

Criteria for decision-making on the changes in the area:

To enable the utilisation and transmission on the newly prepared capacity into the adjoining energy supply system.

Objectives for ministries and other central administrative authorities:

To ensure the investment project coordination.
Responsible: Ministry of Industry and Commerce in cooperation with the Energy Regulation Office
Term: continuously

(131) E8

Delimitation:

Corridor for the outgoing of energy output from the electrical station Rohatec via the power line 400 kV Otrokovice–Rohatec with loop back connection to V424.

Delimitation reasons:

Enhancement of current supply reliability within the consumer area covering the territory of several regions. Ensuring the power supply at growing consumption for the region of South Moravia.

Criteria for decision-making on the changes in the area:

Strengthening the electricity transmission system.

Objectives for ministries and other central administrative authorities:

To ensure the investment project coordination.
Responsible: Ministry of Industry and Commerce in cooperation with the Energy Regulation Office
Term: continuously

(132) E9

Delimitation:

Area for the electrical station 400/100 kV Chotějovice.

Delimitation reasons:

Enhancement of the power supply reliability and capacity within the transmission system of the CR.

Criteria for decision-making on the changes in the area:

Delimitation and ensuring a sufficient area for the target engineering solution of the voltage transformation.

Objectives for ministries and other central administrative authorities:

To ensure the investment project coordination.

Responsible: Ministry of Industry and Commerce in cooperation with the Energy Regulation Office
Term: continuously

(133) E10

Delimitation:

Corridor for the power line 400 kV Výškov–Chotějovice–Babylon.

Delimitation reasons:

Connection of new electrical station Chotějovice and building-up the outgoing feeders from new planned sources (power plants) into the transmission system of the CR with the goal of enhancement of the system reliability in the region of North Bohemia.

Criteria for decision-making on the changes in the area:

Ensuring the functional cohesion with the realisation of transformer station 400/110 kV Chotějovice.

Objectives for ministries and other central administrative authorities:

To ensure the investment project coordination.
Responsible: Ministry of Industry and Commerce in cooperation with the Energy Regulation Office
Term: continuously

6.2.2.2 Gas industry

(134) P5

Delimitation:

Corridor for the very high pressure gas line DN 500 PN 63 from the underground gas storage Háje (Příbram)–Drahelčice.

Delimitation reasons:

To strengthen the inland gas distribution system with the goal to ensure the possibility of conveying the increased output from the underground gas storage Háje to the gas consumption sites within the territory of CR.

Criteria for decision-making on the changes in the area:

To ensure the conveying of the increased output from the underground gas storage Háje to the gas consumption sites within the territory of CR.

Objectives for ministries and other central administrative authorities:

To ensure the investment project coordination.

Responsible: Ministry of Industry and Commerce in cooperation with the Energy Regulation Office
Term: continuously

(135) P6

Delimitation:

Corridor for the twinning of the very high pressure gas line DN 700 PN 63 Hrušky–Příbor incl. the building-up of the new compressor station Libhošť and the underground gas storage in the locality Příbor–Klokočov.

Delimitation reasons:

Strengthening and backing up the existing gas conveyance route the importance of which surpasses the territory of one region.

Criteria for decision-making on the changes in the area:

Provision of secure conveyance via the given very high pressure gas line system up to its capacity.

Objectives for ministries and other central administrative authorities:

To ensure the investment project coordination.
Responsible: Ministry of Industry and Commerce in cooperation with the Energy Regulation Office
Term: continuously

(136) P7

Delineation:

Corridor for the very high pressure gas line DN 700 PN 63 to the compressor station Kralice–Bezměrov, with the route situated north of Brno, incl. the building-up of the new compressor station Bezměrov.

Delimitation reasons:

Strengthening and backing up of the existing gas conveyance route the importance of which surpasses the territory of one region.

Criteria for decision-making on the changes in the area:

Provision of secure conveyance via the given very high pressure gas line system up to its capacity.

Objectives for ministries and other central administrative authorities:

To ensure the investment project coordination.
Responsible: Ministry of Industry and Commerce in cooperation with the Energy Regulation Office
Term: continuously

6.2.2.3 Long distance oil pipelines

(137) DV2

Delimitation:

The pipeline extension in the new route Loukov–Sedlnice.

Delimitation reasons:

Provision of the strategic raw material conveyance in the CR.

Criteria for decision-making on the changes in the area:

Provision of secure oil conveyance also with regard to the environment incl. all technical and operation parameters and protection zones.

Objectives for ministries and other central administrative authorities:

To ensure the investment project coordination of the given investment projects.

Responsible: Ministry of Industry and Commerce in cooperation with the Energy Regulation Office

Term: continuously

(138) DV3

Delimitation:

Area for building-up the booster pump station on the oil pipeline IKL near the municipality Benešovice.

Delimitation reasons:

Increasing the oil quotas delivered from Russia to the CR and subsequently to Germany to the fabricators of this internationally important and strategic raw material.

Criteria for decision-making on the changes in the area:

Provision of secure oil conveyance also with regard to the environment incl. all technical and operation parameters and protection zones.

Objectives for ministries and other central administrative authorities:

To ensure the investment project coordination.

Responsible: Ministry of Industry and Commerce in cooperation with the Energy Regulation Office

Term: continuously

6.2.2.4 Electronic communications

(139) Delimitation:

Corridors and areas for investment projects in the field of communication infrastructure (electronic

communication networks). Ensuring the networks for BROADBAND (high-speed Internet access) as well as complementary construction of transmitting radio nets for the terrestrial digital TV and radio transmission incl. the construction of nets UMTS (Universal Mobile Telecommunication System).

Delimitation reasons:

Increasing the transmission capacity of broadband electronic communication systems in the CR.

Criteria for decision-making on the changes in the area:

Decision-making according to the Act No 127/2005 Coll., as amended, on electronic communications, concerning the facilities sharing and distribution so that the signal transmission conditions would be satisfied.

Objectives for ministries and other central administrative authorities:

To ensure the investment project coordination.

Responsible: Ministry of Informatics.

Term: continuously

6.2.2.5 Water resources management

(140) Locations suitable for the surface water accumulation

Delimitation:

Areas being suitable, from the morphological and hydrological point of view, for the surface water accumulation with regard to future utilisation of the restricted water wealth of the CR.

Delimitation reasons:

Increasing the capacity of water resources of the CR, which are dependent on atmospheric precipitation, considering the cases of water outflow compensation due to the expected climate change in the long-term horizon.

Criteria for decision-making on the changes in the area:

Ensuring the spatial protection of locations suitable for the surface water accumulation against other activities which might aggravate or disallow the building-up of water works (water reservoirs), in compliance with valid plans according to the Act No. 254/2001 Coll., as amended, on waters and on change of several acts (Water Act).

Objectives for ministries and other central administrative authorities:

To determine the conditions of these areas utilisation. To ensure the updating of existing land use limits (areas preserved for the artificial accumulation of surface water) in the Spatial Development Policy in compliance with the Plan of the main river-basins of the CR.

Responsible: Ministry of Agriculture in cooperation with the Ministry for Regional Development.
Term: April 2007

(141) **Public water supply and sewerage systems**

Delimitation

Areas and corridors suitable for functionally independent ensembles of buildings and facilities within the public water supply and sewerage works, the location of which will ensue from the Plan of development of water supply and sewerage works in the Czech Republic.

Delimitation reasons:

Ensuring public interest in drinking water supply incl. the delimitation of surface and underground water as well as the waste-water discharge and purification.

Criteria for decision-making on the changes in the area:

Decision-making in compliance with the subsequently approved Plan of development of water supply and sewerage works in the Czech Republic, is motivated, above all, by the inhabitants' status and quality of life, incl. their health, the economic and spatial development of municipalities and industry as well as dealing with potential crisis situations and environmental care.

Objectives for ministries and other central administrative authorities:

To ensure the investment project coordination and the up-dating of land use limits ensuing from the

Plan of development of water supply and sewerage works in the Czech Republic.

Responsible: Ministry of Agriculture in cooperation with Ministry for Regional Development.

Term: April 2007

6.2.2.6 Waste management

(142) **Sk1**

Delimitation:

Locations having the rock massif features and geologic conditions suitable for their utilisation as underground disposal site of highly radioactive waste and spent nuclear fuel.

Delimitation reasons:

To preserve the possibility of establishing an underground disposal site in our country.

Objectives for spatial planning bodies:

To ensure the protection of convenient locations against the changes in their utilisation, which would disable the underground disposal site establishment in the future.

Objectives for ministries and other central administrative authorities:

Coordination of the geologic survey initiation in six locations with features suitable for the selection of two locations most suitable for the underground disposal site realisation before the year 2015.

Responsible: Ministry of Industry and Commerce in cooperation with the Administration of radioactive waste disposal sites.

Term: year 2009 at the latest

CHART 8: GAS INDUSTRY

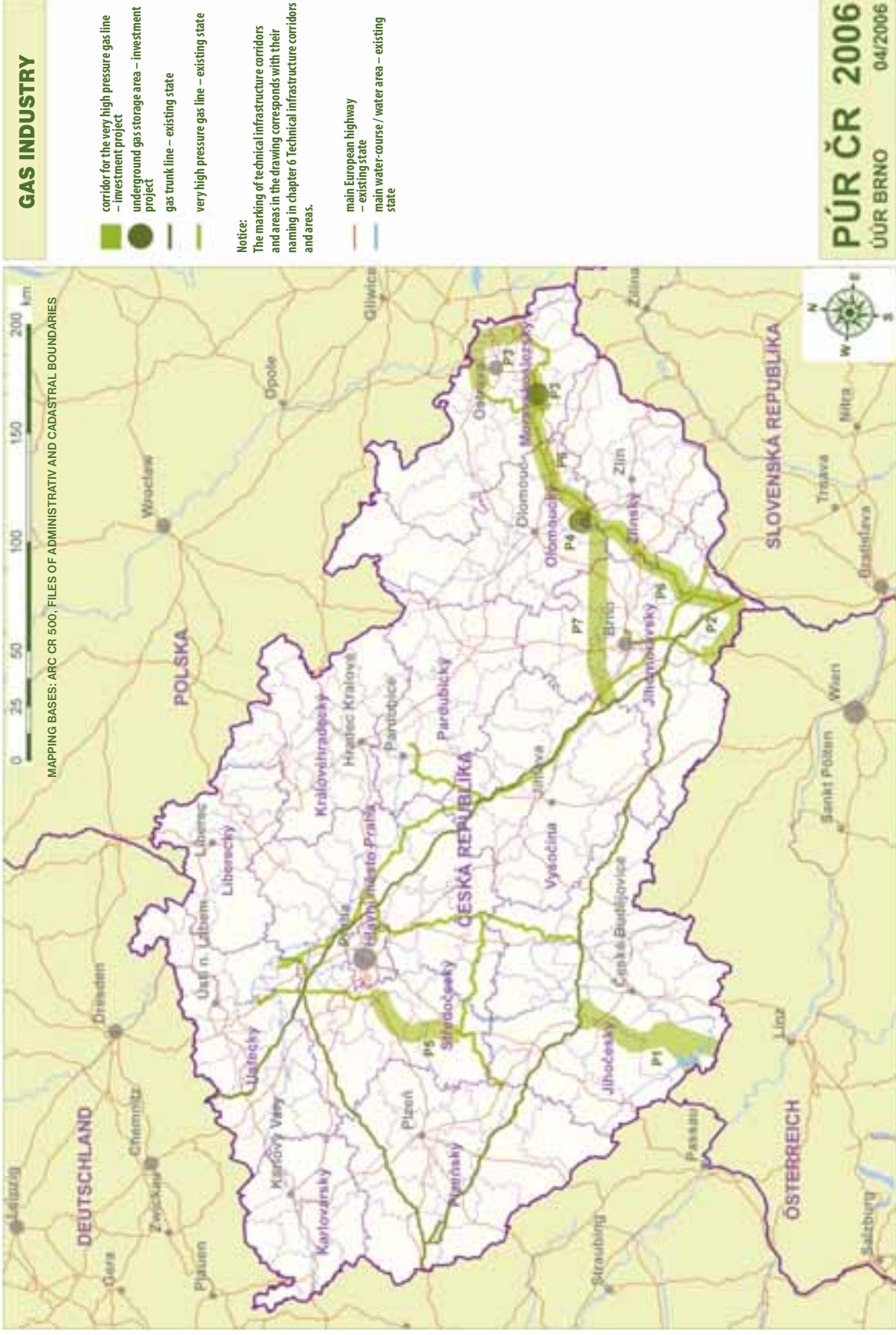
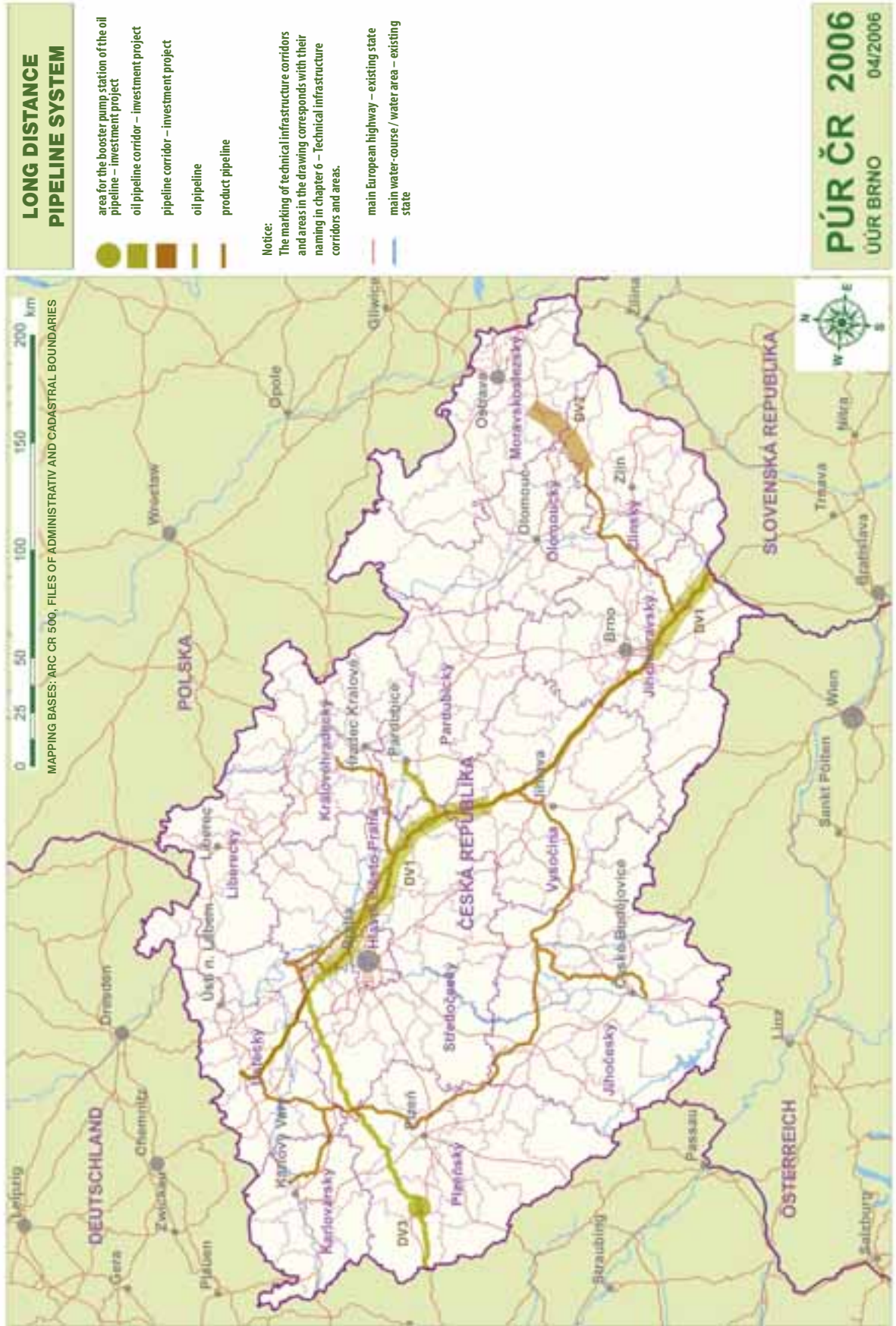


CHART 9: LONG DISTANCE OIL PIPELINES



EXPLANATION OF CONCEPTS

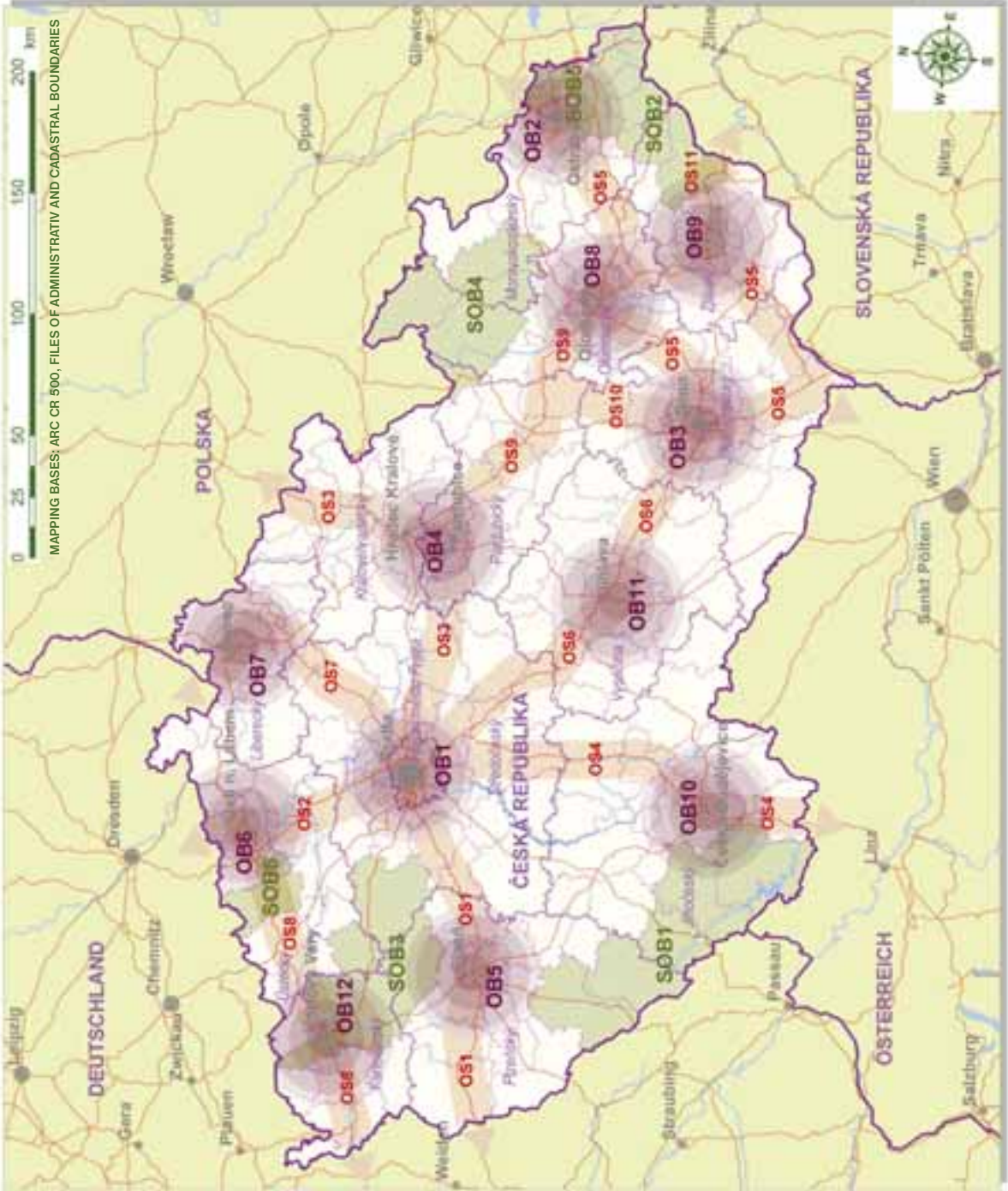
7 EXPLANATION OF THE TERM “INFRASTRUCTURE”

(143) Under the term **public infrastructure**, there are understood structures and facilities of:

1. transport infrastructure, e.g. roads, railways, waterways, airports and related facilities;
2. technical infrastructure, among which belong: conductive systems and structures with the operationally related technical equipment as the water supply networks, water reservoirs,

sewerage networks, waste-water clarifying plants, solid waste treatment structures and facilities, electric stations, power supply lines, lines of public communication networks and electronic communication equipment of public communication networks, pipelines.

RELATION AMONG DEVELOPMENT AREAS, DEVELOPMENT AXES AND SPECIFIC AREAS



PÚR ČR 2006
 ÚÚR BRNO 04/2006

RELATION AMONG DEVELOPMENT AREAS, DEVELOPMENT AXES, AND SPECIFIC AREAS



Notice:
 The development areas are marked as circles, the development axes as lines. The specific areas are marked according to the districts administered by the State-empowered municipalities (by municipalities empowered with enlarged competences of State administration).
 The marking of development areas, development axes and specific areas corresponds to their naming in chapters 3 and 4.

— main European highway
 — existing state
 — main water-course / water area – existing state

EDITORIAL REMARK:

The material Bases and Starting Points, mentioned in the article (12) of the Spatial Development Policy of the CR includes an abstract from the file of information which were collected and assessed during the elaboration of the Spatial Development Policy of the CR.

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