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# SPATIAL DEVELOPMENT POLICY OF THE CZECH REPUBLIC Updated Version 1

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OF REGIONAL  
DEVELOPMENT CZ



# **SPATIAL DEVELOPMENT POLICY OF THE CZECH REPUBLIC Updated Version 1**

**Ministry of Regional Development of the Czech Republic  
Institute for Spatial Development**

**Praha, Brno, 2015**

ISBN 978-80-7538-027-2  
ISBN 978-80-87318-38-6

(Ministry of Regional Development of the Czech Republic. Praha)  
(Institute for Spatial Development. Brno)

## FOREWORD

Dear readers,

The publication you have just opened is Update One of the Spatial Development Policy of the Czech Republic.

The main reason for publishing this update was the need to react to new developments from the period of more than five years that has passed since the Spatial Development Policy of the Czech Republic was authorized in 2008. These developments are related to both physical planning and the work of Ministries and other authorities of central administration. New documents, policies and concepts referring to spatial development have been elaborated (such as Strategy of Regional Development of the Czech Republic 2014 to 2020 and Transport Sector Strategies) and we have had to respond to newly adopted EU documents on spatial development (e. g. EU Territorial Agenda 2020, the revised trans-European transport network TEN-T, the trans-European energy network TEN-E and various projects of common interest).



The decision to update the original wording of the 2008 Spatial Development Policy of the Czech Republic was taken in 2013 by Government Resolution 596, which took into consideration the Report on the Application of the 2008 Spatial Development Policy of the Czech Republic and stipulated the factual assignment of the update.

Update One was prepared by the Ministry of Regional Development in compliance with the Building Act and in cooperation with other Ministries and authorities of central and regional administration. Municipalities and the public were invited to submit written comments on the draft of Update One and its effects on sustainable spatial development. Remarks were invited from neighbouring countries as well.

In most cases, Update One makes alterations to chapters dealing with development plans in transport and technical infrastructure. Some plans were omitted because they have already been realized (e. g. the Gazela gas pipeline) and others were classified as being of regional, not nationwide importance. As to electro-energetics and the gas industry it was necessary to increase the capacity of some existing mains, mainly for higher reliability of transmission systems, and to suggest new areas and corridors for gas containers and pipelines. For development areas, differentiation between metropolitan development areas (Prague, Brno and Ostrava) and other development areas of nationwide importance was introduced. The delimitation of development areas was particularized in accordance with the Strategy of Regional Development of the Czech Republic 2014 to 2020. As for specific areas, i. e. those with specific qualities or problems, the specific area of the Krušné hory (Ore Mountains) has been enlarged by a south-western part of the Region of Karlovy Vary.

Once altered according to the results of the discussion, Update One of the Spatial Development Policy of the Czech Republic was submitted to the Government and approved by Resolution 276, dated 15 April 2015.

Spatial Development Policy of the Czech Republic is an obligatory physical planning tool of nationwide effect. It is a concept document of a strategic nature focusing on the coordination of physical planning of Regions and Municipalities and the coordination of departmental policies and concepts affecting spatial development.

I would like to stress that Update One of the Spatial Development Policy of the Czech Republic has unified the national development plans with those of European importance. New development plans have been implemented in consideration of the EU documents mentioned.

I expect that Update One of the Spatial Development Policy of the Czech Republic will contribute to improved spatial planning and spatial development in this country. I thank all those who have participated in the preparation of this document.

Karla Šlechtová  
Minister of Regional Development





## **RESOLUTION 276 OF THE GOVERNMENT OF THE CZECH REPUBLIC**

of 15th April 2015

### **on Update One of the Spatial Development Policy of the Czech Republic**

#### **The Government**

##### **I. amends**

1. Resolution 929 of the Government dated 20 July 2009 on Spatial Development Policy of the Czech Republic 2008 in the version of Resolution 822 dated 9 November 2011, cancelling article IV/1 of this Resolution and renumbering subsequent articles
2. Resolution 596 of the Government dated 9 August 2013 on the Report on the Application of the 2008 Spatial Development Policy of the Czech Republic, cancelling article III/4 of this Resolution

##### **II. approves**

1. Update One of the Spatial Development Policy of the Czech Republic as contained in Document 329/15
2. Notification contained in Part VII of Document 329/15 on the assessment of impacts on sustainable spatial development, giving reasons for solutions accepted

##### **III. charges**

1. members of the Government and heads of other authorities of central administration:
  - a) to abide by the Spatial Development Policy of the Czech Republic in the version of Update One when concept documents in the scope of operation of the Ministries and authorities they govern are elaborated
  - b) to fulfil tasks stipulated by the Spatial Development Policy of the Czech Republic in the version of Update One
  - c) to take into consideration fulfilled tasks of Spatial Development Policy of the Czech Republic in the version of Update One when making statements on principles of spatial development
2. the Minister for Regional Development:
  - a) to implement Spatial Development Policy of the Czech Republic in the version of Update One
  - b) to arrange for the publication of
    - ba) Update One of the Spatial Development Policy of the Czech Republic in a manner enabling remote access
    - bb) notification of the approval of Update One of the Spatial Development Policy of the Czech Republic in the Collection of Laws
    - bc) this Resolution in the Government Journal for bodies of Regions and Municipalities
    - bd) notification of how the statement of the Ministry of the Environment on the assessment of impacts of Update One of the Spatial Development Policy of the Czech Republic on the environment was taken into consideration

- be) the Spatial Development Policy of the Czech Republic in the version of Update One in a manner enabling remote access
- c) to elaborate a Report on the Application of the Spatial Development Policy of the Czech Republic in the version of Update One by 30 April 2019 in cooperation with relevant Ministers, heads of other authorities of central administration, Governors of Regions and the Mayor of the City of Prague
- d) to propose alteration of § 42, Article 7 of the Amendment to the Building Act in order to transfer the obligation to refund costs caused by the approval of the Spatial Development Policy of the Czech Republic from the Ministry of Finance to subjects for whose benefit plans are specified

**To be performed by:**

members of the Government

heads of other authorities of central administration

**To be notified:**

Governors of Regions

Mayor of the City of Prague

Bohuslav Sobotka  
Prime Minister



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# **1. INTRODUCTION**



# 1 INTRODUCTION

## 1.1 PURPOSE OF THE SPATIAL DEVELOPMENT POLICY OF THE CZECH REPUBLIC

- (1) Spatial development policy of the Czech Republic (hereinafter also “CR SDP”) was procured by the Ministry of Regional Development within the range of Section (§) 5, Subsection 5 according to Section (§) 31 to 35 and Section (§) 186 of the Act No. 183/2006 Sb. regulating spatial planning and the Building Code, as amended (hereinafter referred to as the “Building Act”). On the basis of the Report on application of CR SDP 2008, the Government of the Czech Republic resolved by its resolution No. 596 of 9th August 2013 on processing the updated version of CR SDP.
- (2) Spatial development policy of the CR is a planning tool that sets up requirements and frameworks for detailed specification of planning tasks,<sup>1</sup> defined generally within the Building Act, in the republic’s, cross-border and international relations, particularly with the respect to the area sustainable development<sup>2</sup>.
- (3) Spatial development policy of the CR specifies a strategy and fundamental conditions for fulfilling the planning tasks and thus it provides and frame for consensual, generally beneficial development of the CR area values (hereinafter only “spatial development”). CR SDP purpose is, taking into account the possibilities and conditions of the area and requirements of spatial development, to ensure coordinated planning activities of regions, municipalities, coordination of sectoral and inter-sectoral concepts, policies, and strategies and other documents of ministries and other central administration offices. CR SDP coordinates also intentions to make changes to the area for transport and technical infrastructure<sup>3</sup> that impacts territories of several regions due to its significance, extension or foreseen usage (hereinafter only “development intentions”).

- (4) Spatial development policy of the CR defines framework tasks for related planning activities and for specification of conditions for foreseen development intentions in order to increase their benefit and minimize their negative impacts.
- (5) Spatial development policy of the CR serves also for coordination of other public administration tools influencing spatial development, like e.g. program for development of administrative region and program for development of administrative municipality. In order to achieve the above mentioned coordination the CR SDP uses i.e. documents intended to foster regional development as well as documents and resources procured by public administration, that have, in international and national context, impact on country-wide land use, e.g. policies, strategies, concepts, plans, programmes, development plans and the environment status report – see The materials and resources.
- (6) When updating the CR SDP (based on the planning analytical materials of regions, incentives of the ministries and their long-term resort concepts, other central administrative offices, regions, municipalities and the public and intentions resulting from country-wide development documents) there will be assessed whether the reasons for individual development intentions became irrelevant and whether new reasons reflecting actual needs should be set up.

## 1.2 RELATIONS OF THE SPATIAL DEVELOPMENT POLICY OF THE CZECH REPUBLIC TO INTERNATIONAL CONTRACTS, TO DOCUMENTS OF INTERNATIONAL ORGANIZATIONS AND NEIGHBOURING COUNTRIES.

- (7) The CR SDP reflecting the unique character of the area and settlement structure of the CR takes into account requirements for the area sustainable development and the area cohesion, that are specified for the CR in the international contracts, are based on the membership in the international organizations (OSN, OECD, Europe Council and European Union) and result from other interna-

<sup>1</sup> See § 18, § 19 of the act No. 183/2006 Coll., as amended by the later regulations, on town and country planning and building code (hereinafter only the Building Act).

<sup>2</sup> See § 18, par. 1 of the Building Act

<sup>3</sup> See § 2, par.1, letter k), items 1 and 2 and § 31 of the Building Act



tional agreements, treaties and conventions related to spatial development, where the CR is one of the contract parties<sup>4</sup>). The CR SDP takes into account also the intentions contained within the planning documents of neighbouring countries.

### 1.3 STRUCTURE OF THE SPATIAL DEVELOPMENT POLICY OF THE CZECH REPUBLIC DOCUMENT

(8) The CR SDP, which text is completed with necessary charts, is divided into chapters according to § 32 of the Building Act:

- “Republic’s priorities of spatial development for area sustainable development” to be applied on the whole territory of the Czech republic;
- “Development areas and axes”, “Specific areas”, Corridors and areas for transport infrastructure”, and “Corridors, areas and development intentions of technical infrastructure”;

CR SDP specifies areas, axes, corridors, and spaces with the respect to the proved needs of country development which justify, in accordance with § 5 of the Building Act, intervention to powers of regions and municipalities related to the matters of their development, and if it is necessary to define criteria and conditions for such areas, axes, corridors and spaces in order make decisions on changes in them.

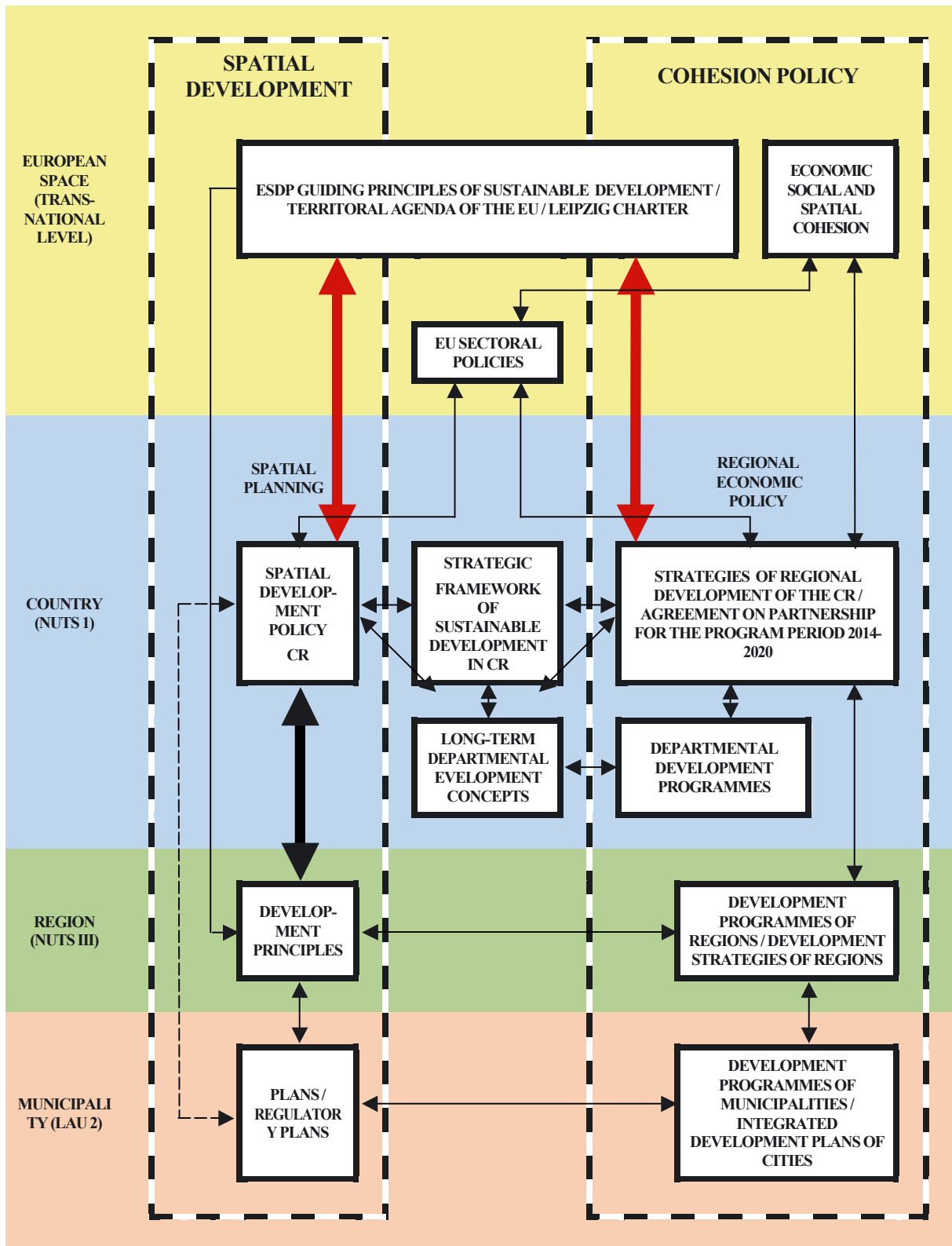
- “Further tasks of the ministries, other central administrative offices and tasks of the spatial planning<sup>4a)</sup>”.

(9) CR SDP is prepared on the basis of analyses which outputs are in the “Materials and resources”. The “Materials and resources” for CR SDP are information input that is not discussed and approved by the CR government.

<sup>4</sup> See e.g. Habitat document, EHK OSN document, documents of the OECD Council for Territorial Development, documents of the European Council (e.g. Guiding principles of sustainable regional development in Europe as of 2000, Ljubljana declaration on territorial dimension of sustainable development as of 2003, Lisbon declaration - “Bridges over Europe” as of 2006), EU documents (e.g. European perspectives of regional development as of 1999, Area state and perspectives of the EU – draft of March 2007, Vision Planet as of 2000, Lisbon/Göteborg strategy as of 2001, Territorial Agenda of the EU 2020, Leipzig Charter on sustainable European cities, the Toledo Declaration dated 2010.

<sup>4a)</sup> Section (§) 32 Subsection 1 Paragraph f) of the Building Act.

**CHART 1 – ILLUSTRATIVE CHART OF LINKAGES WITHIN THE SPD CR**



Note: The chart does not include linkages to documents related to the level of NUTS 2 (regions of coherence), since there does not exist any planning documentation at this level. The red indicators represent the implementation of the EU Territorial Agenda 2020.





## **2. REPUBLIC'S PRIORITIES OF SPATIAL DEVELOPMENT FOR AREA SUSTAINABLE DEVELOPMENT**





## 2 REPUBLIC'S PRIORITIES OF SPATIAL DEVELOPMENT FOR AREA SUSTAINABLE DEVELOPMENT

### 2.1 RESOURCES

- (10) Republic's priorities within international, cross-border, and country wide relations with the aim of further area development set up the framework for balanced area conditions – good environment, economic growth, and community cohesion within the area (area sustainable development).
- (11) Republic's planning priorities for area sustainable development (hereinafter also "republic's priorities") according to § 31 of the Building Act define requirements for detailed specification of generally formulated planning goals and tasks and determine strategy and basic conditions for their completing within the planning activities of regions and municipalities and for creation of sectoral concepts impacting the area.
- (12) Republic's priorities in line with the CR territory character, settlement structure and CR SDP purpose as a planning tool, do take into account requirements for area sustainable development and area cohesion, stipulated within the documents of international organizations where the CR is a member.
- (13) Article cancelled

### 2.2 REPUBLIC'S PRIORITIES

- (14) For public benefit – protect and develop natural, civilization and cultural values of an area, including urban, architectonic and archaeological heritage. Preserve character of the unique urban area structure, settlement structure, and unique cultural landscape, which express the area identity, its history and tradition. These areas are very valuable e.g. for tourism. Their preservation should not, however, disable economic usage or hinder it. In some cases a targeted preservation of important localities is necessary, in other cases it seems necessary to protect the landscape units. Landscape is a living unit in time that requires creative, yet sensible approach to balanced development in order to preserve its principal cultural, natural and utility values.

Prevent decline of countryside as a consequence of lack of human intervention.
- (14a) When planning the development of rural areas and areas ensure the development of the primary sector taking into account the protection of the quality agricultural, especially arable land and ecological functions of the landscape.
- (15) Prevent space-social segregation when changing or creating urban environment that could adversely impact social cohesion of inhabitants. Analyse principal mechanisms that drive segregation, assess existing and potential consequences, and propose, during planning activities, solutions that prevent undesired level of segregation or decrease its level.
- (16) Prefer complex solutions to one-sided viewpoints and requirements, which consequentially deteriorate area condition and value, when defining land use in the planning documentation. Suitable solutions of spatial development shall be sought in cooperation with the area's inhabitants and users and in accordance with the purpose and character of areas, axes, spaces and corridors delimited in CR SDP.
- (16a) The spatial planning shall be based on the principle of an integrated territorial development, in specific cities and regions, which constitutes an objective and comprehensive assessment and a following coordination of spatial, sectoral and temporal aspects.
- (17) Create conditions within areas to eliminate impact of economic changes by localization of the areas with development potential for creation of job opportunities, in particular in economically weak regions and thus help to solve problems within such regions.



- (18) Support polycentric development of settlement structure. Create conditions for strengthening partnerships among cities and countryside and improve thus their competitiveness.
- (19) Create conditions for multifunctional utilisation of derelict grounds and spaces (so called brownfields of industrial, agricultural, military or other origin) with respect to economical utilisation of developed areas, protection of undeveloped areas (especially agricultural and forest land) and preservation of public green including minimization of its fragmentation. The goal is an economical utilisation of area that saves costs in relation to public budgets, transport, energy, and that limits unrestrained and architectonically poor forms of suburbanization.
- Development intentions that can impact landscape character in a significant manner shall be located in the least conflict locations, and subsequently the compensation measures shall be supported. With regard to this, respect in the course of planning activities – wherever is it possible and reasonable - public interests, e.g. preservation of biologic diversity and environmental quality, especially by means of consistent protection of reserved areas, localities of system NATURA 2000, wetlands, water-supply protection zones, protected areas of ground water accumulation and of mineral resources, protection of the agricultural and forest land resources. Create area conditions for implementation and respecting of systems of ecological stability, increase and maintain ecological stability in order to ensure ecological functions also in other parts of free landscape, protect landscape features of natural character in developed areas, and increase the diversity of rural landscape. Within planning activities, create conditions for the landscape character preservation in relation to the desired landscape's goal characteristics and types and create conditions for the utilization of natural resources.
- (20a) To create spatial conditions to ensure migration permeability of the landscape for wildlife and humans, especially when placing the transportation and technical infrastructure. To limit undesired coalescence of settlements taking into concern the accessibility and permeability of the landscape.
- (20) Delimit, in cooperation with respective municipalities, the areas necessary for public green spaces (green zones) and prevent them from development within the development areas and development axes in specific areas, where the landscape is adversely impacted by human activities; the goal is to preserve continuous zones of undeveloped spaces within a proximity of cities intended for short time leisure activities, and further for creation and development of forests and preservation of landscape penetrability.
- (21) Create conditions for development and utilisation of area conditions for various forms of tourism (e.g. biking, agro-tourism, hiking) while preserving and developing the area values. Support connection of locations that are interesting for tourism, by hiking trails enabling whole season utilisation for various forms of tourism (e.g. hiking, cycling, skiing, and horses).
- (22) Create conditions, depending on local circumstances, for better accessibility of an area and improving transport and technical infrastructure with the respect to landscape penetrability. Preserve landscape penetrability and minimize landscape fragmentation when locating transport and technical infrastructure; if it is reasonable, locate these infrastructures into common corridors. To mitigate exposure of urban areas to the negative effects of transit, railway and road transportation, including the bypasses of the urban areas or to ensure the protection by other appropriate measures at the territory. At the same time, however, to define the areas for new residential development in order to maintain sufficient distance from the designated corridors for new sections of motorways, first class roads and railways and in this way to consistently prevent obstruction of the area for transport routes and the potential undesirable effects of the negative effects of traffic on public health (without building costly technical measures to eliminate these effects).
- (23) Create conditions for better accessibility of an area by extending and improving transport infrastructure, taking into account the needs of public transport, particularly within development areas and development axes. Potential new constructions shall be directly linked with sufficient public transport infra-

structure. Create conditions for higher safety and smoothness of transport, improvement of protection against noise and emissions and, with respect to this, create area conditions for environment friendly forms of transport (e.g., railway, bicycle lines).

(24a) In the areas where there is a long time excess of the statutory limit emission values for the protection of human health, it is necessary to prevent further significant deterioration. Suitable arrangement of areas in the municipalities to create the conditions for minimizing the negative impacts of concentrated industrial activities on housing. To define areas for new residential development in such manner that sufficient distance from the industrial or agricultural areas is maintained.

(24) Create conditions for preventive protection of an area against potential risks and natural disasters within it (floods, landslides, erosion, drought etc.) in order to minimize the damages. In particular to ensure protection of spaces that are necessary for new constructions and measures against floods, and for delimitation of spaces intended for controlled overflows. Create conditions for enhancement of natural retention of rain water in the area with regard to settlement structure and cultural landscape as an alternative to artificial accumulation of water.

Create conditions within developed areas and areas with development potential for retention, infiltration and utilization of rain water as a water resource, with the goal of flood impacts mitigation.

(25) Delimit areas with development potential within inundation spaces and locate public infrastructure in there, financed from public budgets, in exceptional and well reasoned cases only. Delimit and protect areas with development potential for relocation of structures from spaces with high flood damages risks.

(26) Create conditions for coordinated location of public infrastructure within an area and its development, thus support its reasonable utilisation within the settlement structure framework. Create also conditions for improving transport accessibility of municipalities (towns) that are natural regional centres in an area in order to improve by these pos-

sibilities, location and infrastructure also the conditions for development of neighbouring municipalities in countryside and in locations with specific geographic conditions.

When procuring planning documentation and its updates to use regional grouping (clusters) for a dialogue of all parties, who are impacted by the changes to an area and who can strengthen attractiveness of an area by investments in favour of spatial development.

In the course of planning activities to set up conditions for creation of capacity transport network – passenger and freight – railways, roads, waterways and air transport, including networks of regional airports, effective transport network connecting urban areas with countryside, as well as solutions of cross-border transport, because mobility and accessibility are key prerequisites of economic development in all regions.

(27) In order to ensure life quality of inhabitants to take into account requirements of further area development, require its solution in all necessary long-term aspects, including requirements on public infrastructure. Proposals and protection of quality urban spaces and public infrastructure shall be investigated and solved in cooperation of public and private sectors with general public.

(28) To pay special attention to connectivity of various transport forms. Integrated system of public transport or city public transport shall be solved with the respect to reasonable interconnection of residential spaces, leisure time spaces, public services, public spaces, production spaces and others, requiring a quality environment. Create conditions for development of effective and accessible system ensuring equal mobility and area accessibility options to inhabitants. In relation to this to create conditions for construction and utilisation of suitable walks and bicycle lanes network, including the additional green at the places where it is suitable.

(29) Level of technical infrastructure concepts, particularly water supplies and sewage water systems, must conform to requirements on high life standard, both in present, and in future.



- (30) Create area conditions for development of decentralized, effective and safe energetic production from renewable resources, environmental friendly, observing the goal of minimization of its negative impacts and risks while respecting the priorities of ensuring safe supply of various kinds of energy to the area.
- (31) When specifying urban concepts to assess quality of existing housing stock in disadvantaged city/town districts and to pay attention to delimitation of reconstruction spaces in accordance with requirements on quality urban structures, healthy environment and effective infrastructure.



### **3. DEVELOPMENT AREAS AND DEVELOPMENT AXES**







### 3 DEVELOPMENT AREAS AND DEVELOPMENT AXES

#### 3.1 RESOURCES

- (32) Development areas and development axes are delimited in territories where higher demands on changes within an area exist due to concentration of activities of international and republic significance.
- (33) In the development areas and development axes there is necessary to create, maintain and co-ordinate stand-by spaces to cover the increased requirements on changes within an area. While respecting the republic's planning priorities there shall be enabled adequate land use in there and its values shall be preserved.
- (34) Increased demands on changes within development areas and development axes require active cooperation of all public administration departments, particularly of the affected bodies protecting public interests in accordance with special regulations, while solving planning tasks and meeting respective recommendations.
- (35) Development areas include municipalities affected by development dynamics of the main centre (regional city) and of co-influencing secondary centres.
- (36) Development axes include municipalities where increased demands on changes within an area exist or may be anticipated due to transport relation to existing or prepared capacity roads and railways, at co-influence of development dynamics of respective settlement centres. At the cross-sections of development axes the municipalities may be included in any of these development axes. Municipalities that are already included in development areas shall not be included in development axes.

#### 3.2 CONCEPTION

- (37) Criteria and conditions for decision making on changes to an area:

When making decisions and assessing area changes intentions in any development area or development axis the following must be observed:

- a) the possibility of using existing public infrastructure and the need for its further development and completion while respecting the natural, cultural and civilization values of the territory<sup>5</sup>,
- b) development of housing while preferring development within already developed areas and preventing space-social segregation, fragmentation and occupation of areas of the public green serving its purpose,
- c) renewed utilisation of derelict industrial, storage, transport and other spaces,
- d) solution of reclamation of neglected and derelict spaces, particularly after former mining, industrial or military utilisation, etc., effective organization of material flows and wastes management,

- e) preservation and development of community function of traditional urban centres,
- f) utilisation of leisure time potential of the landscape,
- g) minimizing the impact on the natural and landscape values of the territory.

- (38) Planning tasks:

- a) regions and municipalities shall proceed at procuring of planning documentation in accordance with criteria and conditions for decision making on changes to an area, shall create conditions for location of international- and republic-important activities, thus contributing to preservation of area values outside development areas and development axes;
- b) tasks defined for individual development areas and development axes must be included in planning documentations of regions and municipalities;
- c) regions shall specify, upon their needs, delimitation of development areas and development axes within the development principles, in a scale of individual municipalities or, as the case may be, the indi-

<sup>5</sup> Section (§) 9, Subsection 1, Paragraph a) to c) of the Building Act



vidual cadastral communities, territories, while respecting the purpose of the respective development areas and development axes. In the case of the development axes and territories, it is possible to define such axes and territories and only in specific parts of the cadastral communities.

- d) Within the principles of the spatial development or when updating them according to the specific conditions and possibilities of the territory, take into concern the typology contained in the Spatial Development Strategy in CR 2014-2020.
- e) Within the principles of the spatial development or when updating them, proceed according to the Programs for improvement of the quality of air, in the case the authorization to the content of the principles of spatial development mentioned in the legal regulations allows for it<sup>6</sup>.

*Responsibility: the Regions*

### **Spatial development policy defines the following development areas and development axes:**

#### **Development areas:**

- (39) **OB1** Metropolitan development area Praha

##### Specification:

The capital of Praha, territories of municipalities consisting of administrative units of municipalities with extended powers (hereinafter referred to as "MEP") Benešov (only the municipalities in the northern part), Beroun (only the municipalities in the central and northern part), Brandýs nad Labem-Stará Boleslav (except the municipalities in the northern part), Černošice (except the municipalities in the southern part), Český Brod (except the municipalities in the south-eastern part), Dobříš (only the municipalities in the north-eastern part), Kladno (except the municipalities in the south-western part), Kralupy nad Vltavou (except the municipalities in the north-eastern part), Lysá nad Labem, Neratovice (except the municipalities in the north-western part), Říčany (except the municipalities in the eastern part), Slaný (only the municipalities in the central and southern part), Rakovník (only the municipalities in the eastern part).

##### Specification reasons:

Territory influenced by the development dynamics of Praha, at co-influence of secondary centres, particularly Kladno, Beroun, Kralupy nad Vltavou. The strongest concentration of inhabitants in the CR, as well as concentration of cultural and economic activities that have to a large extent also international significance; the connection to highways, speedways, the Prague Circle Road and transit railway corridors is an essential development prerequisite, as well as an effective interconnection among individual kinds of transport including the air transport and an effective system of integrated public transport.

##### Spatial planning tasks:

- a) To perform regional studies focused in particular on the interactions of public infrastructure.
- b) To coordinate the development and use of the capital city of Prague and Central Bohemia Region.
- c) To perform territorial studies focused on the problems of suburbanization, especially the unsystematic development.

*Responsible: Ministry of Regional Development, Capital City of Prague, Central Bohemia Region.*

- (40) **OB2** Metropolitan development area Ostrava

##### Specification:

Territories of municipalities from MEPs of Bílovec (except the municipalities in the south-western part), Bohumín, Český Těšín, Frýdek-Místek (except the municipalities in the south-eastern part), Havířov, Hlučín (except the municipalities in the northern part), Karviná, Kopřivnice (except the municipalities in the central part), Kravaře (only the municipalities in the south-eastern part), Orlová, Opava (except the municipalities in the western and eastern part), Ostrava, Třinec (except the municipalities in the south and south-eastern part), Frýdlant nad Ostravicí (only the municipalities in the northern part).

##### Specification reasons:

Territory influenced by the development dynamics of Ostrava (regional centre) and by multilateral influence of a dense secondary centres network and urban settlement. It is a very strong concentration of inhabitants and economic activities with typical dynam-

<sup>6</sup> Annex no. 4 to the regulation no. 500/2006 Sb., as amended

ic development of international cooperation with neighbouring Polish region of Upper Silesia; important development prerequisite is the connection to highway network of the CR and Poland being under construction, as well as its location on the II. and III. railway transit corridors.

Planning tasks:

To perform regional studies focused in particular on the interactions of public infrastructure.

*Responsible: the Moravian-Silesian Region*

(41) **OB3** Metropolitan development area Brno

Specification:

Territories of municipalities from MEPs of Brno, Blansko (only the municipalities in the central, south-eastern and south-western part), Kuřim, Pohořelice (only the municipalities in the central and northern part), Rosice (only the municipalities in the eastern part), Slavkov u Brna (only the municipalities in the northern part), Šlapanice, Tišnov (only the municipalities in the south-eastern part), Židlochovice, Ivančice (only the municipalities in the south-eastern part).

Specification reasons:

Territory influenced by the development dynamics of Brno (regional centre). Very strong concentration of inhabitants and concentration of economic activities that have to a large extent also international significance; development supporting prerequisite is good accessibility via highways and speedways, as well as via the I. railway corridor; growing international cooperation connects the region particularly to Wien and Bratislava

Planning tasks:

- a) create space conditions for solution of transport (especially road) network southward from the D1 highway,
- b) to perform regional studies focused in particular on the interactions of public infrastructure.

*Responsible: the South-Moravian Region*

(42) **OB4** Development area Hradec Králové/ Pardubice

Specification:

Territories of municipalities from MEPs of Holice (except the municipalities in the east part), Hradec Králové, Chrudim (only the

municipalities in the north and north-east parts), Jaroměř (only the municipalities in the south part), Kostelec nad Orlicí (only the municipalities in the north-western part), Nový Bydžov (except the municipalities in the west part), Pardubice, Přelouč (only the municipalities in the eastern part).

Specification reasons:

Territory influenced by the development dynamics of Hradec Králové and Pardubice, at co-influence of secondary centre of Chrudim. It is a strong two-core concentration of inhabitants and economic activities that have to a large extent also international significance. Development supporting conditions are the location of Pardubice on the I. railway transit corridor, the D11 highway from Praha to Hradec Králové with projected extension to Poland and perspective connection by the R35 speedway to Olomouc (that will provide an alternative to quick west-east road connection within the CR, together with the existing D1 highway).

(43) **OB5** Development area Plzeň

Specification:

Territories of municipalities from MEPs of Nýřany (except the municipalities in the north-western part), Plzeň, Přeštice (only the municipalities in the central and northern part), Rokycany (only the municipalities in the western part), Stod (except the municipalities in the south-western and north-western part), Kralovice (only the municipalities in the southern part).

Specification reasons:

Territory influenced by the development dynamics of Plzeň (regional centre). It is a strong concentration of inhabitants and economic activities that have to a large extent also international significance; development is supported by situation on the D5 highway and III. railway transit corridor.

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

Specification:

Territories of municipalities from MEPs of Teplice (except the municipalities in the southern part), Ústí nad Labem, Děčín (only the municipalities in the north-western part).



Specification reasons:

Territory influenced by the development dynamics of Ústí nad Labem (regional centre), at co-influence of secondary centre of Teplice and urban settlement. The development area represents a strong concentration of inhabitants and economic activities that have to large extent republic significance; supporting aspects of development are the existing situation on the I. railway transit corridor and prepared completion of the D8 highway.

(45) **OB7** Development area Liberec

Specification:

Territories of municipalities from MEPs of Jablonec nad Nisou (except the municipalities in the northern part), Liberec (except the municipalities in the western and north-eastern part), Tanvald (only the municipalities in the western part).

Specification reasons:

Territory influenced by the development dynamics of Liberec (regional centre), at co-influence of secondary centre of Jablonec nad Nisou. The development area represents a strong concentration of inhabitants and economic activities that have to large extent republic significance. Supporting aspects of development are the existing connection via speedway (R10 and R35) with Praha and prepared connection with Hradec Králové (R35). The connection to modernized railway lines in direction Praha is also of crucial importance.

Planning tasks:

Solution of the area connection to modernized railway lines in direction Praha.

*Responsible: the Liberec Region*

(46) **OB8** Development area Olomouc

Specification:

Territories of municipalities from MEPs of Olomouc (except the military area Libavá), Šternberk (only the municipalities in the southern part).

Specification reasons:

Territory influenced by the development dynamics of Olomouc (regional centre). The development area represents a strong concentration of inhabitants and economic activities that have to large extent republic significance. Supporting aspects of de-

velopment are extension of the III. railway transit corridor and existing speed connections with Brno (R46 and D1), Ostrava (R35, D47), as well as a perspective speedway with Praha (R35, D11).

(47) **OB9** Development area Zlín

Specification:

Territories of municipalities from MEPs of Holešov (only the municipalities in the south-eastern part), Otrokovice (except the municipalities in the western part), Vizovice (only the municipalities in the western part), Zlín, Uherské Hradiště (only the municipalities in the north-eastern part).

Specification reasons:

Territory influenced by the development dynamics of Zlín (regional centre), at co-influence of secondary centres, particularly Otrokovice and Holešov. The development area represents a strong concentration of inhabitants and economic activities that have to large extent republic significance. Supporting aspects of development are the situation on the II. railway transit corridor (Otrokovice) and foreseen road connections of Zlín via R49 with the D1 highway at Hulín and of Otrokovice via R55 from Hulín to Břeclav.

(48) **OB10** Development area České Budějovice

Specification:

Territories of municipalities from MEPs of České Budějovice, Český Krumlov (only the municipalities in the north-east part).

Specification reasons:

Territory influenced by the development dynamics of České Budějovice (regional centre). The development area represents a strong concentration of inhabitants and economic activities that have to large extent republic significance. Supporting aspects of development are the situation on the prepared D3 highway with connection to the R3 speedway direction Austria and on the IV. railway transit corridor.

Planning tasks:

Create area conditions for the connection to the D3 highway, R3 speedway and IV. transit railway corridor.



(49) **OB11** Development area Jihlava

Specification:

Territories of municipalities from MEPs of Havlíčkův Brod (only the municipalities in the central and southern part), Humpolec (except the municipalities in the western and northern part), Jihlava (except the municipalities in the south-west part).

Specification reasons:

Territory influenced by the development dynamics of Jihlava (regional centre). The development area represents a relatively strong concentration of inhabitants and economic activities that have to large extent republic significance. Supporting aspect of development is the situation on the D1 highway.

(50) **OB12** Development area Karlovy Vary

Specification:

Territories of municipalities from MEPs of Karlovy Vary (only the municipalities in the central part), Ostrov (except the municipalities in the north-eastern part), Sokolov (only the municipalities in the central and north-eastern part).

Specification reasons:

Territory influenced by the development dynamics of Karlovy Vary (regional centre), at co-influence of the secondary centre of Ostrov. The development area represents a relatively strong concentration of inhabitants and economic activities that have to a large extent republic significance (spa resorts have international reputation); supporting aspect of development is situation on the prepared R6 speedway – Praha–Karlovy Vary–Cheb–CZ border.

**Development axes:**

(51) **OS1** Development axis Praha–Plzeň–CZ/DE border (–Nürnberg)

Specification:

Municipalities outside development areas, with strong relation to an important transport way i.e. D5 highway and railway No. 170 Praha – Stříbro.

Specification reasons:

Territory influenced by the D5 highway, the railway No. 170 Praha–Stříbro (III. railway transit corridor), and co-influence of settlement centres Hořovice, Rokycany, Stříbro, Tachov. It connects to a development axis abroad.

(52) **OS2** Development axis Praha–Ústí nad Labem–CZ/DE border (–Dresden)

Specification:

Municipalities outside development areas, with strong relation to an important transport way i.e. D8 highway and railway No. 090.

Specification reasons:

Territory influenced by the D8 highway, the railway No. 090 (I. railway transit corridor), at co-influence of settlement centres Mělník, Roudnice nad Labem, Lovosice, Litoměřice, Děčín; in the section between Ústí nad Labem and Děčín there exist a development intention of the CR SDP to construct a capacity road leading further to Liberec. It connects to a development axis abroad.

Planning tasks:

- a) create area conditions for solution of flood prevention within the narrow Labe valley,
- b) create area conditions for solution of negative impacts of large and not nicely looking mining activities.

*Responsible: the Ústí Region*

(53) **OS3** Development axis Praha–Liberec–CZ/DE border, Poland (–Görlitz/Zgorzelec)

Specification:

Municipalities outside development areas, with strong relation to important transport ways i.e. R10 and R35 (S5) roads.

Specification reasons:

Territory influenced by the R10 and R35 (S5) roads, at co-influence of settlement centres – Mladá Boleslav, Turnov.

(54) **OS4** Development the axis Praha–Hradec Králové/Pardubice (along the D11 highway) – Trutnov–Czech/Polish border (–Wrocław). The other branch of the development axis is Praha–Kolín–Chvaletice–Pardubice (along the railway connection Praha–Kolín–Pardubice).



Specification:

Municipalities outside development areas, with strong relation to important transport ways i.e. the D11 highway, corridors of prepared extension of the D11 highway and prepared R11 speedway, and the railway No. 010 Praha–Pardubice.

Specification reasons:

Territory influenced by the D11 highway and its prepared extension to Jaroměř, by the prepared R11 speedway – Jaroměř – Trutnov – CZ/PL border, by the railway No. 010 Praha–Pardubice (I. railway transit corridor), and by co-influence of centres Nymburk, Poděbrady, Kolín, Jaroměř, Dvůr Králové nad Labem, Trutnov. It connects to a development axis abroad.

- (55) **OS5** Development axis Praha–(Kolín)–Jihlava–Brno

Specification:

Municipalities outside development areas, with strong relation to important transport ways i.e. the D1, D11 highways, and the I/38 (S8) and I/12 roads.

Specification reasons:

Territory influenced by the D1 highway in the section Jihlava–Brno and by the development intention of CR SDP (capacity road) in the section Havlíčkův Brod–Jihlava, and by the centres Kolín, Kutná Hora, Čáslav, Havlíčkův Brod, Velké Meziříčí.

- (56a) **OS5a** Development of the axis Praha–Jihlava

Specification:

Municipalities outside the development areas with a strong link to an important transport route, i.e. the D1 highway in the section Praha–Jihlava.

Specification reasons:

The territory is significantly influenced by the development related to the D1 highway.

- (56) **OS6** Development axis Praha–Tábor–České Budějovice–CZ/AT border (–Linz)

Specification:

Municipalities outside development areas, with strong relation to important transport ways i.e. the D3 highway including the corridor for its future completion, the I/3 road, and the railway No. 220.

Specification reasons:

Territory influenced by the prepared continuation of the D3 highway, i.e. by the prepared R3 road to CZ/AT border, by the railway No. 220 (IV. railway transit corridor), and by co-influencing of centres Benešov, Tábor, Soběslav. It connects to a development axis abroad.

- (57) **OS7** Development axis Ústí nad Labem–Chomutov–Karlovy Vary–Cheb–CZ/DE border (–Bayreuth)

Specification:

Municipalities outside development areas, with strong relation to important transport ways i.e. in the west part to the R6 speedway, and in the east part to the I/13 road.

Specification reasons:

Territory influenced by the dense, urban settlement with centres Most, Litvínov, Chomutov, Kadaň, Klášterec nad Ohří, Sokolov, Cheb, by concentration of the lignite open-cast mining with huge impacts on changes to the area; the west part is also influenced by the prepared R6 speedway in the section Cheb–Czech/German border; in the section Chomutov–Karlovy Vary, the development plan is for a capacity road. It connects to a development axis abroad.

Planning tasks:

Create area conditions for reconstruction of selected parts of the I/13 road between Ostrov and Chomutov.

*Responsible: the Ústí Region, the Karlovy Vary Region*

- (58) **OS8** Development axis Hradec Králové/Pardubice–Moravská Třebová–Mohelnice–Olomouc–Přerov

Specification:

Municipalities outside development areas and the OS11 development axis, with strong relation to important transport ways i.e. the R35 speedway, the I/35 road, the prepared R35 speedway corridor, and the railways No. 010 and 270.

Specification reasons:

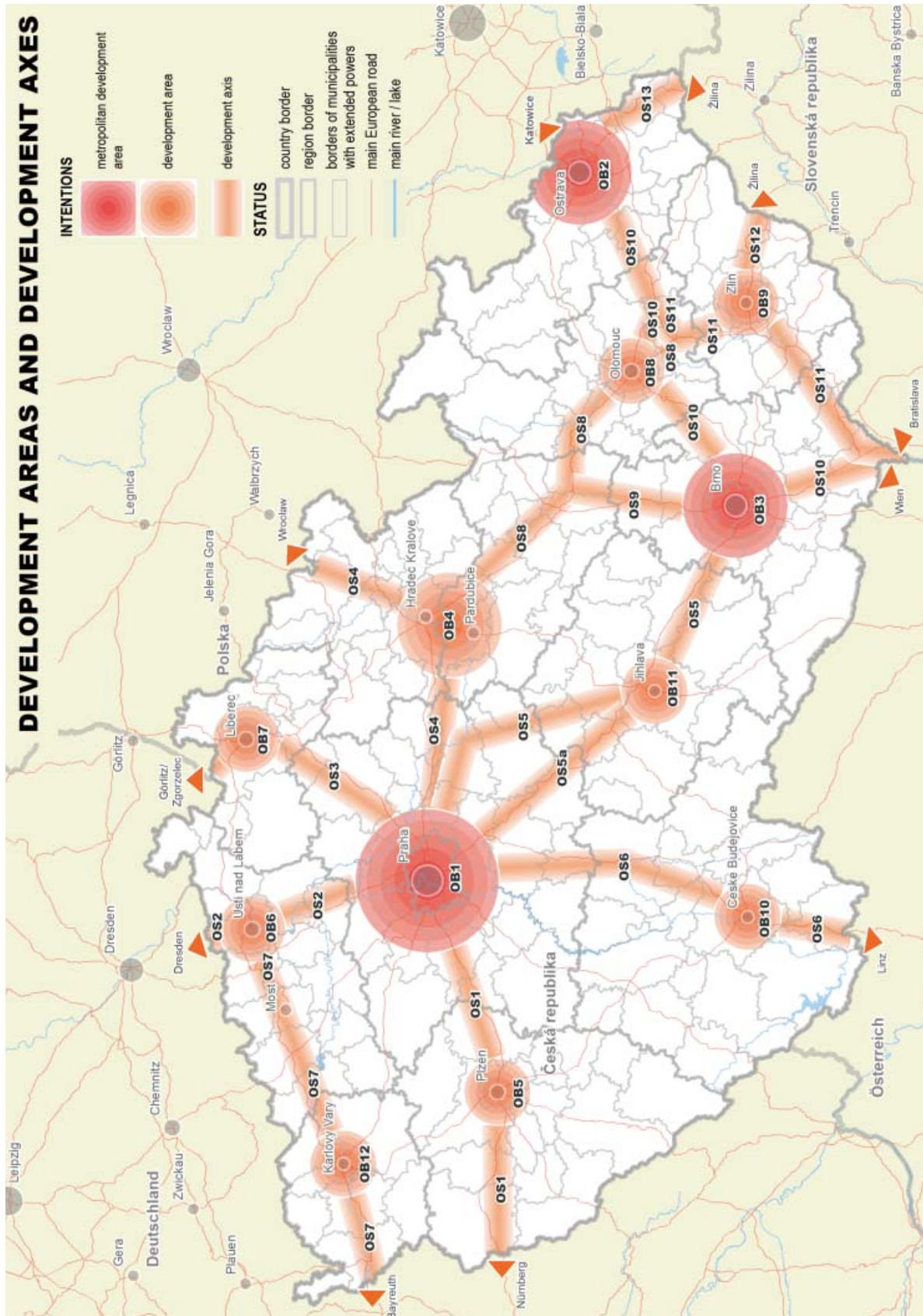
Territory influenced by the R35 speedway in the section Mohelnice–Olomouc, and its prepared part in the section Sedlice–Moravská Třebová–Mohelnice, by the pre-

- pared R55 speedway in the section Olomouc–Přerov, by the railways No. 010 in the section Pardubice–Česká Třebová (I. railway transit corridor) and No. 270 in the section Česká Třebová–Přerov (III. railway transit corridor), and by co-influence of centres Vysoké Mýto, Litomyšl, Ústí nad Orlicí, Česká Třebová, Svitavy, Moravská Třebová, Zábřeh, Mohelnice.
- (59) **OS9** Development axis Brno–Svitavy/Moravská Třebová
- Specification:
- Municipalities outside development areas and the OS8 development axis, with strong relation to important transport ways i.e. the I/43 road, the prepared R43 speedway corridor, and the railway No. 260.
- Specification reasons:
- Territory influenced by the road I/43, by the prepared road R 43 and by the railway No. 260 Brno–Česká Třebová (I. railway transit corridor), at co-influence of centres Blansko, Boskovice, Svitavy, Moravská Třebová.
- (60) **OS10** Development axis (Katowice)–PL/CZ border–Ostrava–Lipník nad Bečvou–Olomouc–Brno–Břeclav–CZ/SK border (–Bratislava)
- Specification:
- Municipalities outside development areas, with strong relation to important transport ways i.e. the D1 highways, the R35, R46, and R48 speedways, the railway No. 250 in the section Brno–Břeclav, and the railway No. 270 in the section Bohumín–Lipník nad Bečvou–Olomouc.
- Specification reasons:
- Territory influenced by the D1 highway in the section the Czech/Polish border–Ostrava–Brno, and the D2 highway in the section Brno–Břeclav–CZ/SK border, by the R35 speedway in the section Lipník nad Bečvou–Olomouc, the R46 speedway, by the prepared R48 speedway in the section Frýdek–Místek–Bělotín, by the railway No. 270 in the section Bohumín–Lipník nad Bečvou (III. railway transit corridor), the railway No. 250 in the section Brno–Břeclav (I. railway transit corridor), the railway corridor Brno–Přerov and by co-influence of centres Kopřivnice, Nový Jičín, Hranice, Prostějov, Vyškov, Břeclav.
- (61) **OS11** Development axis Lipník nad Bečvou–Přerov–Uherské Hradiště–Břeclav–CZ/AT border
- Specification:
- Municipalities outside development areas and the OS10 development axis, with strong relation to important transport ways i.e. the I/55 road, the prepared R55 speedway corridor, the railway No. 270 in the section Lipník nad Bečvou–Přerov, and the railway No. 330 in the section Přerov–Břeclav.
- Specification reasons:
- Territory influenced by the prepared R55 speedway in the section – Přerov – Uherské Hradiště – Břeclav, by the railways No. 270 in the section Lipník nad Bečvou–Přerov (III. railway transit corridor), No. 330 in the section Přerov–Břeclav (II. railway transit corridor), and by co-influence of centres Přerov, Uherské Hradiště, Veselí nad Moravou, Hodonín, Břeclav.
- (62) **OS12** Development axis Zlín–CZ/SK border (–Púchov)
- Specification:
- Municipalities outside development areas, with strong relation to an important transport way i.e. the prepared R49 speedway corridor.
- Specification reasons:
- Territory influenced by the prepared R49 speedway Hulín–Zlín–CZ/SK border.
- (63) **OS13** Development axis Ostrava–Třinec–CZ/SK border (–Čadca)
- Specification:
- Municipalities outside development areas, with strong relation to important transport ways i.e. the I/11 road, the prepared capacity road corridor Bohumín–Havířov–Třanovice–Mosty u Jablunkova–CZ/SK border, and the railway No. 320.
- Specification reasons:
- Territory influenced by the dense urban settlement with centres Třinec and Jablunkov, by the railway No. 320 in the section Český Těšín–Mosty u Jablunkova–CZ/SK border (III. railway transit corridor); the development intention of CR SDP (capacity road) in the section Třanovice–Jablunkov–CZ/SK border. It connects to a development axis abroad.





CHART 2 – DEVELOPMENT AREAS AND DEVELOPMENT AXES





## 4. SPECIFIC AREAS





## 4 SPECIFIC AREAS

### 4.1 RESOURCES

- (64) Specific areas are delimited in the places where, compared to other CR areas, sustainable development problems occur in a long term period, i.e. significant differences in area conditions for favourable environment, for economic development, and for area community cohesion (stated in specification reasons). At the same time such areas represent spaces with specific values or specific problems of international or republic significance, or of a significance that exceeds the region territory.
- (65) Specific areas include municipalities where, according to ascertained facts, the need of sustainable development problems solution is most pressing. Specific areas are delimited in order that regions, ministries and other central administration bodies can create conditions there, within their powers, for elimination of the problems aiming at sustainable development of the area in accordance with planning tasks and goals defined by the Building Act, while respecting republic's planning priorities and preservation and protection of nature, cultural and civilization area values.

### 4.2 CONCEPTION

- (66) Criteria and conditions for decision making on changes to an area:

When making decisions and assessing area changes intentions in any development area or development axis the following must be observed:

- a) solution of existing conflicts and prevention of potential conflicts of various interests related to land use,
  - b) preservation and protection of specific nature, cultural, and civilization area values,
  - c) utilisation of the area specific potential for its development,
  - d) improvement of public, particularly transport and technical infrastructure,
  - e) strengthening and stabilization of economic and social development,
  - f) location of investments that is important for the area.
- (67) Planning tasks:
- a) regions shall specify, upon their needs, delimitation of specific areas within the development principles, in a scale of individual municipalities territories, eventually with respect to the character of the given area according to the individual cadastral communities and exceptionally in particularly substantiated cases according to parts of cadastral communities while respecting purpose, criteria and

decision conditions for individual specific areas; specified specific areas may overlap with specified development areas or axes in exceptional and well justified cases only,

- b) respective regions and municipalities shall proceed at procuring of planning documentation in accordance with criteria and conditions for decision making on changes to an area,
- c) tasks defined for individual specific areas must be included in planning documentations of regions and municipalities.

*Responsible: the Regions*

#### **Spatial development policy defines the following specific areas:**

- (68) **SOB 1** Specific area Šumava

#### Specification:

Territories of municipalities from MEPs of Český Krumlov (west part), Klatovy (south-west part), Prachatice (south-west part), Sušice, Vimperk.

#### Specification reasons:

- a) Need to develop and utilise, with respect to the sustainable area development, the high potential of Šumava landscape for leisure time activities – valuable natural and attractive area that is the largest national park in the ČR, preserved landscape area and biosphere reservation of UNESCO. It represents a continuous territory with quality environment and high nature and landscape values.



- b) Need to strengthen economic and social development in harmony with nature preservation, particularly the development of small and medium size enterprises in the field of traditional craftsmanship and tourism.
- c) Need land use coordination with neighbouring countries, the Free State of Bavaria and the Federal State of Upper Austria.

Criteria and conditions for decision making on changes to an area:

When making decisions and assessing intentions for changes to an area to observe especially:

- a) utilisation of area potential for leisure time activities,
- b) development of ecological farms, forestry, and timber industry,
- c) improvement of area transport accessibility, in particular the cross-border transport connections,

Planning tasks:

Within the frame of spatial planning activities and coordination of municipalities' planning activities to

- a) identify chief poles and centres of area economic development and create area conditions here for improvements and development of transport, technical, and services infrastructure,
- b) create area conditions for transport accessibility development of the area and for cross-border transport routes development,
- c) create area conditions for connection of walks and bicycle lanes network with neighbouring countries and for conceptual development of long-distance routes,
- d) create area conditions for development of all-year leisure time activities and tourism, timber industry and local traditional craftsmanship, in particular by delimitation of suitable spaces and defining conditions for location of these activities in coordination with nature and landscape preservation,
- e) create area conditions for development of ecological transport forms, including railway,

*Responsible: the South-Bohemian Region, the Plzeň Region*

Tasks for ministries and other central administration bodies:

- a) when preparing sectoral documents take into account the area's characteristics and support, by specialised programs, particularly the development of ecological farms, ecological forms of leisure time activities, processing of local resources and local traditional craftsmanship.

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

*Deadline: continuously*

- b) when preparing sectoral documents take into account the area's characteristics and support, by specialised programs, particularly the development of ecological transport forms, particularly within the Šumava National Park, especially public transport for work, services and leisure time commuters, develop further the network of walks and bicycle lanes

*Responsible: the Ministry of Transportation in cooperation with the Ministry of Environment.*

*Deadline: continuously*

(69) **SOB 2** Specific area Beskydy

Specification:

Territories of municipalities from MEPs of Frenštát pod Radhoštěm, Frýdek-Místek (south edge), Frýdlant nad Ostravicí, Jablunkov (west edge), Rožnov pod Radhoštěm, Třinec (south-west edge), Vsetín (east part). Within Frýdek-Místek MEP the area meets the OB2 development area Ostrava, and within Jablunkov and Třinec MEPs it meets the OS13 development axis Ostrava–Třinec–CZ border.

Specification reasons:

- a) Need to remedy the structural handicap of the area, where a stagnation occurred in economic sectors (particularly in armament and electromechanical industries).
- b) Need to develop and utilise harmonically, while respecting area sustainable development, the high leisure time landscape potential of the valuable and attractive

Beskydy area which is a preserved landscape area with high aesthetic landscape and settlement values and with cultural and folk traditions (a strong bond of inhabitants and place – Radhošť).

- c) Need to develop small and medium size enterprises, particularly in the field of tourism. Need to utilise, for development, the potential of one of the main transport routes to Slovakia leading through the area.
- d) Need to protect the important energy mineral resource (deposits of quality black coal in Frenštát, located in a highly valuable natural area), as a stand-by resource for possible needs of future generations.

#### Criteria and conditions for decision making on changes to an area:

When making decisions and assessing intentions for changes to an area to observe especially:

- a) protection of quality black coal in Frenštát as a stand-by mineral resource for possible needs of future generations,
- b) development of leisure time activities offer,
- c) restructuring of economy,
- d) improvement of area transport accessibility, particularly in locations close to the country border,
- e) a better and sustainable use of natural environment for the development of a territory (e.g. development of ecological farms and timber industry),
- f) spatial conditions ensuring a coordination of sustainable development of tourism and protection of biodiversity and diversity of the Carpathian landscape, especially in the border areas.

#### Planning tasks:

Within the frame of spatial planning activities and coordination of municipalities' planning activities to

- a) create area conditions for location of activities related to restructuring of economy,
- b) create area conditions for improvement of transport accessibility of locations close to the country border with Slovakia,

c) create area conditions for development of cross-border walks and bicycle lanes network,

d) create area conditions for leisure time activities development,

*Responsible: the Moravian-Silesian Region, the Zlín Region*

e) protect areas for modernization and reconstruction of the I/11 road within the planning documentation – in the part of grade-separated crossing of R48 – country border – into capacity roads in accordance with development activities within the area,

*Responsible: the Moravian-Silesian Region*

f) create area conditions for agriculture of submontane and mountain nature, particularly by delimitation of suitable grass areas and pastures.

*Responsible: the Moravian-Silesian Region, the Zlín Region*

#### Tasks for ministries and other central administration bodies:

a) when preparing sectoral documents take into account the area's characteristics and support, by specialised programs, particularly the restructuring of economy, development of leisure time activities, tourism and biking, processing of local resources, local craftsmanship, traditional folk arts and folk craftsmanship.

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

*Deadline: continuously*

b) when preparing sectoral documents take into account the area's characteristics and support, by specialised programs, particularly the development of ecological transport forms, particularly within the intensively utilised parts of the Beskydy preserved landscape area, especially public transport for leisure time area utilisation.

*Deadline: continuously*

*Deadline: for the time when the CR SDP 2008 is effective*



(70) **SOB 3** Specific area Jeseníky–Králický Sněžník

Specification:

Territories of municipalities from MEPs of Bruntál, Jeseník, Králíky, Krnov (north-west part), Rýmařov, Šumperk.

Specification reasons:

- a) Need to strengthen falling behind social and economic development which ranks among the weakest in the CR, and to remedy the economic structural handicap of the area, where a stagnation occurred in many economic sectors.
- b) Need to develop and utilise, while respecting area sustainable development, the high leisure time landscape potential of the valuable and attractive Jeseníky area for leisure time activities and as a spa resort.
- c) Need to improve inconvenient transport accessibility of the major part of the area.

Criteria and conditions for decision making on changes to an area:

When making decisions and assessing intentions for changes to an area to observe especially:

- a) development of leisure time activities and spa resort,
- b) a better and sustainable use of natural environment for development of a territory (e.g. development of ecological farms and timber industry,
- c) improvement of area transport accessibility.
- d) decreasing floods risks.

Planning tasks:

Within the frame of spatial planning activities and coordination of municipalities' planning activities to

- a) identify chief poles and centres of area economic development and create area conditions here for improvements and development of transport, technical, and services infrastructure,

*Responsible: the Olomouc Region, the Moravian-Silesian Region, the Pardubice Region*

- b) create area conditions for transport accessibility improvement of the area and for cross-border transport routes, in particular to Kladsko,

*Responsible: the Olomouc Region, the Pardubice Region*

- c) create area conditions for connection of walks and bicycle lanes network with Poland and for conceptual development of long-distance routes,
- d) create area conditions for development of leisure time activities and tourism, timber industry and ecological farms, in particular by delimitation of suitable spaces for these activities,
- e) create area conditions for agriculture of submontane and mountain nature, particularly by delimitation of suitable grass areas and pastures.

*Responsible: the Olomouc Region, the Moravian-Silesian Region, the Pardubice Region*

- f) solve the area relations concerning possible connection of the Jeseníky area with the Ostrava region.

*Responsible: the Moravian-Silesian Region*

- g) create area conditions for

Tasks for ministries and other central administration bodies:

- a) when preparing sectoral documents take into account the area's characteristics and support, by specialised programs, particularly the restructuring of economy, spas health resorts, ecological farms, leisure time activities, tourism and biking, processing of local resources, timber industry, development of local craftsmanship, traditional folk arts and folk craftsmanship.

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

*Deadline: continuously*

- b) when preparing sectoral documents take into account the area's characteristics and support, by specialised programs, particularly the development of ecological transport forms, particularly within the intensively utilised parts of the



Jeseníky preserved landscape area, especially public transport for leisure time area utilisation.

*Responsible: the Ministry of Transportation in cooperation with the Ministry of Environment.*

*Deadline: continuously*

(71) **SOB 4** Specific area Karvinsko

Specification:

Territories of municipalities from MEPs of Bohumín, Havířov (north part), Karviná, Orlová (south part). This area is included within the OB2 Metropolitan development area Ostrava.

Specification reasons:

- a) Need to remedy the economic structural handicap of the area, caused by declining of heavy industry and coal mining rationalization, and to eliminate consequences of this handicap, in particular the high rate of unemployment in the context of the OB2 Metropolitan development area Ostrava.
- b) Need to remedy consequences of former overload by industrial activities and mining, particularly through revitalization of derelict spaces and decreasing still high air pollution.
- c) Need to utilise prerequisites of economic development, in particular the favourable transport location of the strongly transport-exposed area where the main road and railway connections to Slovakia and Poland lead and where there is a highway connection to Poland.
- d) Need to solve the problems of significant energy mineral resources utilisation of supranational importance located within the area.

Criteria and conditions for decision making on changes to an area:

When making decisions and assessing intentions for changes to an area to observe especially:

- a) possible continuation of coal mining in accordance with area sustainable development,
- b) development of short-time leisure activities options,

c) restructuring of existing economy while utilising the brownfields for location of further economic activities and creation of job opportunities,

d) the quality of the air in the Karviná Region.

Planning tasks:

Within the frame of spatial planning activities and coordination of municipalities' planning activities to

- a) create area conditions for regeneration of settlements, particularly for reconstructions of developed areas,
- b) create area conditions for reclamation and revitalization of derelict spaces and brownfields in order to find places suitable for economic activities and leisure time activities,
- c) solve a conception of integration of areas reclaimed after mining, in particular their re-use and functional integration into the system of green spaces in order to maintain the system of ecological stability within the area,
- d) delimit and protect from development the areas necessary for creation of continuous, publicly accessible green zones for simple forms of short time relaxation, and further for creation and development of forests and maintaining the landscape penetrability.
- e) examine the possibilities of the location of an industrial zone of about 100-200 hectares, including an examination of the possibility of using the areas of brownfields,
- f) create within the potential of local land use planning policies for improving air quality, taking into account the air quality improvement programs.

*Responsible: the Moravian-Silesian Region*

(72) **SOB 5** Specific area Mostecko

Specification:

Territories of municipalities from MEPs of Bílina (north part), Litvínov (south-east part), Most. The area is situated on the OS7 development axis Ústí nad Labem–Most–Chomutov–Karlovy Vary–Cheb–CZ border.



Specification reasons:

- a) Need to remedy structural handicaps of economy and serious economic and social problems caused in the past.
- b) Need to limit or eliminate deep social and economic problems and environmental problems related to dominating lignite mining, energetic production and heavy industry that lead, among others, to landscape devastation in mining areas and to serious damages to the environment.
- c) Need to reclaim and revitalize large areas devastated by lignite mining and by air pollution from energetic and industrial facilities, including need to continue in further care for and recovery of forests in the Krušné hory mountains that have been seriously damaged by air pollution.
- d) Need to solve the problems of utilisation of important energetic mineral resources located within the area while respecting the bearable limits of the area – i.e. effort to achieve the harmony and balance of three pillars of the area sustainable development.

Criteria and conditions for decision making on changes to an area:

When making decisions and assessing intentions for changes to an area to observe especially:

- a) solution of discrepancies among lignite mining interests, energetic and industrial production, and area endanger to become a devastated landscape,
- b) reclamation of the devastated landscape and its utilisation for landscape, settlement, production, and leisure time functions – both long and short time leisure time activities,
- c) restructuring and better diversification of existing economy in order to revitalize brownfield type spaces, to construct new industrial zones, and to create new job opportunities.

Planning tasks:

Within the frame of spatial planning activities and coordination of municipalities' planning activities to

- a) create area conditions for necessary landscape recovery, its water regime,

transport system reconstruction, and for poly-functional area utilisation (water resources, agriculture, forests, leisure time, sports, housing etc.) with respect to specific conditions of individual locations,

- b) create conditions, within the frame of cultural landscape recovery and poly-functional land use, for establishment of lakes in the derelict mine pits, large continuous green zones with leisure time function, and specific agriculture grounds,
- c) set up bearable limits and directions for maintaining the harmony of three pillars of the area sustainable development, in case of lignite mine pits extension, in order to preserve and protect culture, settlement, nature and landscape values, and to achieve an overall settlement structure stabilization,
- d) delimit and protect from development the areas necessary for creation of continuous, publicly accessible green zones for simple forms of short time relaxation, and further for creation and development of forests and maintaining the landscape penetrability.

*Responsible: the Ústí Region*

Tasks for ministries and other central administration bodies:

When preparing sectoral documents take into account the area's characteristics and support, by specialised programs, the development of areas reclaimed after closing the mining activities.

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

*Deadline: continuously*

(73) **SOB 6** Specific area Krušné hory

Specification:

Territories of municipalities from MEPs of Chomutov (the northern part), Kadaň (the northern part), Litvínov (the northern part), Teplice (the northern part), Ústí nad Labem (the northern part), Cheb (the northern part), Karlovy Vary (the northern part), Kraslice, Ostrov (the northern part). Within the MEPs of Ústí nad Labem and Teplice the area meets the OB6 Ústí nad Labem, within the MEP of Litvínov it meets



the SOB5 Mostecko, within the MEPs of Chomutov, Kadaň, Karlovy Vary, Litvínov and Ostrov and Sokolov it meets the OS7 Ústí nad Labem–Chomutov–Karlovy Vary–Cheb–Czech border, and within the MEP of Ústí nad Labem it meets the OS2 Praha–Ústí nad Labem–Czech border.

Specification reasons:

- a) Need to develop and utilise, while respecting the area sustainable development, the high leisure time potential of the only CZ mountains without large scale nature and landscape protection that plays a relaxation function not only in the CR but also for Saxon. The area is significant also for its nature values, particularly the bird's localities – Novodomské rašeliniště (moorland) – Kovářská and East Krušné hory, and several national preservations and localities of European significance, especially the Krušné hory plateau.
- b) Need to eliminate still remaining and relatively high environment pollution (soil, water, air) as a consequence of industrial and energetic production impacts. Need to continue remedying the consequences of crisis condition of forests that date back to the second half of the 20th century, particularly completing the restoration of forest including foreseen necessary restoration of a major part of temporary forest plantation from the seventieth and eightieth of the 20th century, primarily in the Ústí Region.
- c) Need to eliminate or limit social and economic consequences of the economy structural handicap within the sparsely inhabited area, caused by a long historical development adverse for the area. In particular it is the lack of local job opportunities, high unemployment, ageing of inhabitants and fluctuation. Taking into account the area nature it is necessary to support the development of facilities and services for leisure time activities and tourism, forestry and agriculture.
- d) Need to improve poor transport accessibility of the area, both from neighbourhood – cross-border connections, and within the area. Need to improve insufficient technical infrastructure. Need of area regulation to prevent threatening spontaneous spread of wind power stations, primarily in the Ústí Region.

Criteria and conditions for decision making on changes to an area:

When making decisions and assessing intentions for changes to an area to observe especially:

- a) solution of existing and potential conflicts of mining activities with nature and landscape protection, with protection of forest and agricultural grounds, and with protection and development of settlements, primarily in the Ústí Region,
- b) higher utilisation of the area leisure time potential,
- c) decreasing environment pollution, which is significant primarily in the Ústí Region,
- d) continued process of forests restoration,
- e) strengthening social-economic development, restructuring and higher diversification of economy, support of small businesses and enterprises,
- f) development of forestry, ecological farms, leisure time activities and tourism,
- g) effective area regulation preventing spontaneous spread of wind power stations, primarily in the Ústí Region,
- h) establishment of institutional preservation of natural and landscape values.

Planning tasks:

Within the frame of spatial planning activities and coordination of municipalities' planning activities to

- a) identify main poles of economic development of the area and to create spatial conditions there for the development of a recreational function of Krušné hory and to improve the transport and technical infrastructure, housing and civic amenities.
- b) identify chief poles of area economic development and create area conditions here for improvements and development of transport, technical, and services infrastructure and of leisure time function of Krušné hory,
- c) create area conditions for transport accessibility development of the area and for cross-border transport routes development,



- d) create area conditions for economic development, particularly forestry, ecological farms, leisure time activities and tourism, primarily in the Ústí Region,
- e) prevent effectively the risks related to spontaneous spread of wind power stations, including their facilities (access roads, power lines etc.), in order to minimize their impact on environment, landscape and settlement, and from the point of view of the wind power stations operation within the electricity supply network, primarily in the Ústí Region,
- f) create possibilities in the area to reinforce the coordination of tourism in SOB6 Krušné hory and spas health resorts in OB12 Karlovy Vary.

*Responsible: the Ústí Region, the Karlovy Vary Region*

Tasks for ministries and other central administration bodies:

- a) when preparing sectoral documents take into account the area's characteristics and support, by specialised programs, the development of leisure time activities and tourism, ecological forms of transport, services, and forests restoration, thus contribute to unemployment decrease within the area.

*Responsible: the Ministry of Regional Development in cooperation with the Ministry of Environment, the Ministry of Agriculture, the Ministry of Transport, and the Ministry of Labour and Social Affairs*

*Deadline: continuously*

- b) support economic activities contributing to the stabilization and settlement development, support the return of small businesses into Krušné hory and the function of leisure time background not only for the inhabitants of the basin area but also for inhabitants of neighbouring Saxon.

*Responsible: the Ministry of Regional Development in cooperation with the Ministry of Industry and Trade*

*Deadline: continuously*

(74) **SOB 7** Specific area Krkonoše–Jizerské hory

Specification:

Territories of municipalities from MEPs of Frýdlant (south part), Jablonec nad Nisou (north part), Jilemnice (north part), Liberec (north-east part), Tanvald (except the municipalities in the western part), Trutnov (north part), Vrchlabí (north part). Within the MEPs of Jablonec nad Nisou, Liberec and Tanvald the area meets the OB7 development area Liberec.

Specification reasons:

- a) Need of reasonable and balanced utilisation, with the respect to the area sustainable development, of the high leisure time potential of the Krkonoše mountains that are a national park in the CR and a biospheric reservation of UNESCO, and that stretch to the Královéhradecký and Liberecký regions and to neighbouring Poland and Jizerské hory, where they are a preserved landscape area. They represent a continuous territory with quality environment, high nature and landscape values, and significant leisure time potential.
- b) Need to solve conflicts of leisure time activities and tourism with nature and landscape values due to the fact that the area is almost overloaded with leisure time activities and tourism, domestic and foreign (Poland, Germany), and represents one of the most attractive tourist region in the CR.
- c) Need to decrease the high and ever growing (over)load of the area and its transport and technical infrastructure, especially in the places where this impact reaches the preserved natural areas.
- d) Need to strengthen and stabilize economic and social stability of the area by coordinated development of tourism and other economic sectors, that are environment friendly. Need to cooperate the area organization with neighbouring parts of Polish Krkonoše and the Jeleníhorské valley.

Criteria and conditions for decision making on changes to an area:

When making decisions and assessing intentions for changes to an area to observe especially:

- a) even, differentiated, reasonable, and balanced utilisation of human, natural and economic – particularly leisure time potential of the area,
- b) reduction of conflicts of the area overload with leisure time activities and tourism, balancing the interests of nature and landscape protection, particularly in main centres during main season, and creation of conditions of leisure time activities and tourism development outside main centres,
- c) improvement of the area transport accessibility and cross-border transport connections,
- d) coordination of tourism development and other economic sectors that are
- e) environment friendly, prioritization of leisure time activities and tourism quality to quantity.

Planning tasks:

Within the frame of spatial planning activities and coordination of municipalities' planning activities to

- a) identify, apart from existing economic development centres, other centres and create area conditions for improvement and development of public infrastructure,
- b) create area conditions for development of such sectors and activities that would, in a differentiated manner, harmonically and in accordance with the nature and landscape protection requirements, utilise the human, natural and economic potential of the whole area and its parts' specifics, and that would reduce conflicts of the area tourism overload with nature protection interests,
- c) create area conditions for even utilisation of the leisure time potential, particularly in order to regulate the load with tourism in the existing main centres, and to develop leisure time options outside these centres for all-year utilisation,
- d) create area conditions for improvements of the area transport accessibility, both domestic and foreign,
- e) create area conditions for improvements of technical and transport infrastructure, particularly for development of ecological transport forms,

- f) consider the outcomes of the approved Integrated development strategy of the region of Krkonoše.

*Responsible: the Hradec Králové Region, the Liberec Region*

Tasks for ministries and other central administration bodies:

- a) when preparing sectoral documents take into account the area's characteristics and support, by specialised programs, the development of ecological farms, ecological forms of leisure time activities, processing of local resources, local traditional craftsmanship etc.

*Responsible: the Ministry of Agriculture, the Ministry of Industry and Trade in cooperation with the Ministry of Regional Development and the Ministry of Environment*

*Deadline: continuously*

- b) when preparing sectoral documents take into account the area's characteristics and support, by specialised programs, the development of ecological transport forms, particularly within the area of the national park and preserved landscape area, especially the public transport for work, services and leisure time activities commuters, and develop further the bicycle lanes and walks network

*Responsible: the Ministry of Transport in cooperation with the Ministry of Environment*

*Deadline: continuously*

- c) check feasible options how to strengthen the capacity of roads connected to highways and speedways from the directions Praha, Hradec Králové and Liberec

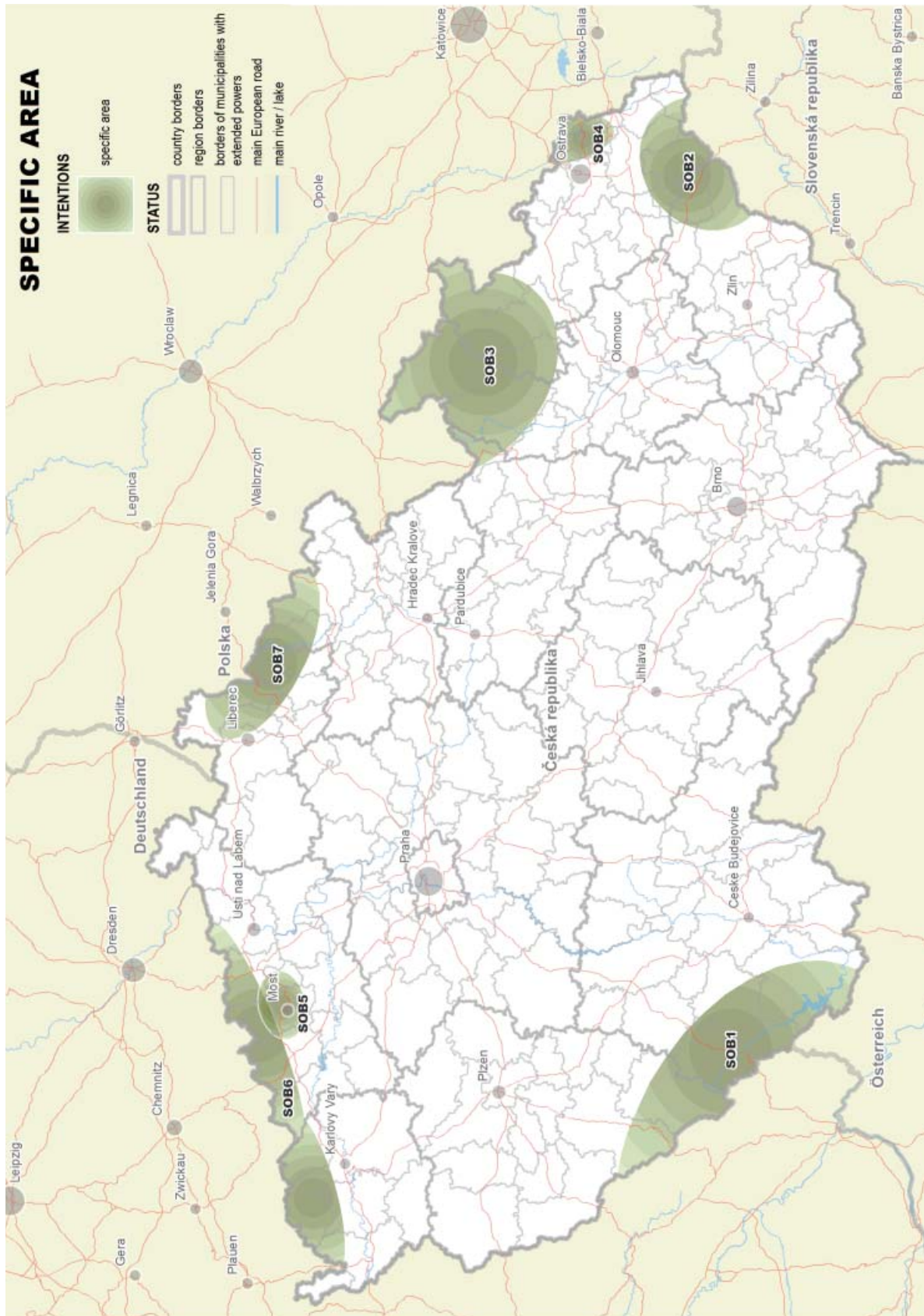
*Responsible: the Ministry of Transport in cooperation with the Ministry of Environment, the Ministry of Regional Development and the respective Regions.*

*Deadline: by 2016*





### CHART 3 – SPECIFIC AREAS



# 5. CORRIDORS AND AREAS FOR TRANSPORT INFRASTRUCTURE





## 5 CORRIDORS AND AREAS FOR TRANSPORT INFRASTRUCTURE

### 5.1 RESOURCES

- (75) Transport infrastructure as a part of public infrastructure is established and utilised for a public benefit. The purpose of transport corridors delimitation within the CR SDP is to create possibilities in the area for the location of e.g. roads, railways, water ways, and airports that influence the Czech Republic area development, which significance exceeds one region territory, and that enable connection of basic transport network within the CZ area to neighbouring countries. The binding delimitation of the corridor of transport infrastructure in the Spatial Development Policy of the Czech Republic means the sites, listed in the text part, to be connected. The graphic diagrams or details of technical parameters of the plan, if given, are of approximate meaning. If there occurs an overlap of an area or corridor for the purpose defined in the Spatial Development Policy of the Czech Republic with a different purpose not defined in the Spatial Development Policy of the Czech Republic or a plan for which a spatial reserve is delimited there shall not be set out the conditions that would prevent or significantly complicate the implementation of the project in the planning documentation as defined in the Spatial Development Policy of the Czech Republic, if these conditions do not arise from the condition or limits of use of the territory.
- (76) Various transport infrastructure systems require coordination of their location within the area, with respect to area values protection and development and therefore finding qualitative better and more sensible passage through the area. Transport infrastructure coordination is necessary in both developed and undeveloped areas.
- (77) In the section “road transport” the development intentions, extending the existing roads or the parts of roads under construction where the parameters have been specified already, are marked with “D” or “R”. Development intentions related to new capacity roads, where the parameters are still to be specified, are marked with “S”.
- (78a) Within the framework of spatial planning it is necessary to ensure the delimitation of areas, corridors and spatial reserves for localization of the intentions of transport infrastructure.

### 5.2 CONCEPTION

- (78) Criteria and conditions for decision making on changes to an area:

When making decisions and assessing development intentions the following must be observed:

- a) transport higher quality e.g. by increasing the transport speed or making railway more attractive,
- b) minimum conflicts regarding the natural environment and landscape protection, cultural and civilization values in the territory,
- c) respecting the requirements of international agreements and of the Regulations of the European Parliament and of the Council on Union guidelines for the development of the transeuropean transportation network TEN-T.

- (79) Planning tasks:

- a) regions shall specify, within the development principles, the areas and corridors for transport infrastructure, while respecting specification reasons and criteria and conditions for decision making,
- b) respective regions and municipalities shall ensure their areas' protection in the subsequent spatial planning documentation by specifying the corridors and areas for specific planned location or spatial reserve<sup>7</sup>,
- c) respective regions and municipalities, when procuring planning documentation, shall proceed according to criteria and conditions for decision making on changes to an area.
- d) respective regions, when procuring planning documentation, shall solve the area relations of delineated corridors and areas.

*Responsible: the Regions*

<sup>7</sup> See § 36, par. 1 of the act No. 183/2006 Coll. as amended





**Spatial development policy specifies the following corridors and areas for transport infrastructure:**

(80) Article cancelled

(81) Article cancelled

**Railway**

**Corridors for high-speed transport**

(82) **VR1**

Specification:

(Dresden–) German/Czech border–Lovosice/Litoměřice–Praha,

Plzeň–Praha,

Brno–Vranovice–Břeclav–Czech border, Praha–Brno,

Brno–(Přerov)–Ostrava–Czech/Polish border.

Specification reasons:

Based on the assessment – adapt and protect the corridors proposed on the CR territory for high speed transport in connection to similar corridors abroad.

Planning tasks:

Examine the spatial conditions for the location of the development plan and according to the results of the examination ensure protection of the territory for the development plan upon defining the spatial reserves or corridors for the sections (Dresden–) German/Czech border–Lovosice/Litoměřice–Praha, Plzeň–Praha, Praha–Brno, Brno–(Přerov) –Ostrava–Czech/Polish border, Brno–Vranovice–Břeclav–Czech border.

*Responsible: the Capital City of Prague, the Central Bohemia Region, the Plzeň Region, the Ústí Region, the Vysočina Region, the South Moravia Region, the Olomouc Region, the Moravian-Silesian Region, and possibly other Regions concerned with the plan.*

Tasks for ministries and other central administration bodies:

Check the corridors from Plzeň to the Czech/German border (alternatively Regensburg or Nurnberg) and from Ostrava to the Czech/Polish border, the possibility of the connection of Ústí nad Labem to the corridor Praha–Czech/German border (–Dresden) with a stop for fast train traffic.

Check the feasibility and usefulness of high speed railway corridors protection, including the utilisation way of high speed transport and its coordination with other involved countries, together with possible specification of conditions for stand-by areas establishment.

*Responsible: the Ministry of Transport in cooperation with the Ministry of Regional Development, the Ministry of Environment, the Capital City of Prague and the Central Bohemia Region, the Plzeň Region, the Ústí Region, the Vysočina Region, the South Moravia Region, the Olomouc Region and the Moravian-Silesian Region.*

*Deadline: 2016*

**Corridors for conventional railway**

(83) **C-E40a**

Specification:

Beroun–Praha

The railway concerned is the line No. 171 Beroun–Praha. The corridor is a part of the III. transit railway corridor.

Specification reasons:

Increasing attractiveness and capacity of railway transport on the main international routes included in the railway corridors. Meeting the requirements of European agreement on main railway lines (hereinafter AGC) and of European agreement on most important routes of international combined transport and related objects (hereinafter AGTC). Part of TEN-T.

(84) **C-E551**

Specification:

Praha–Benešov–Veselí nad Lužnicí–České Budějovice–Horní Dvořiště–Czech/Austrian border (–Linz).

The railways concerned are the lines No. 221 Praha-Benešov, No. 220 Benešov–České Budějovice and No. 196 České Budějovice–Horní Dvořiště.

Specification reasons:

Increasing attractiveness and capacity of railway transport on the main international routes included in the railway corridors. Meeting the requirements of TEN-T, AGC and AGTC.



- (85) Development intention integrated with the development intention in the sec. 85.
- (86) **C-E40b**  
Specification:  
 a) Section Dětmárovice–Karviná–Český Těšín. The line is part of the III. transit railway corridor. It is created by the line No. 320.  
 b) Section (turn from the II. transit railway corridor) Hranice na Moravě–Valašské Meziříčí–Vsetín–Horní Lideč–CZ/SK border (–Púchov). It is the line No. 280.  
Specification reasons:  
 Meeting the obligations of the CR as a signatory of international agreements – AGC and AGTC, part of TEN-T.  
 Tasks for ministries and other central administration bodies:  
 Prepare supporting documents for the delimitation of the corridor.  
*Responsible: the Ministry of Transport*  
*Deadline: 30th September 2015*
- (87) **C-E61**  
Specification:  
 Děčín–Nymburk–Kolín including the Libice junction, Golčův Jeníkov–Světlá nad Sázavou. The railways concerned are the lines No. 073 Děčín–Ústí nad Labem–Střekov, No. 072 Ústí nad Labem–Střekov–Lysá nad Labem, No. 231 Lysá nad Labem–Kolín and No. 230 Kolín–Havlíčkův Brod.  
Specification reasons:  
 Meeting the obligations of the CR as a signatory of international agreements AGC and AGTC, part of TEN-T.  
 Tasks for ministries and other central administration bodies:  
 Prepare materials for changes to the area that are necessary for realization of the development intention.  
*Responsible: the Ministry of Transport*  
*Deadline: 2016*
- (88) **ŽD1**  
Specification:  
 Corridor Brno–Přerov (existing line No. 300) with possible branch to Kroměříž–Otrokovice–Zlín–Vizovice.  
Specification reasons:  
 Creation of a corridor for high speed capacity route, where high intensity of passenger traffic is foreseen.  
 Introduction of environment friendly transport to the area with stronger nature and landscape protection.  
 Tasks for ministries and other central administration bodies:  
 Prepare supporting documents for the delimitation of the corridor.  
*Responsible: the Ministry of Transport*  
*Deadline: 30th September 2015*
- (89) **ŽD2**  
Specification:  
 Corridor Pardubice–Hradec Králové  
Specification reasons:  
 Leading a capacity transport route through a corridor due to the high passenger transport intensity.
- (90) **ŽD3**  
Specification:  
 Corridor Karlovy Vary–Ostrov.  
Specification reasons:  
 Creation of conditions for increasing the railway speed of a line that is included in the European network TEN-T with demands on potential changes to corridor route within the area. Overall modernization of the railway corridor Karlovy Vary–Ostrov. Strengthening the area accessibility, alternative to road transport. Support of tourism development by the means of a transport which is environment friendly within an area with significant population, thus with higher transport demands and higher demand for quality environment.
- (91) **ŽD4**  
Specification:  
 Corridor Plzeň–Strakonice–České Budějovice–České Velenice–Czech/Austrian border (–Wien).  
Specification reasons:  
 Creation of conditions for increasing the railway speed and capacity (two tracks) of a corridor that is included in the European network TEN-T with demands on potential changes to corridor route within the area, as well as the connection between the III. and IV. RTCs, and the connection Plzeň (III. RTC)–Strakon-



- ice–České Budějovice (IV. RTC)–České Velenice–CZ/AT border (-Wien). Strengthening the area accessibility. Support of tourism development by the means of a transport which is environment friendly.
- (92) Article cancelled
- (93) **ŽD6**
- Specification:  
Corridor Plzeň–Domažlice–CZ/DE border (–Regensburg).
- Specification reasons:  
Creation of conditions for increasing the railway speed and capacity (two tracks) of a corridor that is included in the European network TEN-T with demands on potential changes to corridor route within the area as a common railway. Strengthening the area accessibility.
- Support of tourism development by the means of a transport which is environment friendly, improving railway connection Praha–Plzeň–CZ/DE border (–Regensburg– München)–Moldaubahn. Possibility of faster and higher capacity connection to existing and prepared high speed networks in Germany.
- (94) **ŽD7**
- Specification:  
Corridor Choceň–Ústí nad Orlicí.
- Specification reasons:  
Creation of conditions for increasing the railway speed (Ústí nad Orlicí area) in the section where the speed decreases, thus increasing the capacity of the I. transit RTC included in the AGC (to meet its standards as much as possible) and in the European network TEN-T with demands on potential changes to corridor route within the area. Development of long distance transport which is environment friendly.
- Tasks for ministries and other central administration bodies:  
Prepare materials for changes to the area that are necessary for realization of the development intention.
- Responsible: the Ministry of Transport*  
*Deadline: 2015*
- (95a) **ŽD8**
- Specification:  
Czech/Polish border–Liberec–Mladá Boleslav–Praha.
- Specification reasons:  
Creation of conditions for increasing the railway speed Praha–Mladá Boleslav–Liberec–Czech/Polish border.
- Tasks for ministries and other central administration bodies:  
Prepare materials for delimiting the corridor of railway connection Praha–Liberec–Czech/Polish border.
- Responsible: the Ministry of Transport*  
*Deadline: 2016*
- Spatial Planning Tasks:  
Delimit the corridor of railway connection Praha–Mladá Boleslav–Liberec–Czech/Polish border.
- Responsible: the Capital City of Prague, the Central Bohemia Region, the Liberec Region.*
- (95b) **ŽD9**
- Specification:  
The corridor Ostrava–Svinov–Havířov–Český Těšín.
- Specification reasons:  
The corridor for future modernization of the railway within the framework of cohesion, interconnection and interoperability, part of TEN-T.
- Tasks for ministries and other central administration bodies:  
Delimit the corridor of railway connection Ostrava–Svinov–Havířov–Český Těšín.
- Responsible: the Moravian-Silesian Region*
- ### Road transport
- (95) Task of the CR SDP in this section is creation of conditions for completing the basic capacity road network, enabling to carry a part of intense traffic. Highways corridors..

(96a) **D1**

Specification:

The section Říkovice–Přerov.

Specification reasons:

Delay of the plan caused by the analysis of the economic matters concerning the section. Preparation of the completion of the basic network of highways and ensuring transfer of the expected intensity load of transportation to this qualitatively higher level of transportation. Part of TEN-T.

### Corridors for highways

(96) **D11**

Specification:

Section Hradec Králové–Smiřice–Jaroměř (international route “E67” according to the European agreement on main roads with international traffic – hereinafter only AGR), connects further to a development intention of the R11 speedway.

Specification reasons:

Preparation of completion of road basic network and transfer of the expected higher traffic to this qualitatively higher transport level. Part of TEN-T.

(97) **D3**

Specification:

Section Praha–Tábor–České Budějovice–Dolní Třebonín (E55).

Specification reasons:

Preparation of completion of highway basic network and transfer of the expected higher traffic to this qualitatively higher transport level. Part of TEN-T.

Spatial Planning Tasks:

Delimit the corridor of the highway within the principles of the spatial development of the Central Bohemia Region.

*Responsible: the Central Bohemia Region*

### Corridors for capacity roads

(98) **SOKP**

Specification:

Speedway circle of Praha (the Prague City Circle Road) connecting individual, international and republic routes to Praha at the borderline of the Capital City of Prague and the Central Bohemia Region.

Specification reasons:

Transfer of road transit transport outside intensively developed city parts, an effective distribution of the source and target transportation in the metropolitan area. Part of TEN-T.

Spatial Planning Tasks:

Delimit the corridor within the principles of spatial development.

*Responsible: the Capital City of Prague, the Central Bohemia Region*

(99) **R11**

Specification:

Speedway Jaroměř–Trutnov–CZ/PL border (–Walbrzych) (E67). Connects to the D11 highway.

Specification reasons:

Continuation of a highway corridor. Connection to the Polish roads. Part of TEN-T.

(100) **R49**

Specification:

Fryšták–Zlín–Vizovice–Horní Lideč–CZ/SK border (–Púchov).

Specification reasons:

Transfer of higher traffic from the existing I/50 road, leading through the preserved landscape area of Bílé Karpaty. Connection to the Slovak road network.

(101) **R3**

Specification:

Dolní Třebonín–Kaplice–Dolní Dvořiště–Linz/Austria (E 55).

Specification reasons:

Continuation of a highway corridor. Connection to the Austrian roads. Part of TEN-T.



- (102) **R6**  
Specification:  
Section Nové Strašecí–Karlovy Vary, Cheb–the Czech/German border (–Bayreuth)  
Specification reasons:  
Improvement of road connection Praha–Karlovy Vary–Cheb–Germany. Connection to the German roads. Part of TEN-T.
- (103) **R35a**  
Specification:  
Section Sedlice (Hradec Králové)–Vysoké Mýto–Moravská Třebová–Mohelnice (E442).  
Specification reasons:  
Parallel route supporting the D1 highway. Part of TEN-T.
- (104) **R35b**  
Specification:  
Section Úlibice – Hradec Králové (E442).  
Specification reasons:  
Improvement of road connection Hradec Králové – Liberec. Part of TEN-T.
- (105) **R52**  
Specification:  
Pohořelice–Mikulov–Drasenhofen /Austria (E461).  
Specification reasons:  
Improvement of road connection Brno–Wien. Connection to the Austrian road network. Part of TEN-T.
- (106) **R4**  
Specification:  
Section Příbram–Nová Hospoda.  
Specification reasons:  
Providing one of the main transport routes within the country.
- (107) **R7**  
Specification:  
Section Slaný–Louny–Chomutov.  
Specification reasons:  
Providing one of the main transport routes within the country.
- (108) **R55**  
Specification:  
Section Olomouc–Přerov and further Napa-jedla–Uherské Hradiště–Hodonín–D2.  
Specification reasons:  
Providing a qualitatively higher accessibility level of an area with high concentration of settlements and dense population. Part of TEN-T.  
Criteria and conditions for decision making on changes to an area:  
When making decisions and assessing intentions for changes to the area give a priority to creation of conditions for passage through the area with minimum environmental impacts, particularly in the places where it meets Bzenecká Doubrava–Strážické Pomoraví.
- (109a) **R48**  
Specification:  
Bělotín–Frydek-Místek–Český Těšín–Czech/Polish border (–Krakow).  
Specification reasons:  
Part of TEN-T.
- (109) Article cancelled
- (110) **S2**  
Specification:  
(R48) Palačov–Lešná–Valašské Meziříčí–Vsetín–Pozdřechov (R49).  
Specification reasons:  
Connection of I/35 road with the R48 speedway. Connection of R48 and R49 roads. Better connection of towns/cities in the Zlín region with its regional capital, and connection to Slovakia (into Pováží in the area of Púchov and Trenčín), alternative to a route of the I/35 (E442) road leading through the preserved landscape area.  
Criteria and conditions for decision making on changes to an area:  
When making decisions and assessing intentions for changes to the area give a priority to creation of conditions for transfer of traffic in the direction of Valašské Meziříčí and reducing the traffic load within the spa resort of Teplice and Bečvou, while minimizing environmental impacts.

(111) Article cancelled

(112) Article cancelled

(113) **S5**

Specification:

Section R10/R35 Turnov–Rovensko pod Troskami–Úlibice (E442).

Specification reasons:

Improvement of road connection Hradec Králové–Liberec. Part of TEN-T.

Spatial Planning Tasks:

Ensure the protection of the territory for this development plan by delimiting the spatial reserve or delimiting the corridor, while following the conclusions of the Spatial study of the corridor of the capacity highway R10/R35 Mnichovo Hradiště–Rádelský Mlýn–Úlibice, performed by the Ministry of Regional Development.

*Responsible: the Liberec Region, the Hradec Králové Region*

(114) **S6**

Specification:

Bohumín–Havířov–Třanovice–Mosty u Jablunkova–CZ/SK border (–Žilina).

Specification reasons:

Connection to a development intention of the capacity road in Slovakia, direction from Čadca. Relation to the Nošovice industrial zone design.

Criteria and conditions for decision making on changes to an area:

When making decisions and assessing intentions for changes to the area give a priority to strengthening the area accessibility (connection of D47 and R48 and cities of Bohumín, Havířov, Třinec) and connection to Slovakia and its highway network in the north, while minimizing environmental impacts.

(115) Article cancelled

(116) **S8**

Specification:

(Mladá Boleslav)–R10–Nymburk–Poděbrady–D11–Kolín–Kutná Hora–Čáslav–Golčův Jeníkov–Havlíčkův Brod–Jihlava–Znojmo–Hatě–CZ/AT border (Wien).

Specification reasons:

Connection in the direction northwest-southeast, with connection to Austria, improvement quality of the E59 international road (–Wien)–AT/CZ border–Znojmo–Jihlava–D1, and further strengthening the intra-state connection of cities Jihlava–Havlíčkův Brod and Čáslav–Kutná Hora–Kolín–D11–Poděbrady–Nymburk with connection to R10 at Mladá Boleslav to Liberec.

Criteria and conditions for decision making on changes to an area:

When making decisions and assessing intentions for changes to the area give a priority to strengthening the area accessibility, particularly within the Vysočina region, while minimizing environmental impacts.

(117) Article cancelled

(118) **S10**

Specification:

Ostrov–Chomutov.

Specification reasons:

Transfer of increasing traffic between the Karlovarský and Ústecký regions, taking into account also the cross connections with the Free State of Silesia. Possible future utilisation of the capacity connection to Silesia and in the direction to Germany and Poland.

Criteria and conditions for decision making on changes to an area:

When making decisions and assessing intentions for changes to the area give a priority to improving accessibility of the area Karlovy Vary–Ostrov–Klášterec nad Ohří–Kadaň–Chomutov, and connection to R6 and R7, while minimizing the environmental impacts.

(119) **S11**

Specification:

D8–Děčín–Česká Lípa–Svor–Bílý Kostel nad Nisou–Liberec–R35.

Specification reasons:

Transfer of increasing traffic between the Ústecký and Liberecký regions, taking into account also the cross connections with the Free State of Saxony. Direct connection of the OB6 and OB7 development areas.



Criteria and conditions for decision making on changes to an area:

When making decisions and assessing intentions for changes to the area give a priority to improving the area accessibility, while resolving problems with the capacity road passage through two preserved landscape areas.

(120) **R43**

Specification:

Brno–Moravská Třebová (E461).

Specification reasons:

Connection of the D1 and R35 routes. Improvement of road–Brno–Svitavy/ Moravská Třebová. Part of TEN-T.

(121) **S13**

Specification:

- a) (Plzeň)–D5–Nepomuk–Blatná–Písek–Vodňany–České Budějovice;
- b) Písek–Tábor–D3–Pelhřimov–D1.

Specification reasons:

Transfer of increasing traffic between respective regions.

## Water transport

(122) **VD1**

Specification:

Labe: Pardubice–DE border.

Specification reasons:

Creation of spatial conditions for making progressively Labe navigable as a water way of international importance. Part of TEN-T.

Tasks for ministries and other central administration bodies:

- a) Check reasonableness and feasibility of canalization of water ways and check feasibility of needs to improve used water ways parameters including possible specification of conditions for establishment of stand-by spaces.
- b) Check options of minimization the navigability impacts on environment.

*Responsible: the Ministry of Transport in cooperation with the Ministry of Environment*

*Deadline: 2018*

Planning tasks:

Take into account the conclusions resulting from the fulfilled task for ministries and other central administration bodies.

*Responsible: the Pardubice Region, the Central Bohemia Region, the Ústí Region*

(123) **VD2**

Specification:

Water way used on Vltava in the section Mělník (confluence with Labe)–Praha–Třebenice.

Specification reasons:

Ensuring parameters of water ways which are important from the transportation point of view and are exploited as a part of inland water ways.

Tasks for ministries and other central administration bodies:

Check feasibility of needs to improve parameters of used water ways.

*Responsible: the Ministry of Transport*

*Deadline: 2018*

Planning tasks:

Take into account the conclusions resulting from the fulfilled task for ministries and other central administration bodies.

*Responsible: the Capital City of Prague, the Central Bohemia Region*

(124) Development intention omitted.

(125) Article cancelled

(126) Article cancelled

(127) Article cancelled

## Combined transport

(128) Article cancelled

(129) **Public terminals and ports with connection to the logistic centres (hereinafter referred to as PLC)**



Specification:

- a) cargo transport terminals Ostrava, Píseň, Přerov, Brno (road, railway, eventually airport)
- b) inland river ports Praha, Děčín, Ústí nad Labem, Lovosice, Mělník and subsequently Pardubice.

Specification reasons:

A gradual, phase by phase, construction of public logistic centres connected to railways, roads and eventually water and air transport, constructed on the basis of a uniform concept in order to provide reloading and a wide range of logistic services. The PLC network will enable optimizing road transport and apply principles of co-modality (effective utilisation of various transport types operated independently or within a multimodal integration in order to achieve optimum and sustainable use of resources). A part of the European network of public terminals and TEN-T ports.

Criteria and conditions for decision making on changes to an area:

When making decisions and assessing intentions for the changes in the area take into concern the current availability of transport modes for the expected public terminals and furthermore give priority to the traffic flows and their possible transfer with the help of PLC outside, particularly, preserved natural areas, of the locality network NATURA2000 and significant housing concentrations.

Tasks for ministries and other central administration bodies:

Cooperation with regions on selection of locations within the frame of development principles procuring.

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

*Deadline: 2016*

Spatial Planning Tasks:

Examine the spatial conditions for the location of the development plan and according to the results of the examination delimit the area or ensure the protection of the territory by delimiting spatial reserves, eventually

by delimiting the areas for inland river ports in Praha, Děčín, Ústí nad Labem, Lovosice, Mělník and subsequently Pardubice.

*Responsible: the Capital City of Prague, the Pardubice Region, the Central Bohemia Region, the Ústí Region*

## Airports

### (130) L1

Specification:

New parallel runway (RW), take-off and air navigation spaces of the Praha-Ruzyně airport.

Specification reasons:

Increasing international airport capacity, improving the air traffic safety. Part of TEN-T.

Planning tasks:

- a) On the basis of the development needs of the Praha- Ruzyně airport, solve the spatial development of the affected municipalities.
- b) Solve problems regarding the connection of the airport to further kinds of transport (railway transport above all).

*Responsible: the Capital City of Prague, the Central Bohemia Region*

### (131) L2

Specification:

Extension and expansion of existing runway, take-off and air navigation spaces Karlovy Vary airport, including necessary expansion of the airport background.

Specification reasons:

Increasing international airport capacity, improving the air traffic safety.

Planning tasks:

- a) On the basis of the development needs of the Karlovy Vary airport, solve the spatial development of the affected municipalities.
- b) Solve problems regarding the connection of the airport to further kinds of transport.

*Responsible: the Karlovy Vary Region in cooperation with the Ministry of Transport*

### (132) Article cancelled



## CHART 4 – RAILWAY TRANSPORT

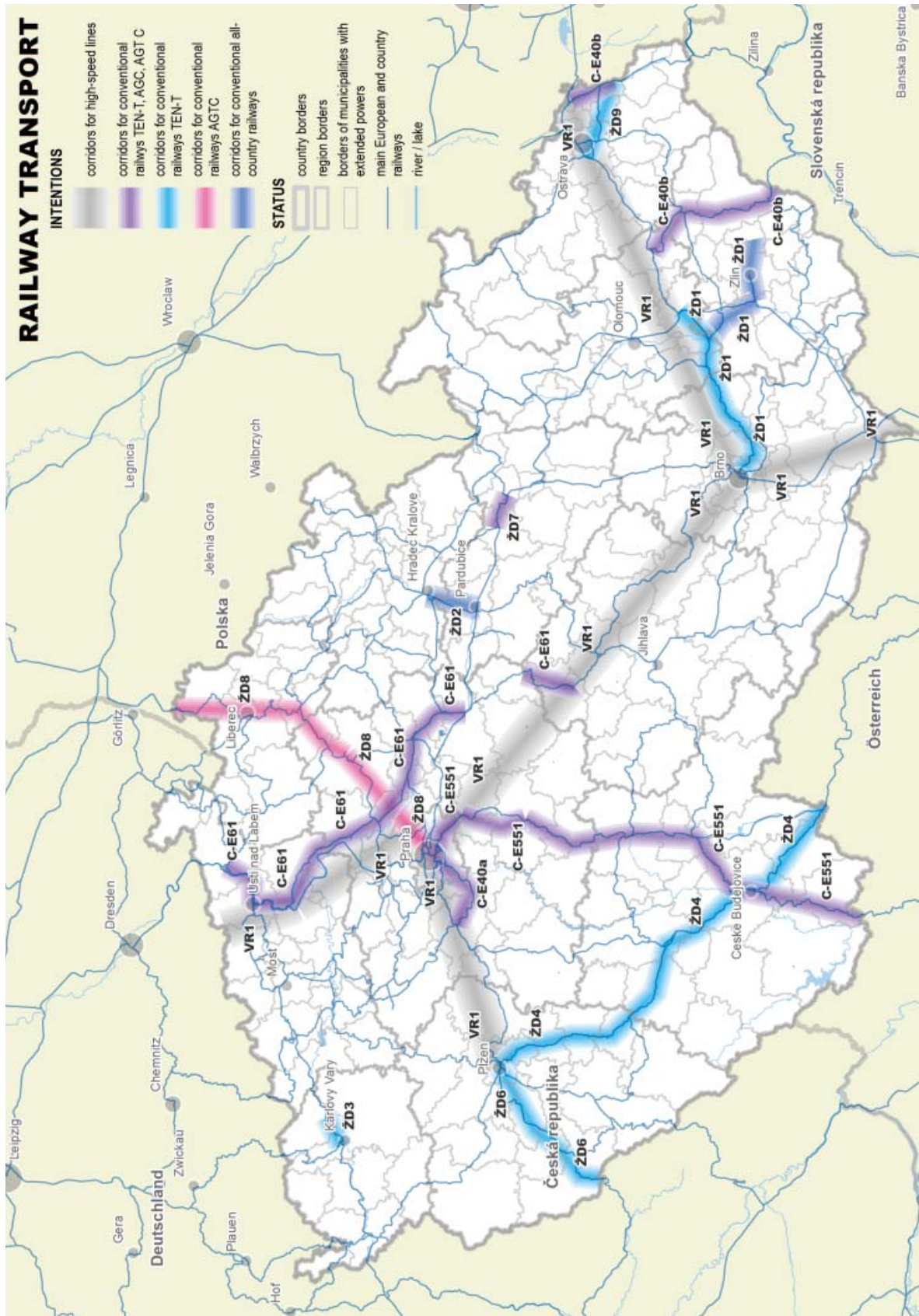
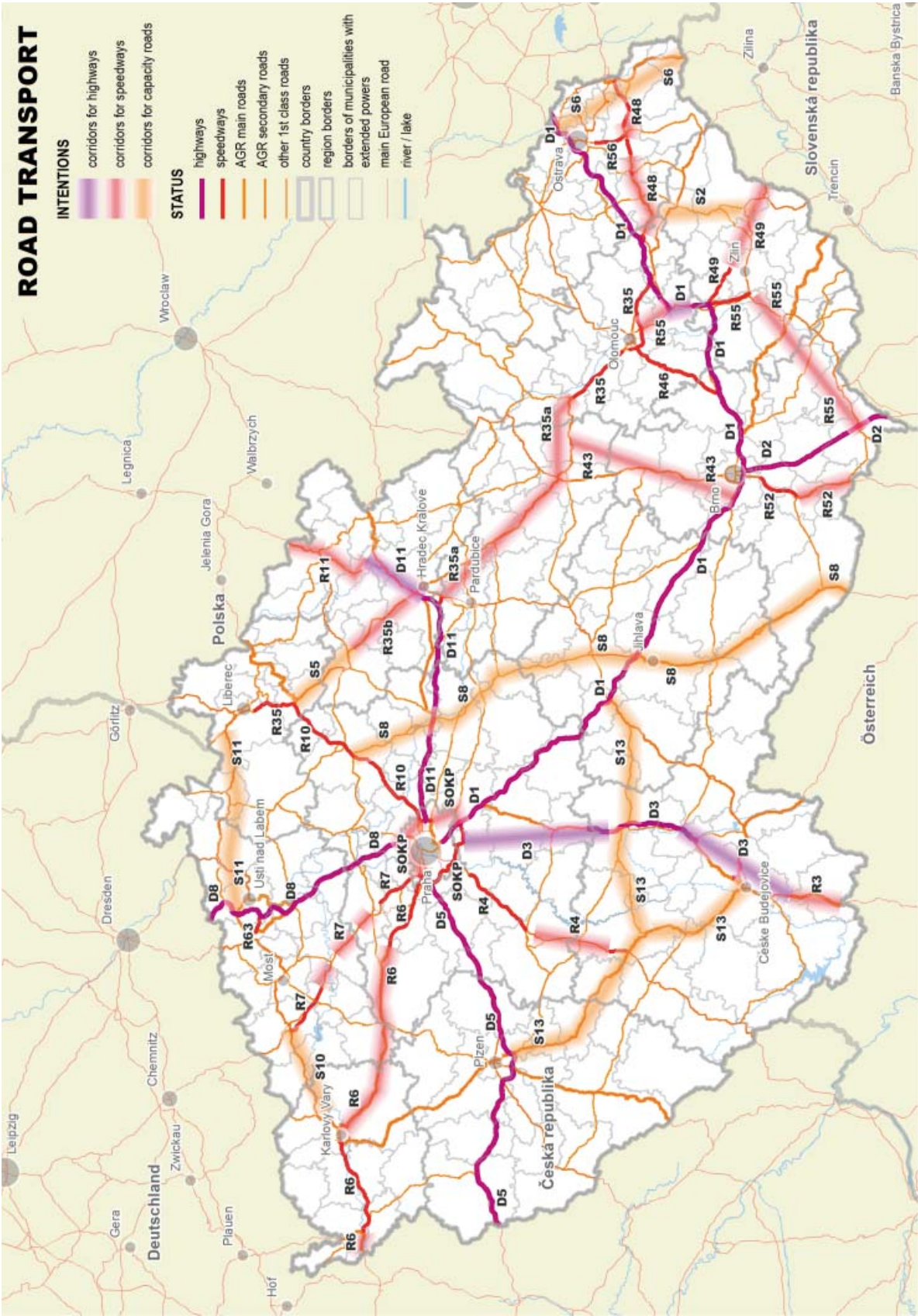


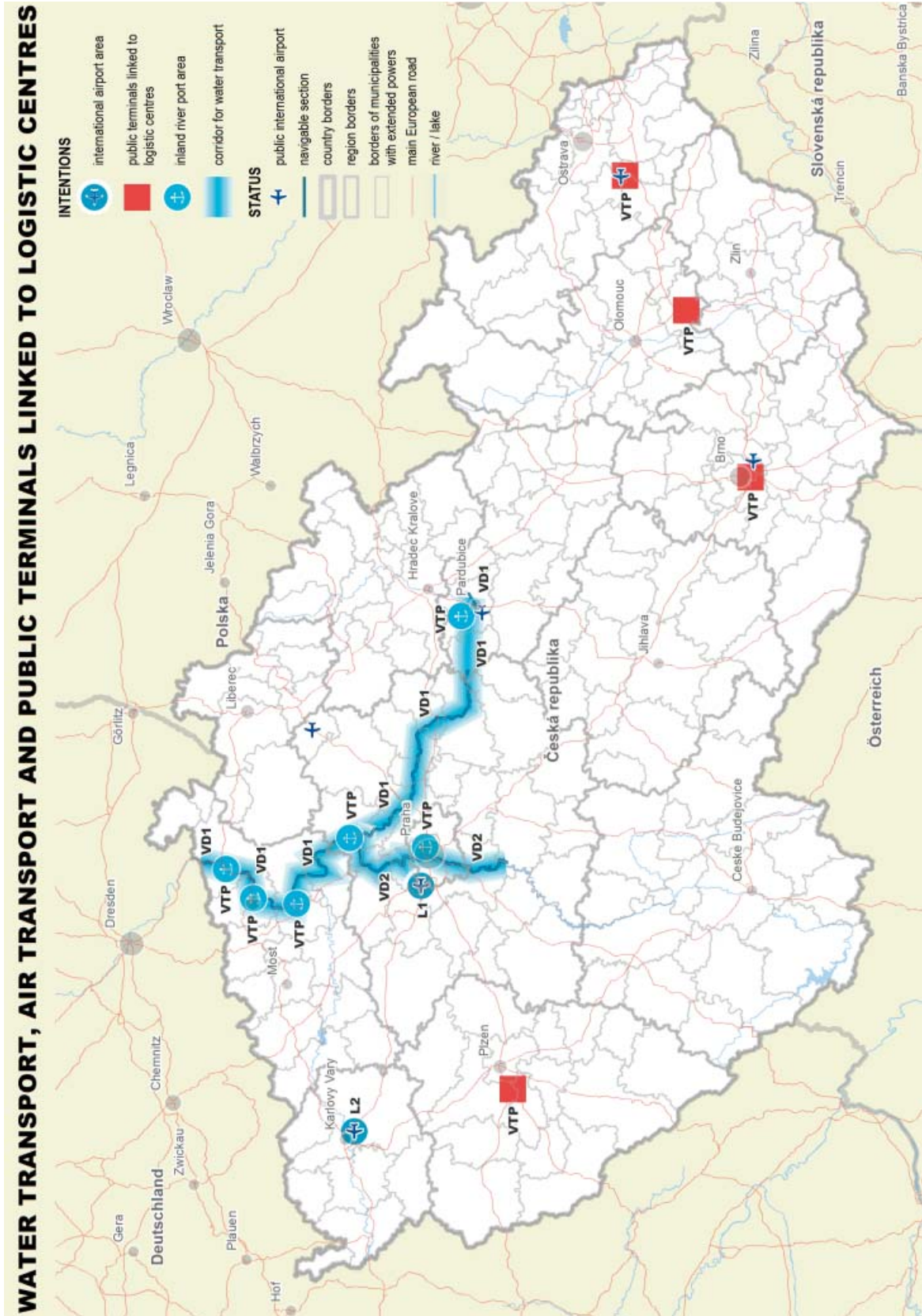


CHART 5 – ROAD TRANSPORT





## CHART 6 – WATER TRANSPORT, AIR TRANSPORT AND PUBLIC TERMINALS LINKED TO LOGISTIC CENTRES





# 6. CORRIDORS AND AREAS FOR TECHNICAL INFRASTRUCTURE AND RELATED DEVELOPMENT INTENTIONS





## 6 CORRIDORS AND AREAS FOR TECHNICAL INFRASTRUCTURE AND RELATED DEVELOPMENT INTENTIONS

### 6.1 RESOURCES

- (134) Technical infrastructure as a part of public infrastructure is constructed and utilised for public benefit. Systems of operating facilities, lines, objects, structures and technical infrastructure areas require coordination within the area, also with the respect to protection of this area for future generations. Purpose of delimitation of corridors and areas for technical infrastructure within the CR SDP is creating spatial conditions, i.e. establishment of stand-by spaces for locations of power and gas networks, product lines (oil, products), water supplies and sewage systems, as well as spaces for waste management, that influence the CR area development, that exceed a single region area by their importance, and that enable connection of technical infrastructure systems to neighbouring countries' systems.
- (135) Routes of individual technical infrastructure systems are the bearers, among others, of the land use limits (protection regimes), thus the coordination of their location is necessary both in the developed and in the undeveloped areas, particularly in relation to transport infrastructure.
- (136) Sources of individual technical infrastructure systems (power stations, transformer and switching stations, heating plants, district heating plants, gas tanks, compressor stations, oil tanks, oil terminals, water reservoirs, spring areas, water treatment plants, water purification plants, waste deposits, incineration plants etc.) are very expensive investments, both financially and with the regard to the grounds required. Within the framework of spatial planning, it is necessary to ensure the delimitation of areas, corridors and spatial reserves of the development plans of technical infrastructure. The binding delimitation of the corridor of transport infrastructure in the Spatial Development Policy of the Czech Republic is the sites listed in the text. Graphic diagrams or details of technical parameters of the intention, if given, are of approximate meaning. If there occurs an overlap of an area or corridor for the purpose defined in the Spatial Development Policy of the Czech Republic with a different purpose not defined in the Spatial Development Policy of the Czech Republic or the plans for which is delimited a spatial reserve, there shall not be set out the conditions that would prevent or significantly complicate the implementation of the project in the planning documentation as defined in the Spatial Development Policy of the Czech Republic, if these conditions do not arise from the condition or limits of use of the territory.

### 6.2 CONCEPTS

- (137) Criteria and conditions for decision making on changes to an area:

When making decisions and assessing development intentions the following must be observed:

- a) meeting the international and internal requirements for transport routes diversification,
- b) ensuring adequate parameters of the systems and their reliability and safety, including safe storage,
- c) in case of development intentions close to border their coordination with foreign systems shall be ensured,

- d) minimum conflict regarding the natural environment and landscape protection, cultural and civilization values in the territory,

- e) respecting the requirements of the international agreements and of the Regulations of the European Parliament and of the Council on Union guidelines for the development of the Trans European Energy Networks (TEN-E) and the Union list of common interest projects.

- (138) Planning tasks:

- a) regions shall specify delimitation of areas and corridors for technical infrastructure within the development principles, while respecting specification reasons and criteria and conditions for decision making,



- b) respective regions and municipalities shall ensure their protection in the following spatial planning documentation by specifying the corridors and areas for location of the intention or by a spatial reserve<sup>8</sup>,
- c) respective regions, when procuring planning documentation, shall solve the area relations of delineated corridors and areas.

*Responsible: the Regions*

**Spatial development policy specifies the following corridors and areas for technical infrastructure and related development intentions:**

### Energetics (electricity)

(139) **E1**

Specification:

Corridor for power line 400 kV Otrokovice – Vizovice – Střelná – CZ/SK border (– Povážská Bystrica)

Specification reasons:

Connection of the power system of the Czech Republic into the European system for the reason of ensuring power supply security.

Criteria and conditions for decision making on changes to an area:

When assessing and deciding on the intention to create the conditions for the passage through the area minimize impacts on the environment, especially in the section Vizovické vrchy–Střelná–the Czech border.

Tasks for ministries and other central administration bodies:

Check effectiveness and feasibility of the development plan.

*Responsible: the Ministry of Industry and Trade in cooperation with the Ministry of Environment, the administrative offices in concern and the Zlín Region.*

*Deadline: 2018*

Spatial Planning Tasks:

For the fulfilment of the tasks examine spatial conditions for location of the development plan and according to the results of the examination ensure the protection

of the territory for such a development plan by delimiting the spatial reserves, eventually by delimiting the corridor.

*Responsible: the Zlín Region.*

(140) **E2**

Specification:

Areas for the electric power stations 400/110 kV Vítkov and Verněřov and corridors for double power line 400 kV Hradec–Verněřov, Verněřov–Vítkov, Vítkov–Přeštice.

Specification reasons:

Ensuring a transformer connection 400/110 kV Verněřov and Vítkov and their connection to the power system 400 kV Hradec–Verněřov, Verněřov–Vítkov and Vítkov–Přeštice.

Part of TEN-E.

Spatial Planning Tasks:

Specify the areas and corridors for the implementation of the intention in the subsequent spatial planning documentation in the form enabling its performance.

*Responsible: the Ústí Region, the Karlovy Vary Region, the Plzeň Region*

(141) **E3**

Specification:

A corridor for a double power line 400 kV Prosenice–Nošovice with branching to the electric power station Kletná, including the related areas for extension of the electric power stations Prosenice, Nošovice and Kletná.

Specification reasons:

The corridor and area enabling increased transmission capacity of the profile south-north in Moravia and reliability of the power system. Improving the transit function of the transfer system within the European energetic system.

(142) **E4a**

Specification:

Grounds for construction and extension, including the corridors for lines out for electricity and heat, including the necessary infrastructure of power stations Temelín, Ledvice, Počerady, Pruněřov, Tušimice,

<sup>8</sup> See § 36, par. 1 of the act No. 183/2006 Coll., as amended.

Dětmarovice, Mělník, Dukovany, including the area of the water dam ensuring long-term operation of Dukovany (if necessary) and corridors for interconnection with the nearest substation.

Specification reasons:

Area and corridors for reconstruction and construction of new facilities in suitable locations and related technical infrastructure, including reservation of sufficient spaces for lines out connected to the power system.

Tasks for ministries and other central administration bodies:

- a) Check the effectiveness and feasibility of the development plan of the Dukovany electric power plant.

*Deadline: 2016*

- b) Check effectiveness and feasibility of the development plan of the location of the water dam ensuring long-term operation of Dukovany.

*Deadline: 2020*

*Responsible: the Ministry of Industry and Trade in cooperation with the Ministry of Environment, the administrative offices in concern and the South Moravia Region.*

Planning tasks:

- a) Create area conditions for development of public infrastructure related to and conditioning the changes to the area caused by the extension of the Temelín power station, respectively Dukovany.
- b) On the basis of the fulfilment of a task for the Ministry of Industry and Trade, examine spatial conditions for the occasion of the development plan of the water dam ensuring long-term operation of Dukovany and with respect to the minimum impact to the environment and according to the results of the examination ensure delimiting the spatial reserves.

*Responsible: the South Bohemia Region, the Vysočina Region, the South Moravia Region.*

(143) **E4b**

Specification:

Ground for an important power facility Blahutovice including a corridor for power lines out and necessary water reservoir.

Specification reasons:

Long term area protection for possible future power station(s) construction as a replacement of those existing power stations that are becoming obsolete.

Tasks for ministries and other central administration bodies:

- a) Check the development intention usefulness and feasibility, including possible stand-by grounds for the water reservoir location.

*Deadline: 2018*

- b) Subsequently check the possibility of a heat outlet supply.

*Deadline: 2025*

*Responsible: the Ministry of Industry and Trade, in cooperation with the Ministry of Agriculture, the Ministry of Environment, affected administration bodies and respective regions*

Spatial Planning Tasks:

Keep the spatial reserve for the development plan within the principles of spatial development and after authorization by the Ministry of Industry and Trade delimit the spatial reserve for a heat outlet supply.

*Responsible: the Moravian-Silesian Region, the Olomouc Region*

(144) **E5**

Specification:

An area for a new electric power station 400/110 kV Praha-north and a corridor for its connection to the power system by looping using the existing 400 kV power line Výškov–Central Bohemia.





- Specification reasons:  
Ground for a transformer station and a corridor for its connection to the transfer system that will contribute to increased reliability and power supply from the power system to centres of cumulated and increasing consumption which importance exceed a single region.
- (145) **E6**  
Specification:  
Corridor for the line 400 kV Krasíkov–Horní Životice.  
Specification reasons:  
Corridor for increasing the reliability of supplies and transmission capacity – east-west in Moravia.
- (146) **E7**  
Specification:  
Corridor for double line 400 kV Kočín–Mírovka and connection of the line 400 kV Řeporyje–Prosenice into Mírovka, including related area for the extension of transformer stations.  
Specification reasons:  
Corridors that allow increasing production sources into the CR power system. Part of TEN-E.
- (147) **E8**  
Specification:  
Grounds for the new transformer station 400/110 kV Rohatec and for power line out connection from transformer station (hereinafter TR) Rohatec to the power system by a 400 kV line Otrokovice Rohatec and looping the power line Sokolnice–Křižovany (Czech/Slovak border) to the electric power station Rohatec.  
Specification reasons:  
Enabling increased reliability of supplies to consumers in more regions and ensuring supplies for increased consumption in South Moravia.  
Spatial Planning Tasks:  
Examine the spatial conditions for the location of the development plan and according to the results of the examination
- ensure the protection of the territory for such a development plan by delimiting the spatial reserves, eventually by delimiting the corridor and the area.  
*Responsible: the South Moravia Region*
- (148) Article cancelled
- (149) **E10**  
Specification:  
Corridors for the 400 kV line Výškov–Chotějovice and furthermore the corridors for a double power line 400 kV in the route Výškov–Babylon, Výškov–Central Bohemia and Babylon–Bezděčín, including the related area for the extension of electric power stations.  
Specification reasons:  
Corridors and areas enabling the connection of the electric power plants Chotějovice and Výšov thus ensuring power line out from foreseen sources (power stations) into the CR power system, aiming at system increased reliability in north Bohemia.  
Spatial Planning Tasks:  
Specify the areas and corridors for the implementation of the intention in the subsequent spatial planning documentation in the form enabling its performance.  
*Responsible: the Ústí Region, the Liberec Region, the Central Bohemia Region*
- (150) Article cancelled
- (150a) **E12**  
Specification:  
Corridor for a double line 400 kV in simultaneity with the existing line Slavětice–Sokolnice and furthermore the related areas for the extension of electric power stations Slavětice and Sokolnice.  
Specification reasons:  
Areas for extension of electric power stations and power line corridor for the reason of increasing reliability of the transfer system.  
Spatial Planning Tasks:  
Examine the spatial conditions for the location of the development plan and according to the results of the examination

ensure protection of the territory for such a development plan by delimiting the spatial reserves, eventually by delimiting the corridor and the areas.

*Responsible: the South Moravia Region*

(150b) **E13**

Specification:

A corridor for a double line 400 kV Sokolnice–Czech/Austrian border leading outside the Lednice-Valtice Cultural Landscape (UNESCO monument) and the Protected Landscape CHKO Pálava and the related areas for the extension of electric power stations Sokolnice.

Specification reasons:

Strengthening the interconnection in the direction towards Austria.

Spatial Planning Tasks:

Examine spatial conditions for the location of the development plan and according to the results of the examination ensure the protection of the territory for such a development plan by delimiting the spatial reserves, eventually by delimiting the corridor and the areas.

*Responsible: the South Moravia Region*

(150c) **E14**

Specification:

Corridor for a double line 400 kV Central Bohemia–Chodov Central Bohemia–Týnec and the related areas for the extension of electric power stations 400/110 kV Týnec and Central Bohemia.

Specification reasons:

Corridors and areas enabling increasing the power outlet of the sources, transport of the output from the production to the consumption areas in the direction west-east and increasing reliability in the area of central Bohemia.

(150d) **E15**

Specification:

Corridor for a double line 400 kV Týnec–Krasíkov and Krasíkov–Prosenice and the related areas for the extension of electric power stations 400/110 kV Týnec Krasíkov and Prosenice.

Specification reasons:

Corridors and areas enabling increasing the power outlet of the sources, transport of the output from the production to the consumption areas and ensuring increasing the reliability in the area of central and northern Moravia.

(150e) **E16**

Specification:

Corridor for a double line 400 kV Nošovice–Varín (Slovakia), including the related areas for the extension of electric power station Nošovice.

Specification reasons:

A corridor and area enabling strengthening the connection and cooperation within the framework of the European interconnected networks.

Spatial Planning Tasks:

Examine spatial conditions for the location of the development plan and according to the results of the examination ensure the protection of the territory for such a development plan by delimiting the spatial reserves, eventually by delimiting the corridor and the areas.

*Responsible: the Moravian-Silesian Region*

(150f) **E17**

Specification:

Corridor for a double line 400 kV Hradec–Chrást and Chrást–Přeštice, including the related areas for the extension of the electric power stations 400/110 kV Hradec, Chrást and Přeštice.

Specification reasons:

Corridors and areas enabling increasing the power outlet of the sources, transport of the output from the production to the consumption areas and increasing reliability in the area of western Bohemia.

(150g) **E18**

Specification:

Corridor for a double line 400 kV Hradec–Výškov, Hradec–Řeporyje and Hradec–Mírovka and the areas for the extension of electric power stations 400/110 kV Hradec, Výškov, Řeporyje and Mírovka.



Specification reasons:

Corridors for power lines and areas of stations enabling increasing the power outlet of the sources, transport of the output from the production to the consumption areas in the direction west-east and increasing reliability of the transit capability of the transfer system.

(150h) **E19**

Specification:

A corridor for a double line 400 kV Otrokovice–Sokolnice and Prosenice–Otrokovice and the related areas for the extension of electric power stations 400/110 kV Prosenice, Otrokovice and Sokolnice.

Specification reasons:

Corridors and areas enabling increasing the power outlet of the sources, transport of the output from the production to the consumption areas in the direction north-south and increasing reliability of the transit capability of the transfer system.

Tasks for ministries and other central administration bodies:

Check the effectiveness and feasibility of the development plan.

*Responsible: the Ministry of Industry and Trade in cooperation with the Ministry of Culture and the administrative offices in concern and the Zlín Region, the Olomouc Region and the South Moravia Region.*

*Deadline: 2018*

Spatial Planning Tasks:

On the basis of the fulfilment of a task of ministries, examine spatial conditions for the location of the development plan and according to the results of the examination ensure the protection of the territory for such a development plan by delimiting the spatial reserves, eventually by delimiting the corridors and areas.

*Responsible: the South Moravia Region, the Zlín Region, the Olomouc Region.*

(150i) **E20**

Specification:

A corridor for a double line 400 kV Dasný–Slavětice and Slavětice–Čebín and the related areas for the extension of electric power stations 400/110 kV Dasný, Čebín and Slavětice.

Specification reasons:

Corridors and areas of electric power stations enabling increasing the power outlet of the sources, transport of the output from the production to the consumption areas and increasing reliability of consumption in the area of south Moravia.

Tasks for ministries and other central administration bodies:

Check the effectiveness and feasibility of the development plan.

*Responsible: the Ministry of Industry and Trade in cooperation and the administrative offices in concern and the South Bohemia Region, the Vysočina Region and the South Moravia Region.*

*Deadline: 2018*

Spatial Planning Tasks:

On the basis of the fulfilment of a task of ministries, examine spatial conditions for the location of the development plan and according to the results of the examination ensure the protection of the territory for such a development plan by delimiting the spatial reserves, eventually by delimiting the corridors and areas.

*Responsible: the South Moravia Region, the Vysočina Region, the South Bohemia Region*

(150j) **E21**

Specification:

Corridors and areas for a double line 400 kV Mírovka–Čebín and Kočín–Přeštice including the related areas for the extension of electric power stations Mírovka, Kočín, Čebín and Přeštice.

Specification reasons:

Corridors and areas of electric power stations enabling increasing the power outlet of the sources connected to the transfer system and increasing reliability of the transfer. Part of TEN-E.

(150k) **E22**

Specification:

Area of the electric power station 400/110 kV Dětmárovice, including the corridor for its connection to the transfer system.

Specification reasons:

Area and corridor for electric power station and power line enabling increasing reliability and strengthening the supply of electric power from the transfer system in the area of the region of Ostrava. Connection of the new station to transfer system will be implemented by connection to the current power line Albrechtice–Dobrzeň respectively Nošovice–Wielopole.

(150l) **E23**

Specification:

Area of the electric power station 400/110 kV Lískovec, including the corridor for its connection to the transfer system and areas for extension of the electric power plant Nošovice.

Specification reasons:

Area and corridor for electric power station and power line enabling increasing reliability and strengthening the supply of electric power from the transfer system in the area of the region of Ostrava.

Spatial Planning Tasks:

Examine spatial conditions for the location of the development plan and according to the results of the examination ensure protection of the area for the development plan by delimiting spatial reserves, eventually by delimiting a corridor and areas.

*Responsible: the Moravian-Silesian Region*

(150m) **E24**

Specification:

Area for extension of the electric power station Hradec for the reason of construction of Phase Shifting Transformers (PST).

Specification reasons:

Ensuring the area for construction of PST. This device enables to eliminate negative development of transit flow through the transmission system of the Czech Republic securing maintaining safe and reliable operation.

(150n) **E25**

Specification:

Corridor of the power outlet 110 kV on the route Nový Bor – Nová Huť – electric power station Varnsdorf.

Specification reasons:

Ensure reliable and capacity electric power supply in the area of Šluknov Hook.

Spatial Planning Tasks:

Delimit the corridor for the development plan within the principles of spatial development, while following the conclusions of the spatial study Examining the possibility of power line 110 kV supplying the Šluknov Hook, performed by the Ministry of Regional Development.

*Responsible: the Ústí Region, the Liberec Region*

## Gas manufacture and distribution

(151) **P1**

Specification:

Corridor for a gas line of the transport system in the South Bohemia Region, leading from the municipality of Zábok u Protivína in South Bohemia to the Czech/Austrian border.

Specification reasons:

Securing the corridor for connection gas line of the transport systems of the Czech Republic in South Bohemia with possible connection to transport ways in Germany. Part of TEN-E.

(152) **P2**

Specification:

Corridor for a gas line of the transport systems in the South Moravia Region leading from the compression station Břeclav to the Czech/Austrian border and the area for a new border handover station Poštorná.

Specification reasons:

Securing the corridor for a connection gas line of the transport systems of the Czech Republic and Austria in the area of the South Bohemia Region, including the new border handover station Poštorná.



- (153) **P3**  
Specification:  
Corridor for gas line of the transport system in the Moravskoslezský region, leading from Děhylov surrounding to the Hať village at the CZ/PL border handover station Poštorná. Part of TEN-E.  
Specification reasons:  
Enabling a future interconnection of the transport systems in the Czech Republic and Poland. Part of TEN-E.
- (154) Article cancelled
- (155) **P5**  
Specification:  
Corridor for the gas line of the transport system leading from the municipality of Olešná u Havlíčkova Brodu in the Vysočina Region through the area of the Pardubice Region on the Czech/Polish border to the surroundings of the frontier crossing Náchod–Kudowa Zdrój in the Hradec Králové Region.  
Specification reasons:  
Enabling an interconnection of the transport gas system in the Czech Republic and Poland.  
Tasks for ministries and other central administration bodies:  
Check effectiveness and feasibility of the development plan, including specification of the interstate border handover point in the area of the Hradec Králové Region.  
*Responsible: the Ministry of Industry and Trade*  
*Deadline: 2015*  
Spatial Planning Tasks:  
Examine spatial conditions for the location of the development plan and according to the results of the examination specify the corridor in the area of the Hradec Králové Region for the location of the development plan in subsequent spatial planning documentation in the form enabling implementation.  
*Responsible: the Hradec Králové Region*
- (156) Article cancelled
- (157) Article cancelled
- (158) **P8**  
Specification:  
Corridor for gas line of the transport system in the Středočeský region, leading from underground reservoir Háje (Příbram) to the Drahelčice village.  
Specification reasons:  
Securing a corridor for strengthened internal transport system aiming at supplies to the places of consumption within the CR (Praha and central Bohemia) in terms of capacity.
- (159) **P9**  
Specification:  
Corridor for a gas line of the transport system named “Moravia – VTL plynovod” leading from the municipality of Tvrdonice in the South Moravia Region through the area of the Zlín Region and the Olomouc Region to the municipality of Libhošť in the Moravian-Silesian Region, including the area for a construction of the new compressor station near the municipality of Libhošť.  
Specification reasons:  
Securing a corridor in order to strengthen and backup an internal routes for transport of gas leading through several regions.
- (160) **P10**  
Specification:  
Corridor for a gas line of the transport system, leading from surrounding of Kralice nad Oslavou (Vysočina region) to Bezměrov (Zlínský region), passing Brno from north, including a new compressor plant construction in Bezměrov.  
Specification reasons:  
Securing a corridor in order to strengthen internal route for transport of gas (Hrušky–Příbor) leading through several regions.
- (160a) **P12**  
Specification:  
Corridor for a gas line of the transport system leading from the surroundings of the municipality of Libhošť to the underground reservoir Třanovice.



Specification reasons:  
Securing a corridor in order to strengthen the internal route for transport of gas.

(160b) **P13**

Specification:

Corridor for a gas line of the transport system leading from the surroundings of the municipality of Libhošť to the municipality of Děhylov.

Specification reasons:

Securing a corridor in order to strengthen the internal route for transport of gas. Part of TEN-E.

Criteria and conditions for decision making on the changes to an area:

Minimum impact to the environment, especially to the Protected Landscape Area CHKO Poodří.

(160c) **P14**

Specification:

Areas for gas reservoirs in the localities of Břeclav and Dambořice.

Specification reasons:

Areas of underground gas reservoirs to ensure safety of the supply of natural gas.

(160d) **P15**

Specification:

Corridor of the VTL gas line Mozart from the area from Lohéřov/Veselí nad Lužnicí to the Czech/Austrian border and the area for an underground gas reservoir in the area of Rožná in the region of Vysočina.

Specification reasons:

Corridor of the VTL gas line from the area of south Bohemia to the Czech border and the area for the underground gas reservoir.

Criteria and conditions for decision making on changes to an area:

Minimum impact to the environment, especially to the Protected Landscape Area CHKO Třeboňsko.

Tasks for ministries and other central administration bodies:

Check effectiveness and feasibility of the development plan.

*Responsible: the Ministry of Industry and Trade in cooperation with the Ministry of Environment, the respective administrative offices and the South Bohemia Region and the Vysočina Region.*

*Deadline: 2015*

Spatial Planning Tasks:

Examine spatial conditions for the location of the development plan and according to the results of the examination ensure protection of the territory for such a development plan by delimiting the spatial reserve, eventually by delimiting the corridor and area.

*Responsible: the South Bohemia Region, the Vysočina Region*

(161) Article cancelled

### Long distance product lines

(162) DV1

Specification:

Corridor for an additional line of the Družba oil pipe in middle axis of the Morava river between Rohatec and Holíč–Klobouky, Klobouky–Rajhrad, Radostín–Kralupy–central oil terminal (hereinafter COT) in Nelahozeves, Nelahozeves COT–Litvínov. Ground for a new oil pump station in Golčův Jeníkov. Ground for new oil storage tanks–Velká Bíteš.

Specification reasons:

Securing the strategic crude material transport for the CR, thus increasing transport of oil from Russia to the CR (possible increasing of oil processing in Litvínov). Independent transport of several oil types (REB, MND, Caspian oil) including diversification of oil transit through the CR territory.

Spatial Planning Tasks:

Specify the areas and corridors for the implementation of the development plan in the subsequent spatial planning documentation in the form enabling implementation.

*Responsible: the Ústí Region, the Central Bohemia Region, the Vysočina Region, the South Moravia Region*





(163) **DV2**

Specification:

Corridor for an additional line of the IKL oil pipe between the COT Nelahozeves–Rozvadov, and a ground for oil tanks construction at Benešovice on the IKL oil pipe.

Specification reasons:

Securing the strategic crude material transport and for increasing the storage capacity for the CR. Diversification of oil transit through the CR territory.

(164) **DV3**

Specification:

Corridor for extension of the product line in the section Loukov–Sedlnice and Sedlnice–the Mošnov airport.

Specification reasons:

Securing the strategic oil products transport – fuels within the CR in the section Loukov–Sedlnice. A corridor for the product pipeline in the section Sedlnice–the Mošnov airport.

(165) **DV4**

Specification:

Corridor for a product pipeline to the storage area in Potěhy, Horky cadastral area, with connection to a by-pass of Kolín, Polepy cadastral area (parallel route to oil pipe).

Specification reasons:

Securing strategic oil products transport – fuels within the CR.

(165a) **DV5**

Specification:

The oil pipeline Litvínov – Czech/German border (–Spergau): a project for the extension of the oil pipeline Družba transporting crude oil from the system of the Southern Branch from the Litvínov refinery to the refinery TRM Spergau, through the Czech/German border.

Specification reasons:

Ensuring the transport of the strategic raw material by interconnecting the Southern (the Czech Republic through Slovakia) and Northern (Germany through Poland) Branch of the oil pipeline Družba enabling bidirectional drawing of crude oil between

both refineries. The project represents a significant strengthening of energetic security of both the Czech Republic and Germany, especially while limiting the transport capacity of one of the branches of the Družba oil pipeline. It also allows partial supply of crude oil to the Spergau refinery through the territory of Italy, Germany and the Czech Republic by the pipeline TAL/IKL from the marine terminal of Trieste. Part of the TEN-E.

Spatial Planning Tasks:

Examine the spatial conditions for the location of the development plan and according to the results of the examination to ensure the protection of territory for such a development plan at the area of the Ústí Region.

*Responsible: the Ústí Region*

(166) Development intention omitted.

## Water management

(167) **LAPV**

Specification:

Area that are morphologically and hydrologically suitable for ground water accumulation (LAPV).

Specification reasons:

Long time area protection for increasing capacity of water resources in the CR that depend on precipitation in order to be able to compensate run off in cases of unexpected climatic change in long term horizon (in the next 50 – 100 years).

Criteria for decision making on changes to an area:

Securing stand-by spaces in locations suitable for ground water accumulation from other activities that could substantially hinder or disable construction of water reservoir in accordance with the processed General plan for the protected areas for the storage of surface water and basic principles of the utilization of these territories.

Spatial Planning Tasks:

Within the principles of spatial development, the Regions will delimit the spatial reserves (if not otherwise stated by the Spatial Development Policy of the Czech Republic) areas

for water dams specified in the General plan for the protected areas for storage of surface water and basic principles of utilization of these territories and state the basic principles of use of these areas.

*Responsible: the respective Regions*

(167a) **WDNH (VNNH)**

Specification:

Area for the Nové Heřminovy water dam, including other areas and corridors necessary for the regulation of flood risks within the Opava River basin.

Specification reasons:

Ensuring the areas for the Nové Heřminovy water dam and protection of the territory for the location of the constructions, technical and environmentally friendly measures to decrease flood risks on the upper part of the Opava River.

Criteria and conditions for decision making on the changes to an area:

While assessing and making decisions in relation to the intention, create conditions for the related areas and corridors of public infrastructure. Ensure the spatial protection of the localities for the implementation of technical and environmentally friendly measures to decrease flood risks.

Spatial Planning Tasks:

Create spatial conditions for the location of the Nové Heřminovy water dam, including the constructions, technical and environmentally friendly measures to decrease flood risks on the upper part of the Opava River. Ensure there are the areas and corridors for location of the related public infrastructure.

*Responsible: the Moravian-Silesian Region*

(167b) **DDT (SNT)**

Specification:

Area for the Teplice dry dam, including other areas and corridors necessary for the relevant construction to decrease flood risks within the Bečva River basin.

Specification reasons:

Ensuring the areas for the Teplice dry dam and protection of the territory for the location of relevant constructions, technical

and environmentally friendly measures to decrease flood risks within the Bečva River basin on the territory of several Regions.

Criteria and conditions for decision making on changes to an area:

While assessing and making decisions in relation to the intention, create relevant conditions for the related areas and corridors of public infrastructure. Ensure spatial protection of the localities for the implementation of technical and environmentally friendly measures to decrease flood risks.

Spatial Planning Tasks:

Create spatial conditions for the location of relevant flood protection in the Bečva River basin using the relevant constructions, technical and environmentally friendly measures, including the Teplice dry dam. Ensure the areas and corridors for location of the related public infrastructure.

*Responsible: the Olomouc Region and the Zlín Region in cooperation with the Ministry of Agriculture and the Ministry of Environment*

(168) Article cancelled

Depositing and storage of radioactive waste and spent fuel

(169) **Sk1**

Specification:

Potential grounds for locations of underground storage of highly radioactive wastes and burnt nuclear fuel; Out of these potentially suitable territories having suitable rock massif specification and suitable infrastructure for the realization of such deposit, two most suitable (candidate) locations for the realization of underground storage shall be selected.

Specification reasons:

Protection potentially suitable territories for the further selection. Obligation of the state to deal with all kinds of radioactive wastes in a permanent and safe manner within its territory, inclusive of monitoring and checking the storage locations even after their closure.<sup>9</sup>

<sup>9</sup> § 25 of the act No. 8/1997 Coll., as amended.



Criteria and conditions for decision making on changes to an area:

- a) In potentially suitable territories with suitable conditions for the construction of such storage, take into account conditions of spatial protection (in accordance with the Building Act).
- b) In the case of the two candidate locations, take into account conditions of spatial protection.

Tasks for ministries and other central administration bodies:

- a) Select two candidate locations with the participation of the municipalities in concern and state the conditions of their spatial protection exercised within them until the implementation of selection of the final location.

*Responsible: the Ministry of Industry and Trade in cooperation with the Office for Radioactive Waste Storage*

*Deadline: 2020 at the latest*

- b) Implement selection of the final location in consensus with the interests of the municipalities in concern.

*Responsible: the Ministry of Industry and Trade in cooperation with the Office for Radioactive Waste Storage*

*Deadline: 2025 at the latest*

Spatial Planning Tasks:

- a) Not to change the current use in such manner that would prevent a possible implementation of the intention for the examined potentially suitable territories.
- b) On the basis of the fulfilment of the task for the ministries and other central administrative offices specified in paragraph a), ensure spatial protection of the two selected candidate locations.

*Responsible: the respective Regions*

(169a) **Sk2**

Specification:

Area for the Central storage of spent nuclear fuel Skalka.

Specification reasons:

Ensuring storage capacity for the spent nuclear fuel from nuclear power plants.

Spatial Planning Tasks:

Not to change the current use in such manner that would prevent possible implementation of the intention.

*Responsible: the Vysočina Region*

CHART 7 – ELECTRICITY

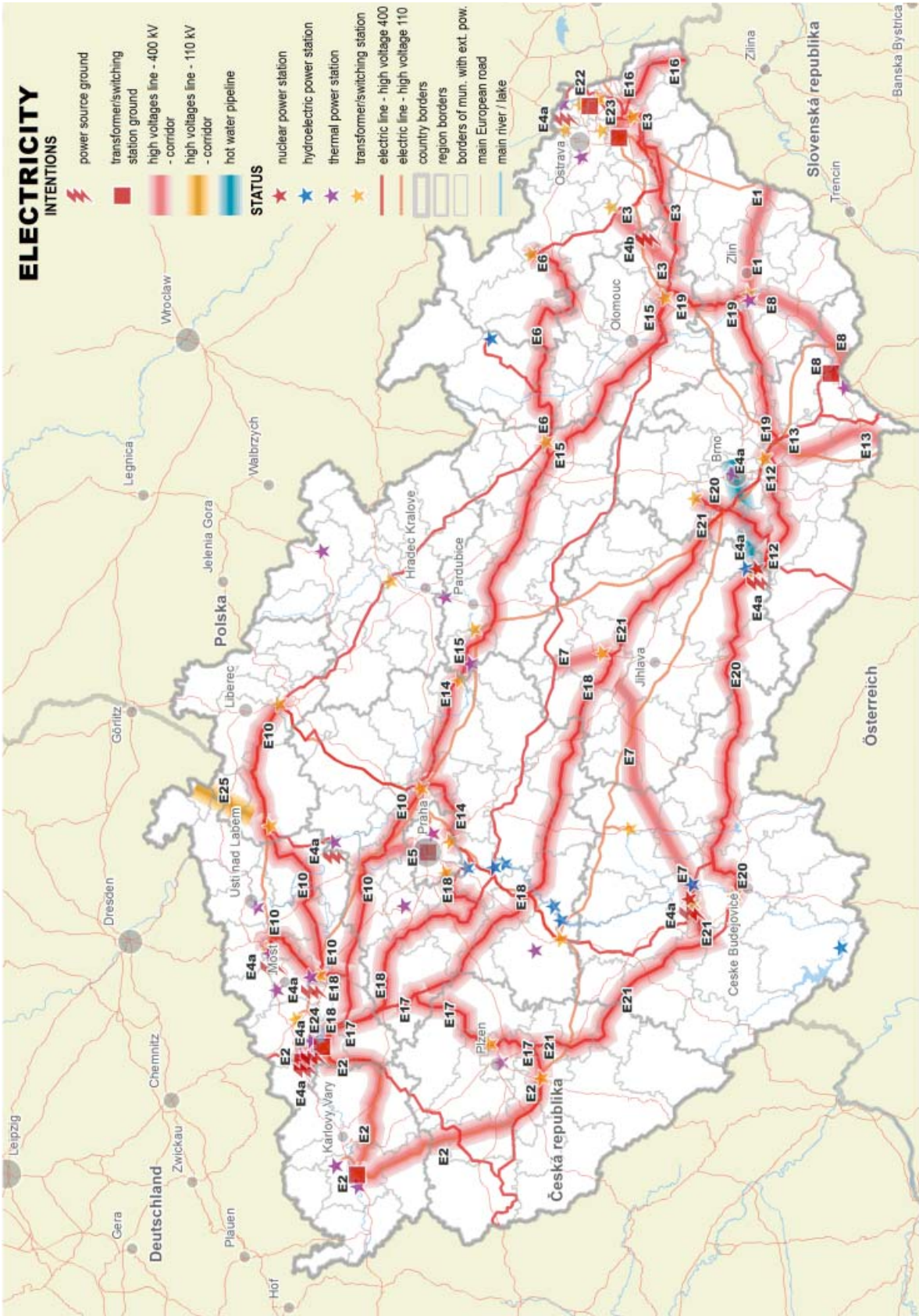
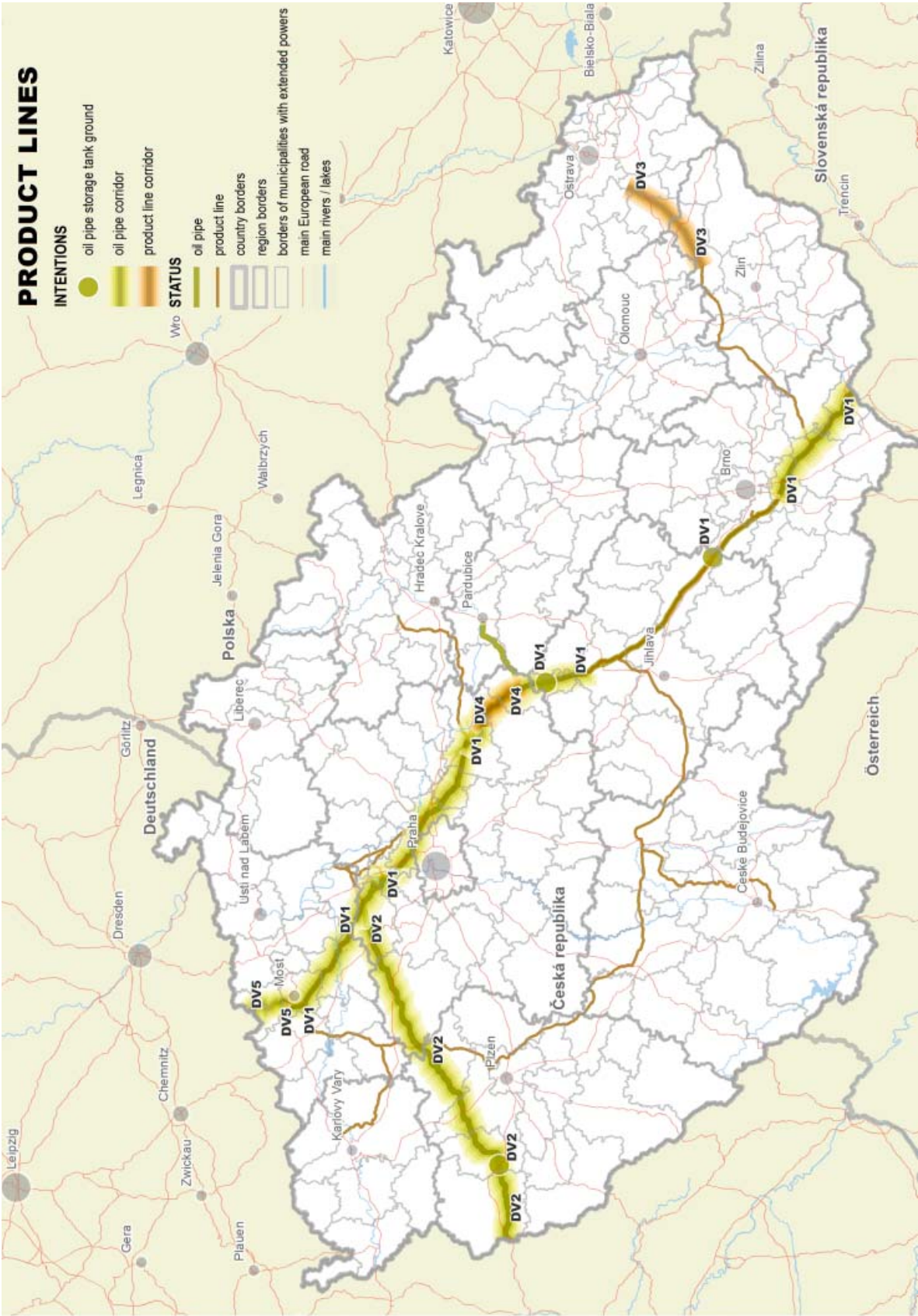




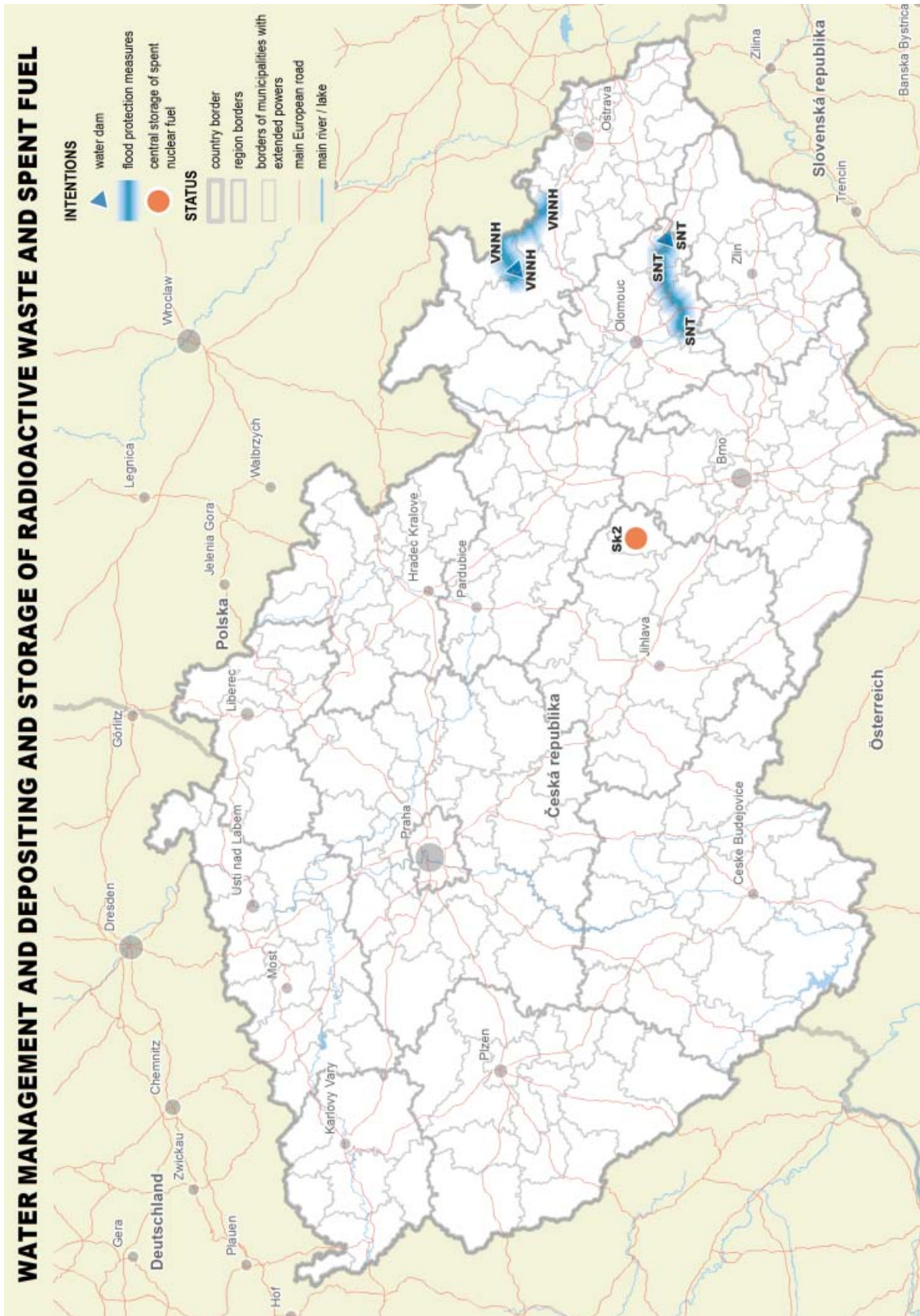


CHART 9 – PRODUCT LINES





## CHART 10 WATER MANAGEMENT AND DEPOSITING AND STORAGE OF RADIOACTIVE WASTE AND SPENT FUEL



**7. FURTHER TASKS OF THE  
MINISTRIES, OTHER CENTRAL  
ADMINISTRATIVE OFFICES  
AND OF SPATIAL PLANNING**



## 7 FURTHER TASKS OF THE MINISTRIES, OTHER CENTRAL ADMINISTRATIVE OFFICES AND OF SPATIAL PLANNING

### 7.1 RESOURCES

(170) Article cancelled

(171) Article cancelled

### 7.2 CONCEPT

(172) Article cancelled

(173) Article cancelled

(174) Article cancelled

(175) Article cancelled

### 7.3 TASKS FOR MINISTRIES AND OTHER CENTRAL ADMINISTRATIVE OFFICES

(176) Suggest conditions and prepare a professional draft for delimiting the locations suitable for the use of renewable resources of energy while taking into consideration the spatial conditions for preserving environmental and cultural values and character of the landscape.

*Responsible: then Ministry of Environment in cooperation with the Ministry of Agriculture, the Ministry of Industry and Trade and the Regions*

*Deadline: 2016*

(177) Examine the possibilities of the railway connection Praha–Hradec Králové/Liberec–Czech/polish border (–Wroclaw).

*Responsible: the Ministry of Transport in cooperation with the Ministry of Regional Development, the Ministry of Environment and the Regions in concern*

*Deadline: 2016*

(178) Examine the spatial requirements necessary for modernization of the railway connection Ostrov–Chomutov–Most–Ústí nad Labem.

*Responsible: the Ministry of Transport in cooperation with the Karlovy Vary Region and the Ústí Region*

*Deadline: 2015*

(179) Prepare the draft of spatial changes necessary for the implementation of the development plan of the railway connection in the section Česká Třebová–Brno.

*Responsible: the Ministry of Transport in cooperation with the South Bohemia Region and the Pardubice Region*

*Deadline: 2015*

(180) Examine effectiveness and feasibility of the channel connection Dunaj–Odra–Labe (D-O-L) with the aim to assess within the full European context the issues of its implementation (including the environmental aspects), transport effectiveness and investment demands of the individual branches.

*Responsible: the Ministry of Transport in cooperation with the Ministry of Environment and the Ministry of Agriculture*

*Deadline: 2018*

(181) Examine the spatial requirements for the waterway in the connection Třebeň–České Budějovice on the Vltava River and eventually hand over the spatial requirements to the Regions for incorporation to the principles of spatial development.

*Responsible: the Ministry of Transport in cooperation with the Ministry of Environment*

*Deadline: 2018*



- (182) Examine the spatial requirements for the waterway in the section connection Pardubice–Kuněčice–Opatovice on the Labe River.

*Responsible: the Ministry of Transport in cooperation with the Ministry of Environment*

*Deadline: 2018*

- (183) Examine effectiveness and feasibility of the location of hydroelectric power plants and related corridors for an electric power line for the reason of ensuring reliability and safety of transport of the electrification system of the Czech Republic in connection with use of renewable resources of energy, design of the locations especially outside protected landscape areas.

*Responsible: the Ministry of Industry and Trade in cooperation with the Ministry of Environment, the Ministry of Agriculture, the Ministry of Culture and the Regions*

*Deadline: 2015*

- (184) Perform spatial studies focused on the problems exceeding the borders of one Region and perform spatial studies examining effectiveness, feasibility and spatial requirements of the development plans according to the needs, eventually suggest and examine possible variants of corridors in the case of development plans of technical and transport infrastructure.

*Responsible: the Ministry of Regional Development in cooperation with the resorts and Regions in concern*

*Deadline: continuously*

### 7.3 SPATIAL PLANNING TASKS

In the spatial planning documentation, or its related updates, the Regions shall:

- (185) Examine possibilities of location of the industrial zone of the size approximately 100-200 hectares including an examination of the possibility of using brownfields within a specific area SOB4 or the development areas OB2. The limits of air pollution shall be taken into concern within the framework of the examination.

*Responsible: the Moravian-Silesian Region*

- (186) In the case of a positive result of examination of the possibility of the railway connection Praha–Hradec Králové/Liberec–

Czech/Polish border (–Wrocław) [Article (177)] incorporate such intention into the principles of spatial development.

*Responsible: the respective Regions*

- (187) Examine the spatial conditions for location of the development plan for the railway connection Vizovice - track no. 280 and according to the results of the examination ensure protection of the territory for such a development plan by defining the spatial reserve, eventually by defining the corridor.

*Responsible: the Zlín Region*

- (188) Delimit the corridor for the railway connection  
a) Chrudim–Pardubice,  
b) Hradec Králové–Jaroměř.

*Responsible: the Hradec Králové Region, the Pardubice Region*

- (189) Specify or delimit the corridors for the railway connection Ostrov–Chomutov–Most–Ústí nad Labem [upon fulfilment of Article (178)].

*Responsible: the Karlovy Vary Region and the Ústí Region in cooperation with the Ministry of Transport*

- (190) Examine the spatial conditions for location of the development plan for the railway connection Česká Třebová–Brno [upon fulfilment of Article (179)] and according to the results of the examination ensure protection of the territory for such a development plan by defining the spatial reserve, eventually by defining the corridor.

*Responsible: the Pardubice Region and the South Moravia Region in cooperation with the Ministry of Transport*

- (191) Specify the corridor for capacity and improvement of the railway connection Nymburk–Mladá Boleslav.

*Responsible: the Central Bohemia Region in cooperation with the Ministry of Transport*

- (192) Delimit the corridor for the railway connection Praha–airport Praha-Ruzyně; Praha–Kladno.

*Responsible: the Capital City of Prague and the Central Bohemia Region in cooperation with the Ministry of Transport*



- (193) Delimit the corridor for capacity road in the section Mohelnice–Jeseník.  
*Responsible: the Olomouc Region*
- (194) Examine the spatial conditions for location of the development plan for the capacity road in the section Chomutov–Křímov–Hora Sv. Šebestiána (the St. Sebastian Mountain)–Czech/German border (–Chemnitz) and according to the results of the examination ensure protection of the territory for such a development plan.  
*Responsible: the Ústí Region*
- (195) Examine the possibilities of improvement of passability of the road České Budějovice–Jindřichův Hradec–Třebíč–D1, in particular by introduction of bypasses of the cities and municipalities.  
On the basis of the examination, ensure spatial protection for improvement of passability by delimiting corridors for partial changes in the route of the road.  
*Responsible: the South Bohemia Region, the Vysočina Region and the South Moravia Region*
- (196) In the case of spatial requirements [Article. (182)], delimit the corridor for the waterway in the section Třebeň–České Budějovice on the Vltava River.  
*Responsible: the Central Bohemia Region and the South Bohemia Region*
- (197) In the case of spatial requirements [Article. (182)], examine the spatial conditions for location of the development plan and according to the results of the examination ensure protection of the territory for such a development plan by defining the spatial reserve, eventually by defining the corridor for the waterway in the section Pardubice–Kuněčice–Opatovice on the Labe River.  
*Responsible: the Pardubice Region*
- (198) Delimit the spatial reserve for the channel connection Dunaj–Odra–Labe (D-O-L) and until the resolution of the government on the following procedure, ensure spatial protection.  
*Responsible: the Pardubice Region, the Olomouc Region, the South Moravia Region, the Zlín Region and the Moravian-Silesian Region*
- (199) On the basis of the suggested conditions and the processed background material for delimiting the locations suitable for use of renewable resources [Article. (176)], examine the possibility of use of the areas suitable for their location.  
*Responsible: the Regions*
- (200) Delimit the corridor for the gas line for the combined cycle gas turbines Mělník.  
*Responsible: the Central Bohemia Region*
- (201) Examine, eventually delimit the corridor for the VTL gas line Horní Dvořiště–Czech/Austrian border and the corridor for the VTL gas line Horní Dvořiště–Dubičné.  
*Responsible: the South Bohemia Region*
- (202) Delimit the area and specify the spatial conditions for uranium mining in the area southwards from Příbrav. On the basis of the background materials from the Ministry of Industry and Trade, the Vysočina Region shall incorporate the intention to the principles of the spatial development.  
*Responsible: the Vysočina Region in cooperation with the Ministry of Industry and Trade and the Ministry of Environment*
- (203) On the basis of the examination of the locations suitable for the hydroelectric power plants and the related corridors for electric power line, examine the possibility of delimiting the area, corridor or spatial reserve for a device ensuring reliability and safety of operation of the electrification system of the Czech Republic in connection with use of the renewable resources of energy.  
*Responsible: all the Regions in cooperation with the Ministry of Environment*

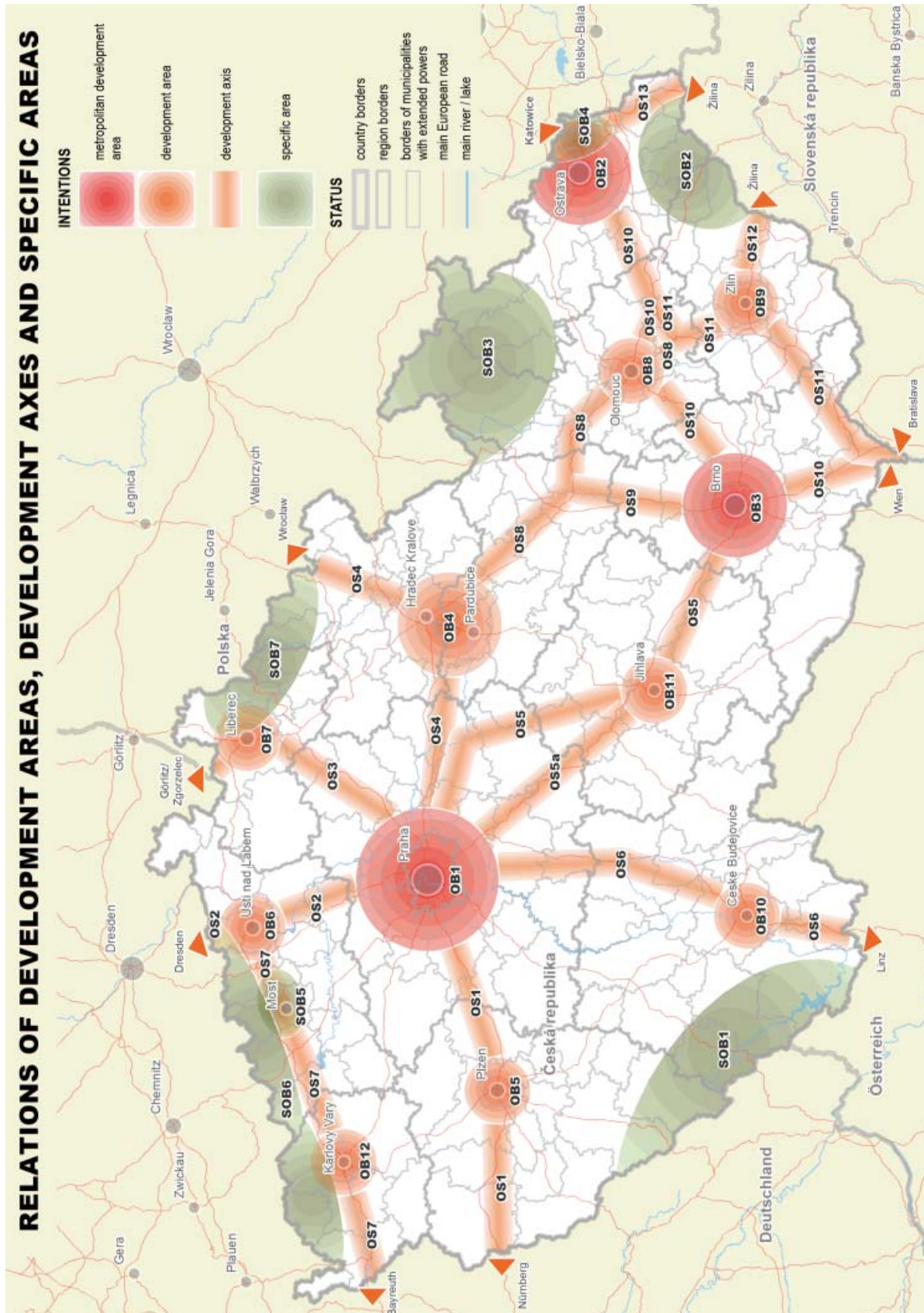




## **8. RELATIONS OF DEVELOPMENT AREAS, DEVELOPMENT AXES AND SPECIFIC AREAS**



**CHART 11 – RELATIONS OF DEVELOPMENT AREAS, DEVELOPMENT AXES AND SPECIFIC AREAS**





**NOTES:**







Publication title: **SPATIAL DEVELOPMENT POLICY OF THE CZECH REPUBLIC  
Updated Version 1**

Issued by: Ministry of Regional Development of the Czech Republic  
Institute for Spatial Development

Place and year  
of release: Praha, Brno 2015

Release: first

Print: Grafex spol. s r.o.

Publication not for sale

ISBN 978-80-7538-027-2 (Ministry of Regional Development of the Czech Republic. Praha)  
ISBN 978-80-87318-38-6 (Institute for Spatial Development. Brno)



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