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polish-czech  
border  
region  
development  
study

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synthesis of national documents



Warszawa – Wrocław – Praga



# **„STUDIUM ZAGOSPODAROWANIA PRZESTRZENNEGO POGRANICZA POLSKO – CZESKIEGO”**

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## I. INTRODUCTION

### I.1. BACKGROUND INFORMATION – OUTLINE OF COOPERATION IN RESPECT OF SPATIAL PLANNING IN THE POLISH-CZECH BORDER REGION

The first more extensive joint undertakings in the area of spatial planning and technical-and-organizational coordination in the Polish-Czech border region took place in the early 1980s. On both sides of the border large zones of environmental and water protection were set up, and the principles of operation of border crossings for dynamically developing road traffic and tourism were modified. At many locations the quality of natural environment was threatened by the migration of pollutants from the neighbouring country. This required closer cooperation in this respect. Partial property requirements and problems related to land use at the Polish-Czechoslovakian border called for an original border-crossing method in the form of the so-called small border-crossing traffic, which had to be adjusted on an ongoing basis.

As a result of sociopolitical transformations and changes in the economic systems in the two countries after 1990, their cooperation in the area of spatial planning intensified significantly. During the period there rose an interest in the direct cooperation of regional administrations and local governments, first associations of border towns and districts were established, representatives of many cultural and economic institutions began to meet, and first joint Euroregions were set up.

In November 1991, on the initiative of the Ministry of Economy of the Czech Republic and the Chief Planning Office of the Republic of Poland, work was started on the preparation of a long-term view of socioeconomic and spatial relations in the Polish-Czech border region. This resulted in a bilingual monograph entitled "A Coordination Study of the Development of the Polish-Czech Border Region", published in 1993. This spelled out, among others, the conditions of mutual cooperation, analysed the major border region problems, and formulated development goals and directions. The study also defined the principles of cooperation between competent authorities and institutions in the years to come. The arrangements led, among others, to the publication of a joint bilingual "Czech-Polish Border Region Bulletin". A number of specialist studies and analyses were compiled regarding: economic development, transport problems, increasing the number of border crossings, safeguarding and combining environmental and recreational potential of the border areas etc. The operation of the Polish-Czech Intergovernmental Commission for Cross-border Cooperation was extended and intensified.

In 1996 a decision was made to update the "The Coordination Study"; the new version was completed and published in 1997. It defined, among others, the main terms of development and cross-border cooperation for the neighbouring krajs [lands] and voivodeships [provinces]. During the preparation of the updated version the first implementation cycles of the joint Phare CBC programme were initiated. One of the input programme materials, which referred to the earlier and updated "Coordination Study", was "The Polish-Czech Border Region Development Strategy", used later to formulate the Joint Programme Document for Cross-border Cooperation. The two documents, completed in 2000, focused on defining cross-border development priorities as regards economy, natural environment and society in the border regions.

The latest "Polish-Czech Border Region Development Study", begun in 2002, maintains the continuity with the previous documents. Unlike them, however, it concentrates on issues related to joint coordination as part of spatial planning and

creates the necessary conditions for determining regional-and-functional, as well as planning priorities of the two countries, and the manner in which they can be pursued, as a requirement for a successful spatio-functional integration of the area in question as part of the uniting Europe. Because of the sizeable extent of the spatial planning materials and spatio-functional issues analysed, the study was prepared by the two sides in stages, based on a jointly formulated task. Partial coordination regarding the substance of the study was ensured by joint sessions of the appropriate thematic group of the Polish-Czech Intergovernmental Committee for Cross-border Cooperation and Support Programmes.

This "Study of Spatial Development of the Polish-Czech Border Region – A Synthesis of National Documents" was commissioned in November 2005 by the Department of Spatial Development of the Ministry of Regional Development of the Czech Republic and in March 2005 by the Department of Spatial Order and Architecture of the Ministry of Infrastructure of the Republic of Poland.

The starting point for this Study was an analysis of the national documents (both Polish and Czech) drawn up in the years 2002-2004 as part of the operation of the Polish-Czech Intergovernmental Committee for Cross-border Cooperation. On the Polish side it was the document entitled "A Study of Spatial Development of the Polish-Czech Border Areas", which comprised the following parts:

- a. "An Analysis of the Existing Planning Studies and Documents" (The Housing and Town Development Bureau – The Town Development Institute in Cracow, December 2002);
- b. "A Basic SWOT Analysis of Spatial Development of the Polish-Czech Border Areas Prior to Accession to the European Union" (Dendewicz Projekt, December 2003);
- c. "An Analysis of the Principal Spatio-Functional Relations in the Polish-Czech Border Areas" – a map (WBU Wrocław, December 2003);
- d. "A Study of Spatial Development of the Polish-Czech Border Areas – the Polish Part" (WBU Wrocław, December 2004).

On the Czech side it was "Studie rozvoje česko-polského příhraničí", composed of the following parts:

- a. 1. Etapa – "Analytická část" (Atelier T-plan, November 2002);
- b. 2. Etapa – "SWOT analýza identifikovatelných problémových okruhů" (Atelier T-plan, December 2003);
- c. 3. Etapa "Syntetická část – česká část" (Atelier T-plan, October 2004);
- d. "Technická pomoc při zpracování společného dokumentu" (Atelier T-plan, November 2005).

This document aims at determining common ideas and priorities as regards cooperation in the area of spatial planning on the two sides of the Polish-Czech border, and not at establishing any development principles or directions for the border region in question. This approach is justified by the fact that this "Study" deals with spatial planning, and any activity in this respect is subject, on both sides of the border, to statutory regulations.

In practical terms, this "Study" is to assist regional and interregional administrations in their decision-making process. It is also expected to become a basis for performing coordination activities in the Polish-Czech border areas, particularly as regards the establishment of a consistent development policy, preparation of planning documentation for the border areas, and formulation of development programmes for individual regions (voivodeships and krajs). At the same time this document is to allow the preparation of the border areas in terms of planning for the use of funds set aside for supporting the aims of EU policies.

The presented joint document has a new form, which takes account of the future expected evolution of planning systems and methods, and results from the need to



align them within the directions of the relevant EU policies. Consequently, the document discusses cross-border issues and tasks with a special influence on the development of the shared border areas as well as such issues and tasks which may be solved by means of supranational cooperation.

The following are regarded as the primary goals of the development of the Polish-Czech border areas:

1. **promotion of the area's external cohesion** – this goal refers to the area's participation in the global and continental development processes, including the creation of regional growth centres;
2. **promotion of the area's internal cohesion** – this goal regards the area's operation as a coherent cross-border region, including the overcoming of its civilisational backwardness;
3. **preservation and restoration of natural and cultural resources** – the need to protect the area's national and cultural heritage.

In line with the task defined and the national documents, this Study covers 51 NUTS 4 statistical units:

- on the Polish side – 2 poviats in the Lubuskie Voivodeship: Żagański and Żarski; 15 poviats in the Dolnośląskie Voivodeship: Bolesławiecki, Dzierżoniowski, Jaworski, Jeleniogórski, Kamiennogórski, Kłodzki, Lubański, Lwówecki, Strzeliński, Świdnicki, Wałbrzyski, Ząbkowicki, Zgorzelecki, Złotoryjski and the city of Jelenia Góra; 8 poviats in the Opolskie Voivodeship: Brzeski, Głubczycki, Kędzierzyńsko-Kozielski, Krapkowicki, Nyski, Opolski, Prudnicki and the city of Opole, and 12 poviats in the Śląskie Voivodeship: Bielski, Cieszyński, Gliwicki, Pszczyński, Raciborski, Rybnicki, Wodzisławski, Żywiecki, the cities/towns of Bielsko-Biała, Jastrzębie-Zdrój, Rybnik and Żory;
- on the Czech side – 14 former border okreses forming part of 5 krajs: Liberec, Jablonec nad Nisou and Semily in Liberecký Kraj, Trutnov, Náchod and Rychnov nad Kněžnou in Královohradecký Kraj, Ústí nad Orlicí in Pardubický Kraj, Šumperk and Jeseník in Olomoucký Kraj, and Bruntál, Opava, Karviná, Frýdek-Místek and the town of Ostrava in Moravskoslezský Kraj.

The total area of the regions on the two sides of the Polish-Czech border (which is 750 km long) covered by this Study amounts to 36,793 km<sup>2</sup>.

In order to graphically present the issues in question in a broader context, this Study also refers to other areas of the above voivodeships and krajs and a greater part of this part of Europe. However, attention is focused primarily on issues affecting the Polish-Czech border areas and requiring concerted efforts as regards capital investment planning and coordination.

The inclusion of this common planning document in the spatial planning systems of the two countries is guaranteed by the participation in the successive stages of its preparation, and its later positive assessment, by the spatial planning authorities of various levels on both sides of the border. This also ensures compliance with the methodology adopted and the hierarchy of the goals of the spatial planning policies pursued by such entities.

Despite this, it has been necessary to resolve certain differences between the planning systems in Poland and the Czech Republic. The Polish side uses the notion of “a study of spatial development of the border areas”, whereas the Czech side uses “an area development study” (“studie rozvoje území”). The methodological dissimilarities were initially reflected in a different understanding of the forms in which the document is prepared in the two countries, however without endangering the formulation of this final document, which constitutes their synthesis.

**The Czech side** compiled a “Border Areas Development Study”, which concentrates on coordinating protective and development activities and undertakings on the Czech

part of the region in question. They are grouped in 10 thematic groups, in line with the methodology adopted in the Czech Republic. Some of the groups have no counterpart in the Polish planning practice.

**The Polish side** has drawn up "A Study of Spatial Development of the Border Areas", which mainly presents a vision of the region's spatial development, without setting out any specific capital investment tasks. This agrees with the Polish methodology for drawing up regional spatial development plans. The issues have been divided according to the Polish planning practice, with some creative add-ons. Such studies have no counterparts on the Czech side.

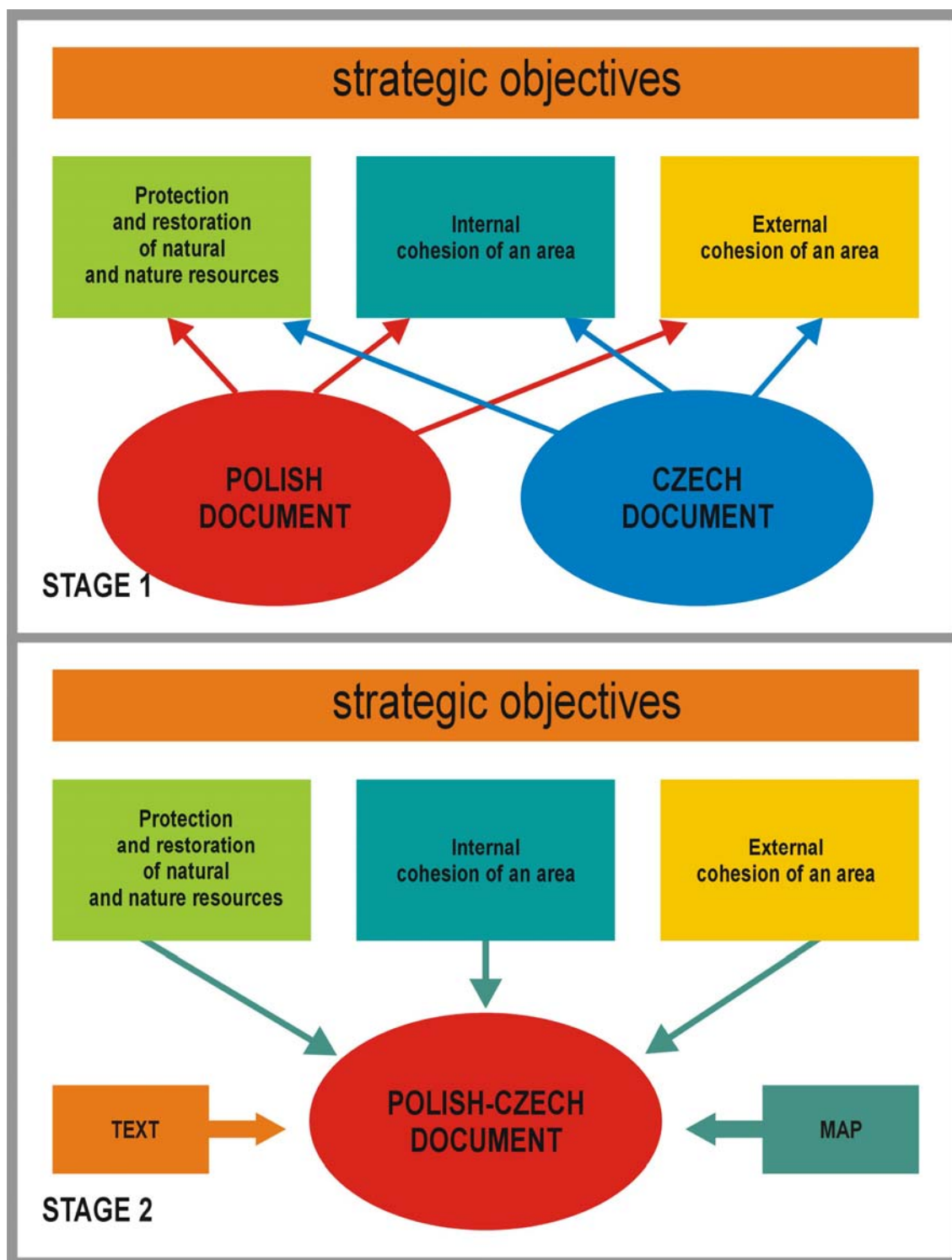
It should be assumed with a great degree of certainty that the divisions of problems in the two approaches are so disparate that no acceptable, compromising division may be worked out. Consequently, it is not possible to create a structure for a common document which could become part of the planning systems in the two countries. However, the two documents share ideas and goals as regards specific issues. This is why the draft joint document does not propose any division of planning issues according to the practices adopted in either country, but it is based on the expected evolution of the planning systems and methods resulting from the need to adjust them to the relevant EU policies.

Thus the development factors have been grouped as follows:

- **the area's external cohesion** – the factors related to the area's participation in global and continental development processes, including the creation of regional growth centres;
- **the area's internal cohesion** – the factors affecting the area's functioning as a coherent cross-border region, including the overcoming of its civilisational backwardness;**preservation and restoration of natural and cultural resources** – the factors related to the preservation of natural and cultural heritage. This proposed division was presented and discussed at the session of the Working Group for the Development of the Border Areas and Support Programmes, operating within the Polish-Czech Intergovernmental Committee for Cross-border Cooperation, held at Králíky between 11 and 13 May 2005. The method was approved by representatives of the two countries.

DRAWING 1.

WORKING METHOD OVER "A SYNTHESIS OF NATIONAL DOCUMENTS"



It is assumed that the division corresponds to the expected evolution of the EU policy, and so allows for the preparation of the border areas, in terms of planning, for the use of funds set aside to support the achievement of the goals of EU policies. This is why at this – synthetic – stage of the work proposals from the two national documents (Polish and Czech) have been sorted out and, in line with the new division of the factors, assigned to the three above-specified groups. The groups were further subdivided, although the authors tried to avoid forcing through any of the methodologies included in any of the existing national studies. The factors in individual groups were characterized in terms of their focus on cross-border issues.

The aim was to create a basis for easier identification of tasks which can be performed in better way or with less effort with supranational cooperation than where activities are undertaken by one side only. Factors with no supranational or cross-border nature have been practically eliminated or designated as background for joint actions. It should be borne in mind that this Study should be regarded in combination with the national documents and only as such constitutes a fully comprehensive tool for pursuing policies at the regional level (i.e. the Polish voivodeship and the Czech kraj) and on the local scale.

An integral part of this Study are three maps: two synthetic ones showing the principal development issues (reflecting the area's internal cohesion factors) and protection issues, and one depicting the area's major external links.

In preparing this document its authors made use of comments provided by members of the Working Group for the Development of the Border Areas and Support Programmes, as well as representatives of various ministries and Study contractors from the two participating sides.

**Textual part** in the form of an A4 printout, prepared in Word format, and issued in print and as an electronic file. This part is divided into the following chapters: I. Introduction, II. Factors Determining Spatial Planning in the Polish-Czech Border Areas, III. Spatial Planning Challenges, IV. Goals and Areas of Strategic Activities for the Polish-Czech Border Areas; V. Conclusions and Appendix regarding the so-called Via Montana Initiative.

In order for any future cooperation to be possible the determinants of spatial planning for the Polish-Czech border areas need to be understood. These are discussed in Chapter II. It describes characteristics of the leading EU policies affecting the local development processes and of the spatial planning administration and organisation systems in Poland and in the Czech Republic, which form a direct legal-and-organizational framework for any spatial or other planning efforts. The chapter also presents a comparison of the socioeconomic and administrative determinants in the border areas.

Chapter III defines the major challenges related to spatial planning in the Polish-Czech border areas. They are divided into three problem areas, which reflect the three most important border region development aims: (1) Promotion of the region's external cohesion, (2) Promotion of the region's internal cohesion, (3) Protection and restoration of natural and cultural resources.

Chapter IV describes the strategic directions and activities proposed for the border region, grouped in line with the accepted structure of the main goals. Good practice examples for such activities have been defined; these can be used for inspiration for similar initiatives in the border region. The so-called Via Montana Initiative is regarded as a special case and therefore described in detail in the Appendix.

The textual part is illustrated with cartograms, cartographs, diagrams and maps.

**Cartographic part.** The Study includes three thematic maps of the Polish-Czech border areas:

- Environmental protection elements (scale 1:250 000)
- Economic development elements (scale 1:250 000)
- External links of the Polish-Czech border areas (scale 1:2 250 000)

The maps have been prepared using the ArcGIS application and are available in print as well as in an electronic format.

## II. DETERMINANTS OF SPATIAL PLANNING IN THE POLISH-CZECH BORDER AREAS

In the years to come the development path of the Polish-Czech border areas, as an internal EU region, will be determined by the leading EU policies, a majority of which have direct or indirect spatial development references. In the near future the border region development processes will be stimulated, and financially supported, by Union policies and implementing programmes. The directions defined in strategic documents should therefore take account of the ways in which European space is considered, the present and future Union policy directions and the ability to incorporate the Polish-Czech border areas in this trend. This will ensure that the solutions proposed will have a chance of being actually implemented.

It must be borne in mind that as a result of EU expansion, the Polish-Czech border region lost its status of an area on the two sides of a national border and became one of many backward regions within the EU. Any future EU border programmes will rather be designed for its outermost borders. It may well turn out at the next programming stage, when the EU is joined by more countries, that the peripheral characteristics of this (already internal) EU region are not a sufficient reason for channelling any significant external aid into it.

The leading EU policies are strictly connected with territorial development. Frequently sectoral policies result in undesirable side effects, such as unfavourable changes to the environment, landscape or even settlement patterns. Of much importance to the pursuance of such sectoral policies are integrated regional development concepts, based on the common territory foundation.

### **EU Regional Policy**

The European Commission assumes that in the years 2007-2013 the Regional Policy will continue to be the key Union policy. This policy should contribute to boosting the growth rate, competitiveness and employment by introducing the Union's balanced development priorities adopted at the European Council's summit at Lisbon and Göteborg. The economic, social and territorial disparities, both at the regional and national level, increased in the enlarged European Union. Consequently, competitiveness and employment should rise throughout the Union.

In its regional policy, the EU desires to increase economic, social and territorial (spatial) cohesion. All the three types of cohesion have been included in the draft European constitution. Each of them is analysed for individual countries and for NUTS II and NUTS III regions. The strengthening of territorial (spatial) cohesion consists in eliminating accessibility barriers for peripheral regions by connecting them more effectively with the Union's central areas.

In the years 2007-2013 the European Regional Policy is very likely to be characterized by the three principal priorities:

- knowledge-based growth and competitiveness (the Renewed Lisbon Agenda);
- sustainable development and environmental protection (Göteborg decisions);
- EU expansion.

Of much importance in the proposed, modified European funds programming system for the years 2007-2013 will be territorial cooperation. It was recognized as an independent support Objective 3 of the European Regional Development Fund (in addition to Objectives 1 and 2 existing to date). The cooperation opportunities within this objective are determined by three components: cross-border cooperation, transnational and inter-regional cooperation and network programmes. Allocation of highest support amounts to cross-border cooperation reflects the European Commission's view that across the EU it is an area of cooperation with a very high added value.

The European territorial cooperation will focus on:

- promoting common solutions to problems, taken up by neighbouring authorities, such as issues regarding urban or rural development;
- developing cross-border economic and social undertakings through common balanced territorial development strategies, in particular by:
  - stimulating entrepreneurship, especially the development of SMEs, tourism, culture and border trade;
  - supporting protection and joint management of the environment;
  - reducing isolation by improving access to transport, communications and information networks and services, and to cross-border water, sewage and energy systems;
  - developing cooperation, efficiency and common use of infrastructure, especially in areas such as: health care, culture and education;
- supporting integration of cross-border labour markets, local initiatives boosting employment, equal opportunities, training and social integration, common use of human resources and infrastructures for Research and Technological Development (R&TD);
- improving regional policy effectiveness by promoting cooperation and exchange of experience between regional and local authorities in areas such as:
  - innovation and knowledge-based economy (enhancing regional R&TD and innovation capacities directly linked to regional economic development objectives, stimulating innovation in SMEs, promoting entrepreneurship, creating new financial instruments and entrepreneurship incubators);
  - environment and risk prevention (stimulation of capital investment projects related to rehabilitation of contaminated sites and land, promotion of the development of infrastructure linked to biodiversification and the Natura 2000 programme, contribution to balanced economic development and diversification of rural areas, stimulation of energy efficiency and production of energy from renewable sources, promotion of clean public urban transport, preparation of plans and actions to prevent and eliminate natural and technological risks);
  - access, outside major urban areas, to transport and telecommunications networks.

### **Environmental Protection Policy**

The spatial development of the Polish-Czech border areas must comply with the European environmental protection policy, which aims at preserving, protecting and improving the quality of the environment, contributing to the protection of human health, and ensuring prudent and rational use of natural resources.

The world-wide environmental protection priorities include:

- improvement in air cleanliness;
- improvement in water cleanliness;
- reduction of noise;
- waste management;
- nature conservation;
- economical use of natural resources.

#### **Joint Transport Policy, TEN and TINA Networks**

The joint transport policy encompasses all areas of transport, i.e. road, rail, sea, inland water and air transport. The policy must respond to new challenges, such as: enlargement with new countries and the sustainable development requirement. Such goals may be achieved with national and local support, taking account of instruments offered by other policies, i.e. economic, social, educational, budgeting and fiscal policies, as well as transport research. Of much importance in this respect is also spatial planning. The priority undertakings within the area of transport policy which regard the Polish-Czech border areas include:

- rail revitalization;
- quality improvement in road transport;
- making intermodality a reality;
- improvement of safety on the roads;
- development of high-quality urban transport;
- formulation of mid- and long-term environmental objectives for a permanent and balanced transport system.

#### **Joint Agricultural Policy**

The Joint Agricultural Policy takes up a sizeable portion of the EU overall budget. Apart from market stabilization and provision of consumers with agricultural produce at reasonable prices, it is concerned with increasing agriculture productivity by supporting technological progress, rationalization of production and optimization of use of factors of production, as well as ensuring that people involved in agriculture have fair living conditions, especially by boosting their income. The Polish-Czech border areas, most of which pursue extensive agriculture, will be a receiver of a considerable portion of the funds assigned to the implementation of the EU agricultural policy. An important pillar of the EU Joint Agricultural Policy is the LEADER Initiative, which supports the sustainable development of rural areas.

#### **Policies supporting transformation and socioeconomic development**

The realising of the significant socioeconomic potential of the Polish-Czech border areas will be easier and faster thanks to funds made available under programmes implemented as part of numerous EU policies aimed at the socioeconomic sphere. They include:

- social policy;
- employment policy;
- European Community research and development policy;
- information society policy,

as well as the Union's activities in the area of science, culture, including the protection of common heritage, tourism, etc. Of paramount importance in the coming years will be the Renewed Lisbon Agenda, which to a much greater extent than so far will be oriented towards the strengthening of regional competitiveness. Its strategic aim is to create a knowledge-based, but at the same time competitive and dynamic economy, capable of sustainable growth, with a larger number of workplaces and a stronger social cohesion. This is to be achieved first of all by increased spending on research and development, and by building a knowledge-based society. The following activities regarding the system and legal regulations, also of importance to the development of the Polish-Czech border areas, are to be undertaken to pursue the policy:



- a fast transition to an economy based on knowledge (including the development of an information society), research, innovation and acquisition of appropriate qualifications and skills;
- liberalization and integration of the telecommunications, energy, transport and financial markets;
- development of entrepreneurship: deregulation and closer support by administration (elimination of administrative and legal barriers), easier access to capital and technologies, limitation of competition-disrupting public aid, creation of equal conditions for competition;
- employment growth and change in the social model: increased professional activity, a more flexible labour market, improved education, a more modern social security system, decreased poverty and social exclusion;
- care of the permanent development foundations and natural environment: limitation of climatic changes, in particular the slowing down of the use of fossil fuels with a view to delaying or reversing the greenhouse effect and controlling environmental pressure by transport, preservation of natural resources, improvement of public health.

### **The division of power**

The Republic of Poland subscribes to the principle of division of equally treated power into:

- **the legislative branch** – a parliament composed of two chambers: the Sejm [Diet] (360 MPs) and the Senate (100 senators). The Sejm directly supervises the Supreme Chamber of Control, established to control public administration. The Sejm, in consultation with the Senate, appoints the Ombudsman, who is independent of any other public authority;
- **the executive branch** – the highest-ranking representative of the Polish authorities and the highest state body within the executive branch is the President of the Republic of Poland, elected directly for a five year term; the power of the executive branch is also shared by public administration;
- **the legislative branch** – represented by courts and tribunals.

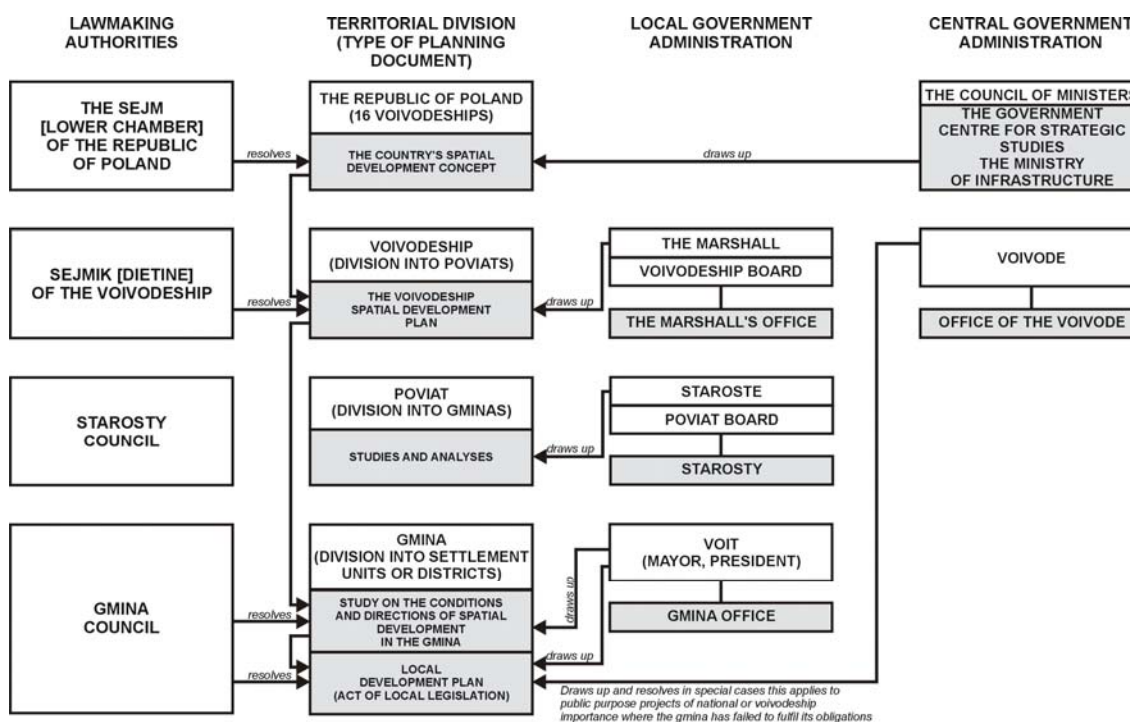
### **Public administration**

The power of the executive branch is vested in public administration, which is divided into civil service and local government administration.

**Civil service** has a two-tier structure (central and voivodeship, or provincial):

- Central civil service is represented by: the Prime Minister, the Council of Ministers and auxiliary structures: ministries, central agencies and national organizational units;
- The voivodeship-level civil service is represented by: the voivode (a representative of the central government) and: the office of the voivode and field combined civil service agencies – which report to the voivode, and field non-combined civil service agencies – which do not report to the voivode.

DRAWING 2 PUBLIC ADMINISTRATION STRUCTURE AS REGARDS SPATIAL PLANNING IN POLAND



Local government administration<sup>1</sup> (territorial self-government) has a three-tier structure and is made up of:

- voivodeship self-governments – representing 16 voivodeships;
- poviat self-governments – representing 379 poviats;
- gmina self-governments – representing 2,478 gminas.

Self-government units have no managerial authority in respect of each other. They fulfil their tasks through **decision-making and regulatory bodies**, respectively: sejmik [dietine] of the voivodeship, poviat council and gmina council, and **executive bodies**, respectively: voivodeship board, chaired by the marshal of the voivodeship; poviat board, chaired by the staroste; gmina board, chaired by the voit, mayor or city president.

Local government bodies have legal personality and the right to dispose of their income and municipal property. Local government executive bodies discharge their responsibilities through local government administration, which is made up of:

- office of the marshal – run by the marshal of the voivodeship and voivodeship government agencies reporting to the voivodeship board;
- poviat starosty – run by the staroste and poviat government agencies reporting to the staroste board, combined services, poviat inspections and guards, headed by the staroste (in this case the staroste carries out central government responsibilities);
- gmina office – run by the voit (mayor, city president) and gmina government agencies reporting to him/her.

<sup>1</sup> As at 1 January 2005.

### The judiciary

Courts and tribunals of the Republic of Poland are separate and independent of other authorities.

The structure of the judiciary:

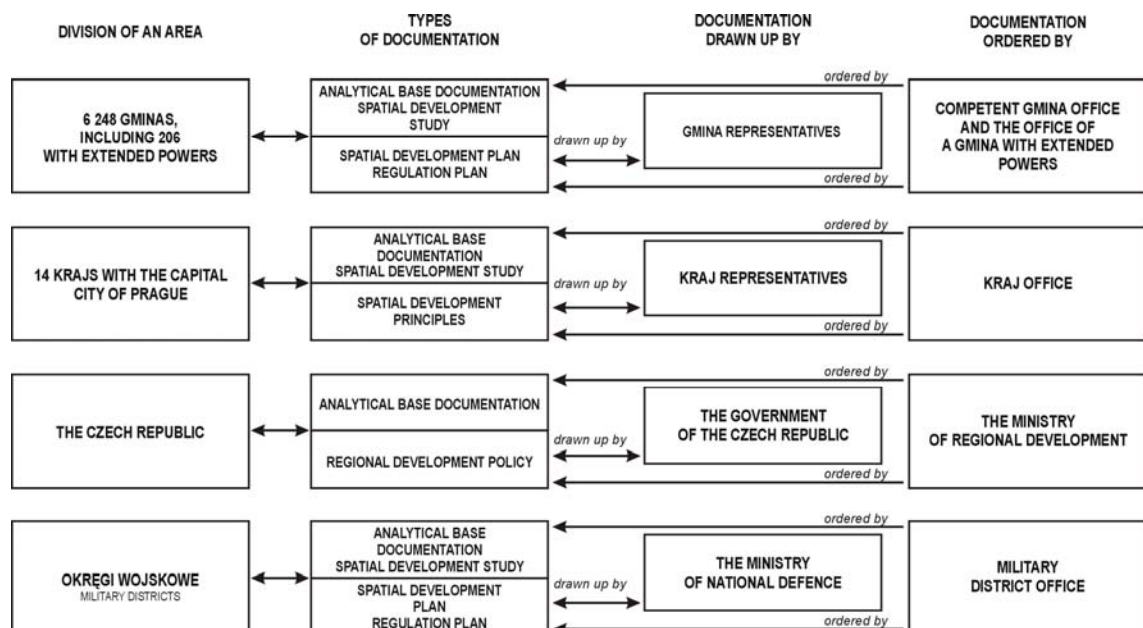
- **The Supreme Court, common courts of law and administrative courts** – engaged in the administration of justice;
- **The Constitutional Tribunal** – exercises broadly-understood control in respect of the constitutional compliance of parliamentary acts and agreements, replies to legal queries raised by courts, adjudicates in jurisdiction disputes between central government agencies;
- **The State Tribunal** – brings the highest-ranking civil servants to justice where they have violated the Constitution or a parliamentary act.

### The division of power

The Czech Republic is a parliamentary democracy. Its constitution provides for the autonomy of local administration authorities – gminas and krajs [lands]. Citizens exercise the authority of the state through:

- **the legislative branch** – composed of a bicameral parliament: the Diet (200 MPs) and the Senate (81 senators);
- **the executive branch** – with the President as its highest-ranking representative, who is elected jointly by the two Parliament chambers for five years; the Council of Ministers, reporting to the Diet, as its top body; and public administration, including the autonomous Supreme Chamber of Control;
- **the judicial branch** – represented by independent courts and the Constitutional Tribunal. A special role in the protection of public rights is played by the independent Ombudsman.

DRAWING 3 PUBLIC ADMINISTRATION STRUCTURE AS REGARDS SPATIAL PLANNING IN THE CZECH REPUBLIC



### Public administration

In the Czech Republic the executive power is exercised by public administration, which within the administrative system is divided into central and local public administration.

**Public administration** is hierarchical in nature. The central tier is represented by: the Prime Minister, the Council of Ministers and the subordinate ministries and national agencies. The local tier is composed of: kraj offices, designated okres administration structures and selected gmina offices. Apart from their own self-governing functions, gmina offices carry out some civil service responsibilities, within the so-called tasks commissioned for the benefit of other gminas located in appropriate smaller administrative regions; gminas are divided into gminas with an entrusted gmina office (388 – the so-called second administration tier) and gminas with extended powers (2006 – the so-called third administration tier).

**Local administration** does not have a hierarchical structure – as regards the exercise of power, local governments are not subordinate to civil service or higher-level local administration, unless the legal regulations in force provide otherwise. The local-government structure is a two-tier arrangement and is made up of:

- the kraj tier – represented by 14 krajs, including the capital city of Prague;
- the gmina tier – represented by 6,248 gminas, including towns and cities.

A peculiar form of the gmina government is the city government (existing in selected 13 cities – the so-called statutory cities). They may establish their own local administration rules, e.g. they may decide to divide their territory into smaller area units. The capital city of Prague is regarded as a separate kraj and is managed on the basis of special legal acts.

Local government authorities are public agencies with their own budget and revenues. Authority is exercised by kraj and gmina (including city and statutory city) councils. Local government authorities are represented by a hetman in a kraj, a mayer in a gmina or a city/town and a president in a statutory city, by their boards and other auxiliary local government agencies.

### The judiciary

The judiciary powers are exercised by independent courts and judges. The structure of the judiciary:

- The Constitutional Tribunal;
- The Supreme Court;
- The Supreme Administrative Court;
- regional, kraj and okres courts.

### Legal grounds

The legal document regulating spatial planning in Poland is the Spatial Planning and Management Act of 27 March 2003 (*Dziennik Ustaw* 2003 No. 80, Item 717, as amended). The Act is accompanied by numerous secondary regulations and refers to many special laws, including the Environmental Protection Act.

The Act sets out:

- the principles of spatial planning for local government and state administration authorities;
- the scope and procedures regarding allocation of land to specific uses and determination of the principles of its management;
- the scope and procedures to be followed by spatial planning authorities;
- the procedure for preparing spatial planning documentation and for adopting plans.

**The principal aims and tasks of spatial planning in Poland are: maintenance of spatial order and respect for the sustainable development concept, with a special emphasis on:**

- architectural and landscape values;
- protection of the environment, including: water management and protection of agricultural and forested land;
- protection of cultural heritage and national monuments;
- health care, safety of people and property;
- economic values of space;
- the right to property;
- national defence and state security;
- public interests.

**The main spatial planning tasks and activities:**

- determination of land use;
- establishment of location of public purpose investment projects;
- making decisions regarding land management and town-planning requirements and standards;
- shaping the way in which the right to real property is exercised;
- protection of third party legal interests;
- assessment and analysis of environmental impact of intended capital investment projects;
- determination of how natural resources should be managed;
- ensuring the society's participation in the planning process.

### **Spatial planning authorities**

The Polish spatial planning authorities operate at three levels: local, regional and national.

At the local level:

- gminas prepare:
  - studies on the conditions and directions of spatial development (a document laying out the gmina's spatial development policy, which is not a local law act);
  - local development plans (a local law act);
  - studies and analyses;
- poviats prepare:
  - spatial development studies and analyses covering the powiat (depending on local needs).

At the regional level:

- the voivodeship government (office of the marshal) draws up:
  - voivodeship development plans (a document laying out the voivodeship's spatial development policy, which is not a local law act);
  - studies, analyses and programmes.

At the national level:

- The Government Centre for Strategic Studies prepares:
  - the country's spatial development concept (a document laying out the country's spatial development policy, which is not a local law act);
  - studies, analyses, concepts and programmes.

### **Planning documentation**

The scope, functions and procedure for adopting planning documentation are set out in the relevant legal provisions, such as the above-mentioned Act and its secondary legislation. The local development plan is the basis for all decisions related to land, particularly to its development.

- The local level:
  - **A study on the conditions and directions of land development in the gmina** – prepared for the entire gmina within its administrative boundaries; the study should be compatible with the underlying voivodeship development plan and is binding on gmina authorities when making local development plans; the study is adopted by the gmina council;
  - **The local development plan** – drawn up for an area as needed and according to the requirements of special provisions; the plan is adopted by the gmina council as a local law regulation.

In order to ensure that studies and local plans are up-to-date, once during the term of office the *voit* (mayor, city president) submits to the gmina council **an analysis of changes to the gmina's spatial development**.

- The regional level:
  - **A voivodeship development plan with a metropolitan area development plan as its part** – prepared for a voivodeship within its administrative boundaries. The voivodeship plan must comply with the country's development plan concept and the government programmes. The voivodeship development plan must be based on the assumptions of the voivodeship development strategy. The plan is adopted by the *sejmik* [dietine] of the voivodeship.

The voivodeship development plan is subject to periodical review. Once during the term of office the voivodeship board compiles **a report on the voivodeship development status and public purpose investment projects**, and submits the two documents to the *sejmik*.

- The national level:
  - **The country's spatial development concept** – sets out the goals and directions of the country's development and the steps that need to be taken to bring about such development. The Council of Ministers approves the concept and the Chairperson of the Council of Ministers presents it to the Polish Sejm.

In order to monitor changes to the country's spatial development **periodical reports** on its progress are prepared. The Council of Ministers approves the concepts and the Chairperson of the Council of Ministers presents them to the Polish Sejm.

Furthermore, the Polish development planning system provides for a number of documents which are not statutorily required, but are needed to pursue a proper land development policy. Such documents include, among others, various town-planning studies prepared especially at the national and regional levels, analytical studies for individual areas, long-term development analyses and forecasts, field technical documentation, etc.

### Legal grounds

In March this year the government of the Czech Republic passed a new Spatial Planning and Building Law Act No. 183/2006 DzU (Building Law), to come into force on 1 January 2007. As from that date, the new Act will regulate the spatial development principles and the rules of preparation and implementation of building projects in the Czech Republic. This is why this Study presents the new, not the currently binding Building Law Act No. 50/1976.

As regards spatial planning, the Act:

- formulates the goals and tasks in respect of spatial planning;
- sets out the spatial planning authorities;
- establishes spatial planning tools and procedures;
- specifies how impact on sustainable development should be assessed;
- regulates decision-making processes and requirements as regards building projects, land development, implementation of public purpose capital projects and land exchange;

- specifies how spatial planning undertakings should be registered and the qualification criteria for such undertakings.

**The following spatial planning tasks are recognized by the new Act as the most important:**

- assessment and preservation of areas, their natural, cultural and civilizational values;
- formulation of an area development concept, including a town-planning concept, taking account of the values and conditions existing in the area; establishment of town-planning, architectural and aesthetic requirements in respect of the use and spatial development of the area and their changes, in particular as regards the location, development and design of building facilities;
- verification of the need for changes in the area, taking account of public interests, benefits, problems and threats as regards public health, natural environment, the area's geological structure, influence on public infrastructure and its economic use; determination of conditions for making changes in the area, especially regarding the location and development of building facilities, taking account of the existing condition and values of the area, including the order in which changes should be introduced (division into stages);
- creation of spatial planning instruments enabling reduction of the risk of occurrence of ecological or natural disasters and removal of their consequences in an environmentally friendly manner, as well as determination of spatial development principles enabling elimination of sudden economic changes;
- determination of conditions regarding recreation and development of settlement patterns and appropriate housing conditions;
- numerous other activities, including assessment of the impact of spatial planning activities on the area's sustainable development and the environment.

**Spatial planning authorities:**

- **gminas** (outside) – the gmina office designated by the kraj draws up base materials for spatial development plans and documentation for the area covered by the gmina; in the case of gminas whose offices have not been entrusted with the executive function in this respect for their administrative area, such materials and documentation are prepared by a gmina office with extended powers;
- **krajs** – the kraj office prepares base materials for spatial development plans and documentation for the area covered by the kraj; it is an authority participating in proceedings regarding spatial changes in areas covering a larger number of administrative areas of gminas with extended powers and in proceedings concerning undertakings requiring environmental impact analysis;
- **The Regional Development Ministry** (Ministerstvo pro místní rozvoj) – the central spatial development and building law administration authority; exercises supervision in the two areas; prepares base spatial planning materials for the area of the Czech Republic; keeps a register of spatial planning undertakings and performs other activities as required by the relevant laws, including the tasks of a kraj office where a spatial development plan for the entire administrative area is drawn up by the capital city of Prague;
- **The Ministry of Defence** (Ministerstvo obrany) – considers and issues spatial planning documentation and base materials for military training grounds, drawn up by the Military Training Grounds Office.

**Base materials and planning documentation**

The scope of planning documentation and its functions are regulated by statute and secondary legislation. Such documentation forms the basis for all decisions related to land development. There are the following types of base planning documents in force:

- **analytical base spatial planning materials** (Územně analytické podklady) – define and diagnose the condition of a given area, its values and restrictions regarding changes in the area, taking account of public interest; they are drawn up by each spatial planning office for the area under its administration;

- **a spatial development plan** – verifies the requirements (conditions) regarding the protection of the area's values; recommends, verifies and checks variant solutions to selected problems, or of changes or development of procedures with a potential impact on the area's structure or its elements; the document is prepared by the party ordering spatial planning documentation if required to do so by such documentation, on its own initiative or on the initiative of a third party;
- **a spatial development policy** (Politika územního rozvoje) – determines, for a specific time period, the requirements in respect of details of spatial planning tasks, taking account of national, cross-border and transnational interdependencies, and a strategy and basic conditions regarding their fulfilment; coordinates the creation and updating of the spatial development principles, creation of concepts subject to approval by ministries and proposed changes in areas of national importance, and defines tasks aimed at ensuring their coordination; must be taken into account when formulating spatial development principles, preparing spatial development and regulation plans, and when making decisions in individual areas; a spatial development policy for a kraj is prepared by the Ministry and is subject to approval by the Council of Ministers.

Spatial planning documentation includes:

- **spatial planning principles** (Zásady územního rozvoje) – establish the principles of deliberate and economical development of a kraj's territory, designate areas and corridors of a supralocal importance for public purpose facilities and undertakings; formulate requirements regarding land use and criteria for making decisions concerning variants of changes to use or future use; in selected cases impose the duty to verify changes to spatial development studies or make decisions regarding changes dependent on the issue of a regulation plan; are binding to spatial development plans, regulation plans and for the decision-making process in areas; they are drawn up by the kraj office for the kraj's entire territory, reviewed by the Ministry and issued by the kraj council;
- **a spatial development plan** (Územní plán) – sets out the basic town-planning concept for the kraj's development, landscape management and public infrastructure; lays out built-up areas, areas for development and land for redevelopment for public purpose buildings and undertakings, as well as land reserves, at the same time specifying the conditions of their use; in selected cases imposes the duty to verify changes to spatial development studies or makes the decision-process concerning changes dependent on the issue of a regulation plan; is binding to the regulation plan and the decision-making process in individual areas; the spatial development plan for the Capital City of Prague is also binding to the spatial development plan of a separated part of the city; it is prepared by the gmina office allocated with the task for the gmina's entire territory, the entire territory of the Capital City of Prague, or possibly for the entire military training ground; a spatial development plan is subject to review by the kraj office and issued by the gmina council; for military training grounds both tasks are performed by the Ministry of Defence;
- **a regulation plan** (Regulační plán) – lays out detailed land development conditions in a given area, the location of public infrastructure facilities and the spatial development of plots set aside for public purpose facilities and undertakings, also with a view to protecting the area's values and character, and creating a favourable natural environment. For a built-up area in question replaces spatial development decisions and is binding to the decision-making process. A regulation plan issued by a kraj is binding to spatial development plans and regulation plans adopted by gminas. A regulation plan is prepared on the initiative of a kraj council, a gmina council or the Ministry of Defence, at the request of an individual or a legal person, for a fee, in line with the principles adopted; it is approved and issued by the relevant council, and in the case of military training grounds – by the Ministry of Defence.

Furthermore, the planning system provides for a number of documents which are not statutorily required, but are necessary to pursue a proper land development policy. Such documents include, among others, town-planning studies, analytical studies for



individual areas, long-term development analyses and forecasts, and field technical documentation.

The length of the national border between Poland and the Czech Republic amounts to 761.8 km, which constitutes approx. 20% of Poland's entire border length and approx. 33% of that of the Czech Republic. The Polish-Czech border areas in Poland encompasses parts of the following four voivodeships: Lubuskie, Dolnośląskie, Opolskie and Śląskie. The Czech border areas is shared by five krajs: Liberecký, Královohradecký, Pardubický, Olomoucký and Moravskoslezský. The total area of the border areas on the Polish side is 23,833 km<sup>2</sup> (i.e. 8% of the country's total area), and 12,960 km<sup>2</sup> on the Czech side (i.e. 16% of the country's total area). At present the Polish-Czech border areas comprises 51 NUTS 4 statistical units (Nomenclature des Units Territoriales Statistiques): 37 Polish poviats and 14 Czech okreses.

The border areas encompasses the following NUTS 4 statistical units:

- 2 poviats in the Lubuskie Voivodeship: Żagański and Żarski;
- 15 poviats in the Dolnośląskie Voivodeship: Bolesławiecki, Dzierżoniowski, Jaworski, Jeleniogórski, Kamiennogórski, Kłodzki, Lubański, Lwówecki, Strzeliński, Świdnicki, Wałbrzyski, Ząbkowicki, Zgorzelecki, Złotoryjski and Jelenia Góra;
- 8 poviats in the Opolskie Voivodeship: Brzeski, Głubczycki, Kędzierzyńsko-Kozielski, Krapkowicki, Nyski, Opolski, Prudnicki and Opole;
- 12 poviats in the Śląskie Voivodeship: Bielski, Cieszyński, Gliwicki, Pszczyński, Raciborski, Rybnicki, Wodzisławski, Żywiecki, Bielsko-Biała, Jastrzębie-Zdrój, Rybnik and Żory;
- 3 okreses in Liberecký Kraj: Liberec, Jablonec n. Nisou and Semily;
- 3 okreses in Královohradecký Kraj: Trutnov, Náchod and Rychnov n. Kněžnou;
- 1 okres in Pardubický Kraj: Ústí nad Orlicí;
- 2 okreses in Olomoucký Kraj: Jeseník and Šumperk;
- 5 okreses in Moravskoslezský Kraj: Bruntál, Opava, Ostrava-město, Karviná and Frýdek-Místek.

The Polish-Czech border region is varied geographically, has various forms of natural landscape, and is predominated by mountains and upland areas. Along the border there are the Sudeten Mountains (on the Polish side – in the Dolnośląskie and Opolskie Voivodeships, and on the Czech side – in the Liberecký, Královohradecký, Pardubický, Olomoucký and Moravskoslezský krajs) and the Beskid Śląski Mountains (on the Polish side – in the Śląskie Voivodeship, and on the Czech side – in the Moravskoslezský kraj).

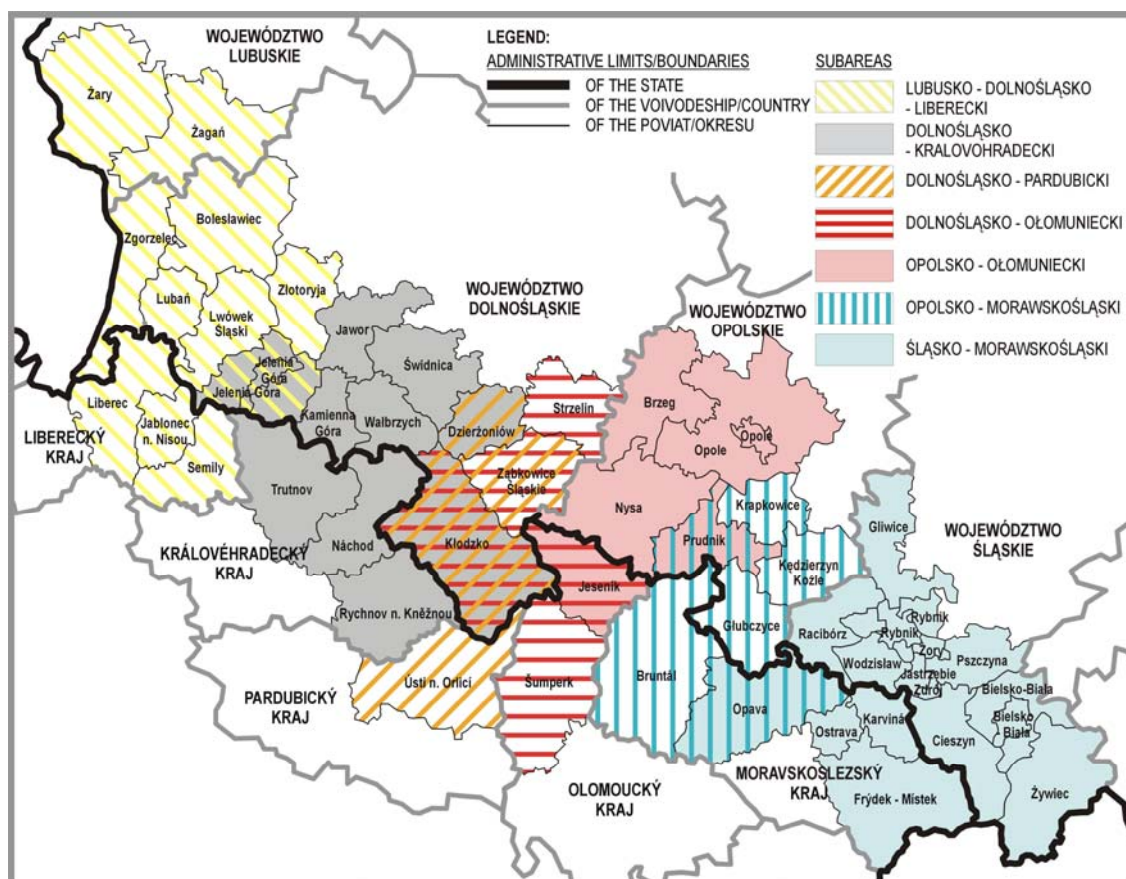
DRAWING 4 ADMINISTRATIVE STRUCTURE



The Polish-Czech border areas encompasses – going from the border – a belt of two poviats on the Polish side and one okres on the Czech side. On 31 December 2002 in the Czech Republic there stopped operating offices at the okres level (the equivalent of the Polish poviat); they are, however, maintained as units of the country's administrative division, and are used to set out limits of competence of certain state authorities (e.g. land offices, cadastres offices, employment offices, courts, the police etc.). Administratively, the Polish-Czech border areas includes at present: on the Polish side: 4 voivodeships, 37 poviats and 245 gminas, on the Czech side: 5 krajy, 14 okreses and 865 gminas. As part of the second step of the public administration reform in the Czech Republic, on 1 January 2003 most of the powers of okres offices were transferred to kraj offices or to offices of selected gminas, the so-called gminas with extended powers, and a list of gminas creating their administrative regions was announced.

In the Czech part of the area in question there are 45 gminas with extended powers. Five cities enjoy the status of a municipal self-government, they are the so-called statutory cities (Liberec, Ostrava, Opava, Karviná and Havířov).

DRAWING 5 BORDER AREAS SUBAREAS



Taking account of the shared boundary of administrative units at the voivodeship level in Poland and the kraj level in the Czech Republic, it is possible to differentiate seven subareas (as listed in Table 1).

TABLE 1 POLISH-CZECH BORDER AREAS SUBAREAS

Subarea	Poviats and okreses covered by the Study
LUBUSKO -LOWER SILESIA -LIBEREC	Poviats: Zgorzelecki, Lubański, Bolesławiecki, Lwówecki, Jeleniogórski, Złotoryjski, Żarski and Żagański (Lubuskie Voivodeship) Okreses: Liberec, Jablonec n. Nisou and Semily
LOWER SILESIA -HRADEC KRÁLOVÉ	Poviats: Jeleniogórski, Kamiennogórski, Wałbrzyski, Jaworski, Świdnicki, Kłodzki, Dzierżoniowski A city with the poviat rights: Jelenia Góra Okreses: Trutnov, Náchod, Rychnov nad Kněžnou
LOWER SILESIA -PARDUBICE	Poviats: Kłodzki, Ząbkowicki, Dzierżoniowski Okres: Ústí nad Orlicí
LOWER SILESIA -OLOMOUC	Poviats: Kłodzki, Ząbkowicki, Strzelecki Okreses: Šumperk, Jeseník
OPOLE -OLOMOUC	Poviats: Nyski, Brzeski, Prudnicki, Opolski A city with the poviat rights: Opole Okres: Jeseník
OPOLE -MORAVIAN SILESIA	Poviats: Prudnicki, Głubczycki, Kędzierzsko-Kozielski, Krapkowicki Okreses: Bruntal, Opava
SILESIA -MORAVIAN SILESIA	Poviats: Raciborski, Gliwicki, Wodzisławski, Rybnicki, Cieszyński, Bielski, Żywiecki, Pszczyński Cities with the poviat rights: Jastrzębie-Zdrój, Rybnik, Bielsko-Biała, Żory Okreses: Ostrava-město, Karviná, Frýdek-Místek

An important form of institutional cooperation in the Polish-Czech border areas are Euroregions. Cooperation within Euroregions is aimed at breaking through the barriers arising from the existence of state boundaries and bringing the local communities on the two sides of the border closer to each other. In the Polish-Czech border areas there are six Euroregions. Four operate on the basis of Polish-Czech agreements, one on a Czech-German-Polish agreement, and one on a German-Polish agreement.

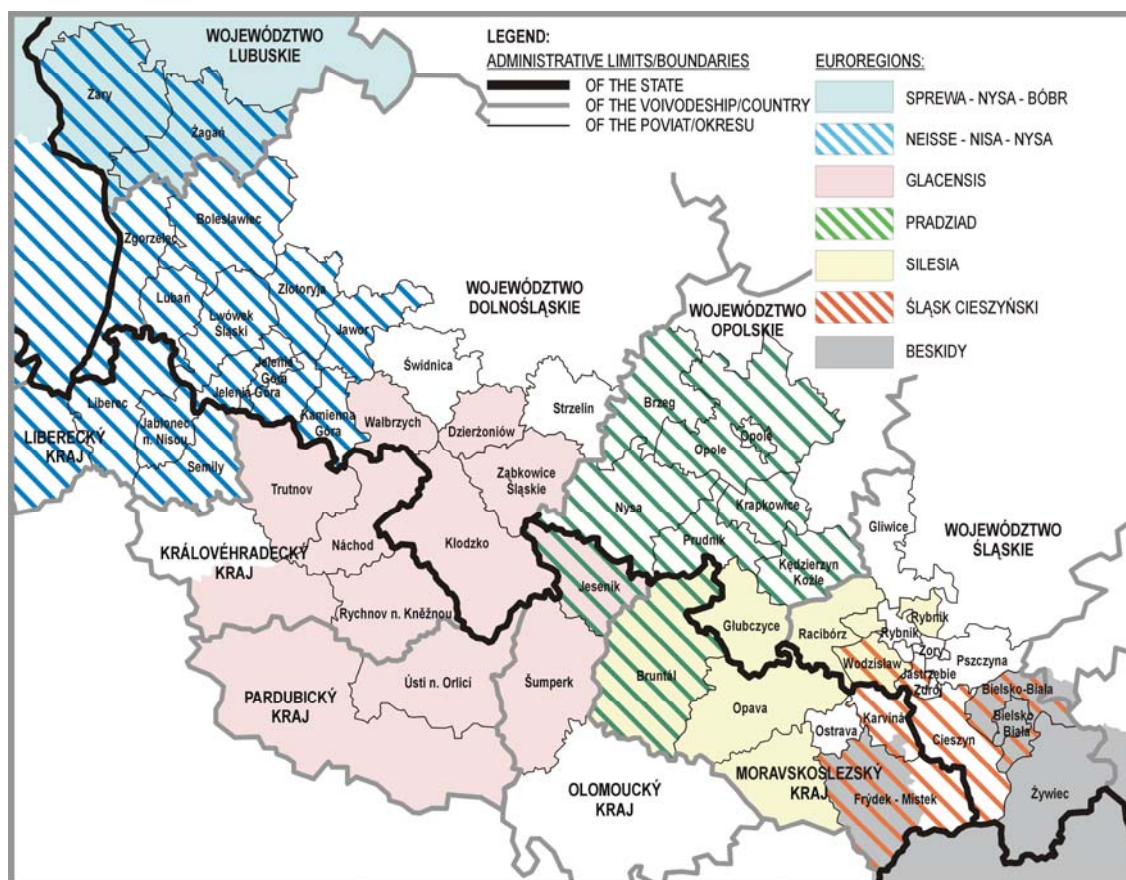
TABLE 2 EUROREGIONS IN THE POLISH-CZECH BORDER AREAS

Name of Euroregion	Year of establishment	Goal	Countries involved	No. of members
Neisse-Nisa-Nysa	1991	Cooperation in the area of spatial planning, improvement of the natural environment, improvement of border infrastructure, development of culture and tourism, improvement of interpersonal relations, raising of living standards	The Czech Republic	149
			Germany	6
			Poland	54
Sprewa-Nysa-Bóbr	1993	Comprehensive undertakings promoting border areas, their socio-economic and cultural development, elimination of economic discrepancies, improvement of living conditions, focus on the region's ecology	Germany	23
			Poland	61
Glacensis	1996	Facilitation of the flow of goods and labour, establishment of new businesses and provision of services	The Czech Republic	87
			Poland	32
Pradziad	1997	Promotion of cooperation in border areas as regards: spatial development, environmental protection, economic development, trade, services, tourism, sport and recreation, transport and communication, education, science, culture, art, health care, interpersonal relations, youth exchange, prevention of crime, mutual assistance in the event of disasters, other common interests	The Czech Republic	69
			Poland	25
Silesia	1998	Common undertakings aimed at socio-economic development and bringing local inhabitants and institutions closer to each other	The Czech Republic	61
			Poland	20
Śląsk Cieszyński	1998	Promotion of development in border areas, exchange of experience and information, cooperation in spatial planning, transport, communication, ecology, safety, economy, trade and services	The Czech Republic	41
			Poland	17
Beskidy	2000	Promotion of cross-border cooperation by developing processes aimed at integrating the Euroregion's community and building local democracy, economic development stimulated particularly by establishing cross-border cooperation links, protection of the natural environment, optimum development of human resources, raising of living standards	Poland	30
			The Czech Republic	59
			Slovakia	68

All of the border areas Euroregions have a total of 407 entities from the Czech Republic and 209 from Poland. They are mostly gminas, but also poviats, various organizations and single towns.

DRAWING 6

POVIATS AND OKRESY IN WHICH EUROREGIONS MEMBERS ARE LOCATED



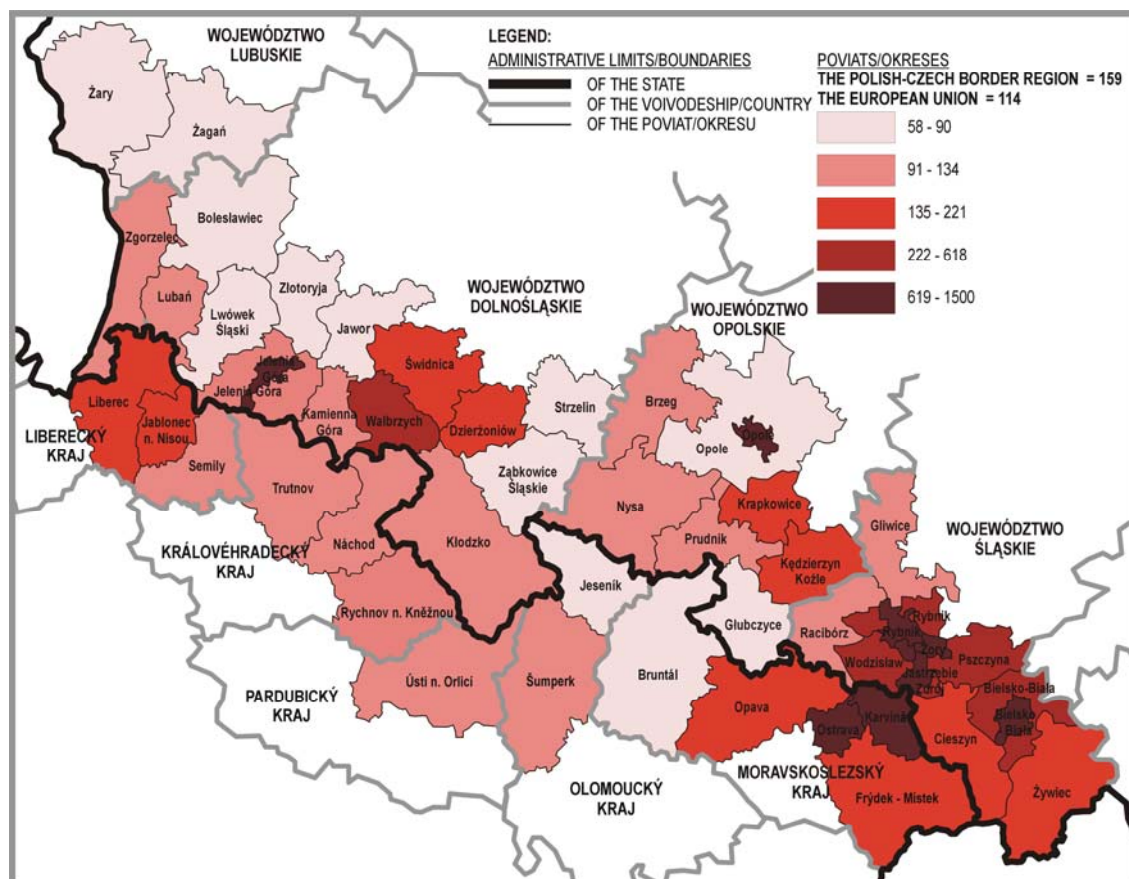
The border areas is inhabited by a total of 5.8 million people, 65.4% of whom live in towns and cities. Its population density is 159 people per km<sup>2</sup> and is well above the average for the European Union (114 people/km<sup>2</sup>).

DRAWING 7

POPULATION DENSITY – NUMBER OF INHABITANTS PER 1 KM<sup>2</sup> (IN 2003)

2 Source of data: <http://www.stat.gov.pl>, <http://www.czso.cz/>, <http://www.europa.eu.int/comm/eurostat/>



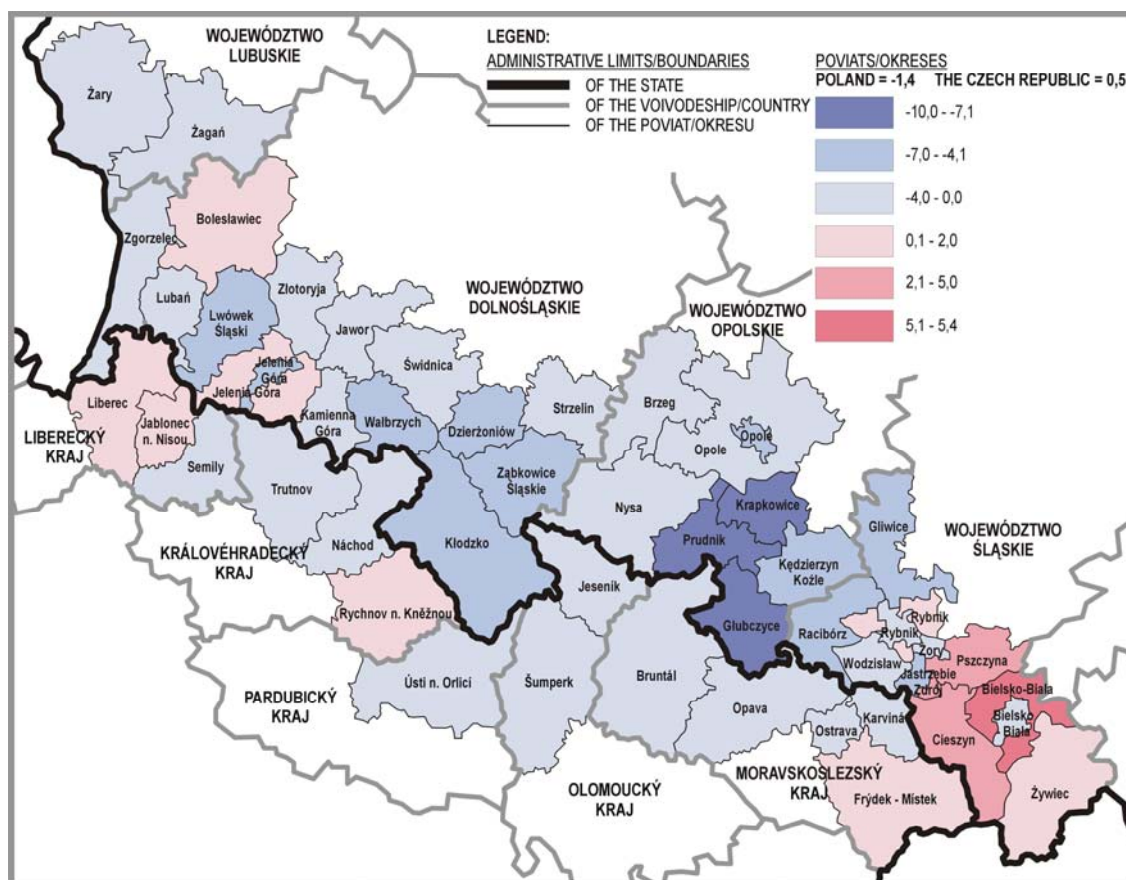


The Polish-Czech border areas is seeing its population dwindle (except for several poviats and okreses). The scale of this negative phenomenon is bigger than the average for either of the countries, although on the Czech side its intensity is relatively smaller (Drawing 9).

Considerable differences in the population change dynamism is on the Polish part of the border areas, where the real annual average population growth rate in the years 2002-2003 oscillated between  $-9.75\%$  in Krapkowicki Powiat and  $+5.4\%$  in Bielski Powiat. The variation was less pronounced in the Czech section, where the rate fluctuated from  $-3.70\%$  (Ostrava-město) to  $+0.85\%$  (Rychnov n. Kněžnou). The above ratio was  $-1.4\%$  for the entire Poland and  $0.5\%$  for the Czech Republic, which means that the situation was relatively better in the latter, but only 4 out of the 14 Czech border areas okreses followed the national tendency and showed a positive real population growth rate. In the remaining 10 okreses the average from the two years is negative, but does not exceed  $-4\%$ .

DRAWING 8

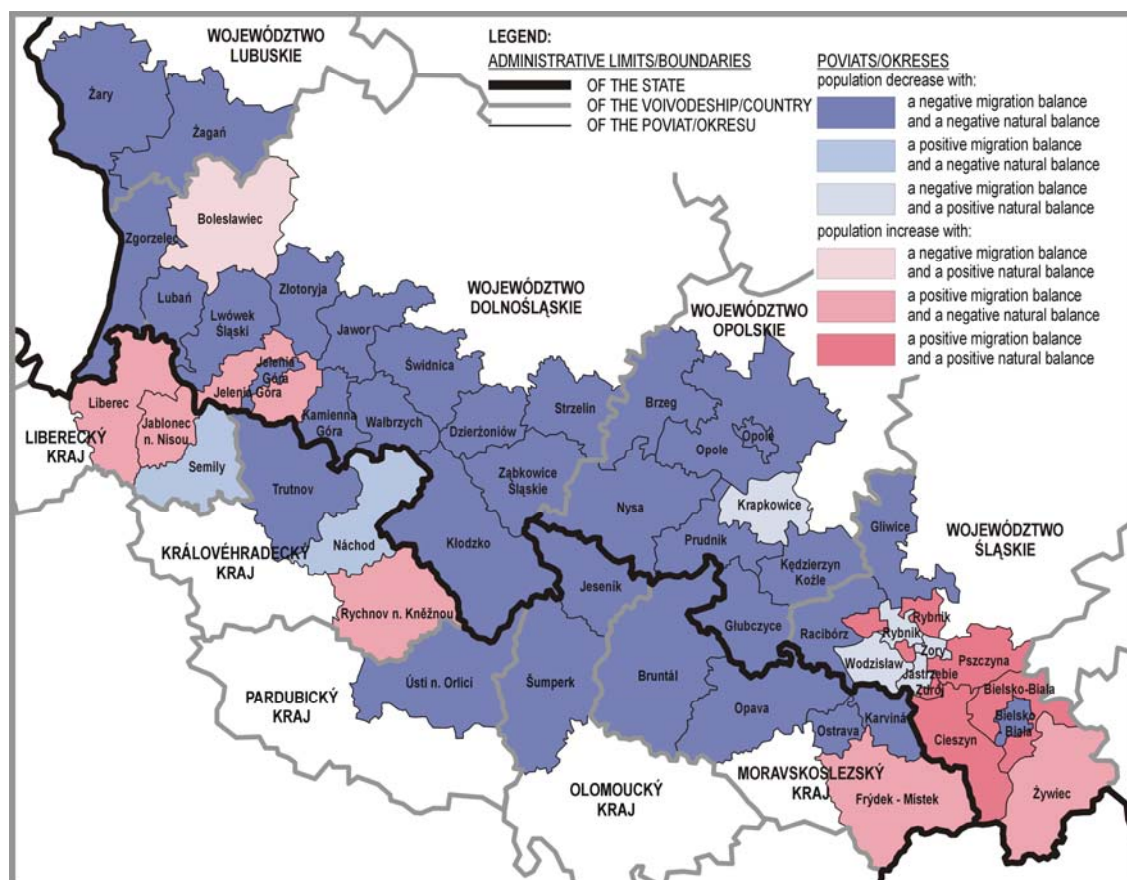
POPULATION GROWTH DYNAMISM IN THE YEARS 2002-2003 – THE REAL AVERAGE ANNUAL POPULATION GROWTH PER 1,000 INHABITANTS



On the Polish side only 7 poviats, of which 5 are in the Śląskie Voivodeship, had a positive population growth rate, and the remaining 31 experienced a fall in its population in the period in question, with 3 poviats (Krapkowicki, Prudnicki and Głubczycki) having a particularly big drop.

An analysis of the constituents of the population growth rate in the years 2002-2003 shows the real reason for the tendency, with a split into a migration balance and a natural balance (Drawing 10). Thus: the population growth in 4 Czech okreses was caused by a positive migration balance, although accompanied by a negative natural balance; just like the average for the whole Czech Republic. A different situation occurred in the Polish poviats with a positive real population growth: 6 of them had a positive natural growth (4 with a positive migration balance, and 2 with a negative one), and only in one the real growth was caused by a positive migration balance and a negative natural balance.

DRAWING 9 POPULATION CHANGE DYNAMISM IN THE YEARS 2002-2003 – MAIN CONSTITUENTS



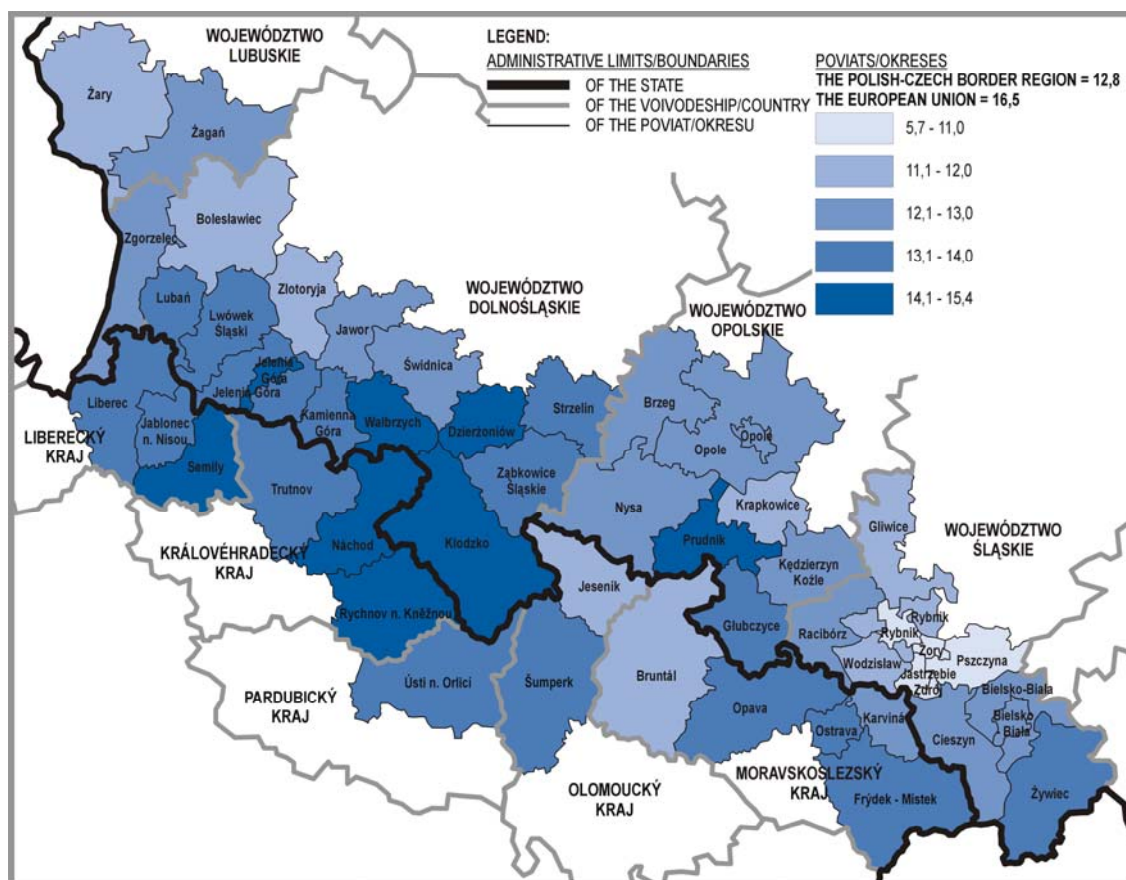
The population's age structure in the Polish-Czech border areas is more favourable than in the European Union as regards people in the 15-64 age bracket and over-64 group. People aged 15-64 constitute 70.8% of the entire population (the EU average: 67.1%), and people 65 years of age and older – 12.8% (the EU average: 16.5%). The percentage of the population of 15 years or less is the same as in the case of the EU and amounts to 16.4%.

It must be emphasized that although the percentage of people aged over 64 in the total population in the border areas is smaller than the EU average, it varies greatly between individual poviats and okreses. The areas in which the percentage exceeds 14% (Poland's average is 13% and that for the Czech Republic – 14%) include the following poviats: Wałbrzyski, Dzierżoniowski, Kłodzki, Prudnicki, the city of Jelenia Góra, and the following okreses: Semily, Rychnov n. Kněžnou, Náchod (Drawing 11).



DRAWING 10

PERCENTAGE OF POPULATION OVER 64 YEARS OF AGE IN TOTAL POPULATION (IN 2003)



GDP in Poland and in the Czech Republic is significantly below the EU average. Within the Polish-Czech border areas the situation is much better on the Czech side, as everywhere GDP is above 50% of the Union average. On the Polish side only the Śląskie Voivodeship has a similar GDP.

TABLE 3

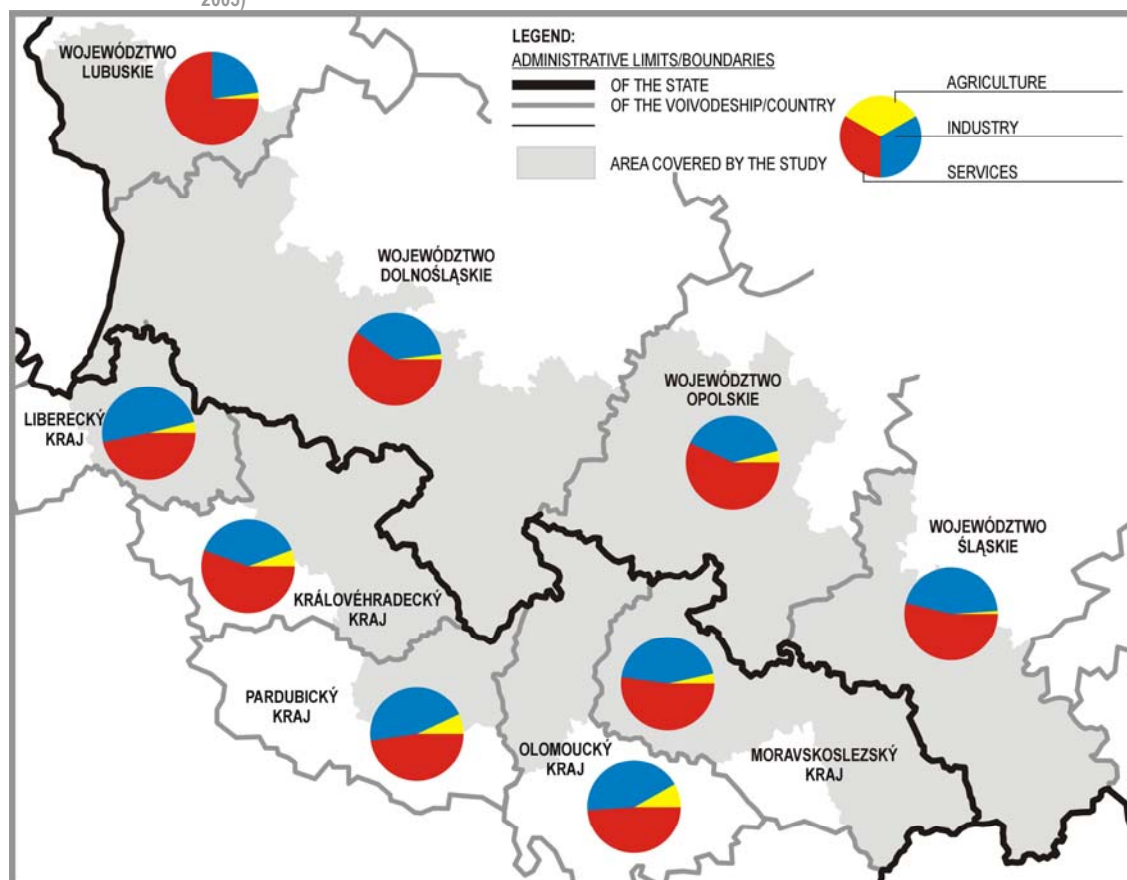
GDP IN NUTS 2 UNITS IN THE POLISH-CZECH BORDER AREAS IN THE YEARS 1995-2002, COMPARED WITH THE EU AVERAGE (assumed average for 25 EU members = 100) Source of data: <http://www.europa.eu.int/comm/eurostat/>

Year	1995	1996	1997	1998	1999	2000	2001	2002
EU (25 countries)	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
EU (15 countries)	111.1	110.8	110.6	110.4	110.2	110.1	110.1	109.9
The Czech Republic – border areas (NUTS 2)								
Severovýchod	60.3	61.7	60.4	56.8	55.6	55.1	54.9	56.7
Střední Morava	59.3	60.7	59.0	54.7	53.0	51.8	51.9	52.4
Moravskoslezsko	66.0	69.4	65.0	59.7	56.4	54.2	55.1	56.5
Poland – border areas voivodeships (NUTS 2)								
Śląskie	49.7	50.5	51.5	49.9	49.9	51.2	50.1	50.6
Lubuskie	40.2	39.5	40.8	41.3	41.6	42.3	41.2	39.9
Dolnośląskie	42.2	44.3	45.5	44.8	46.5	48.3	46.9	47.4
Opolskie	39.8	39.4	40.2	40.1	38.5	39.6	37.9	37.4

The employment structure in the Polish-Czech border areas is varied. In terms of the percentage of the population employed in the following three sectors: agriculture, industry and services, on the Czech side in the last 10 years there was a marked fall in employment in agriculture, as opposed to services; industry is a big employer especially near Ostrava and Liberec. In terms of employment, the Polish section has the following three distinct regions:

- agricultural: Nyski, Głubczycki and Prudnicki Poviats;
- industrial: Zgorzelecki, Dzierżonowski, Krapkowicki, Gliwicki and Wodzisławski Poviats;
- services: the cities of Jelenia Góra, Opole, Bielsko-Biała; Żagański, Kłodzki and Cieszyński Poviats.

DRAWING 11 PERCENTAGE OF POPULATION EMPLOYED IN INDIVIDUAL SECTORS (IN 2003)



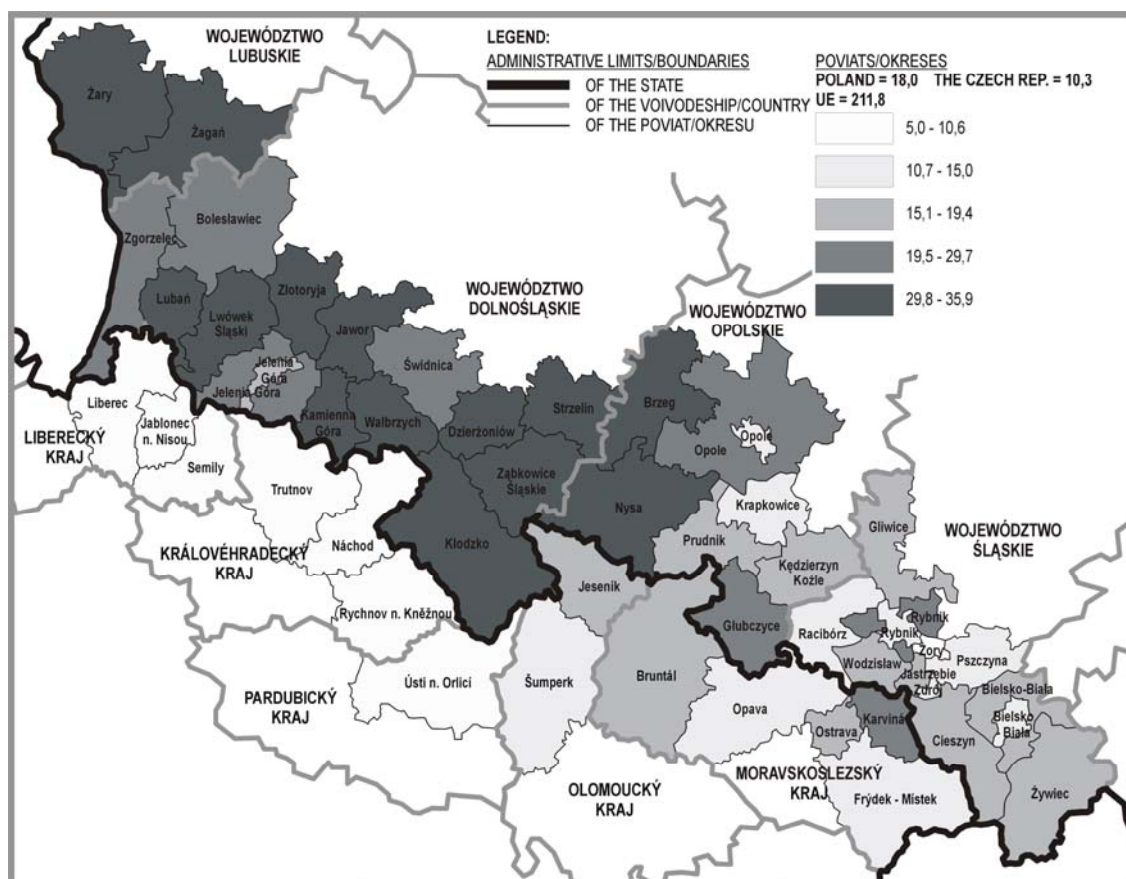
Please note: Because no comparable data for the Polish and Czech sides are available for the NUTS 4 units (okreses and poviats), the map shows the situation for NUTS 3 units (voivodeships and krajs)

A highly disadvantageous phenomenon in the Polish-Czech border areas is a high unemployment rate. This mainly concerns its Polish section, which contrasts negatively with the Czech areas, where registered unemployment as at the end of 2003 was much smaller<sup>3</sup>. Only in one okres on the Czech side unemployment exceeded 19%, and in 7 amounted to 10% or less. On the Polish side as many as 14 poviats had unemployment rate above 29% and only in 6 it was below 10.5%. For comparison, the unemployment rate for the entire Czech Republic was 10.3%, for Poland – 18.0%, and the EU average – 8%.

<sup>3</sup> In order to calculate registered unemployment on the Polish side the findings of the National Population and Housing Census conducted in 2002 and the National Agricultural Census in 2002 were used; data for the Czech side were provided by the respective employment offices.

DRAWING 12

REGISTERED UNEMPLOYMENT RATE (IN 2003)

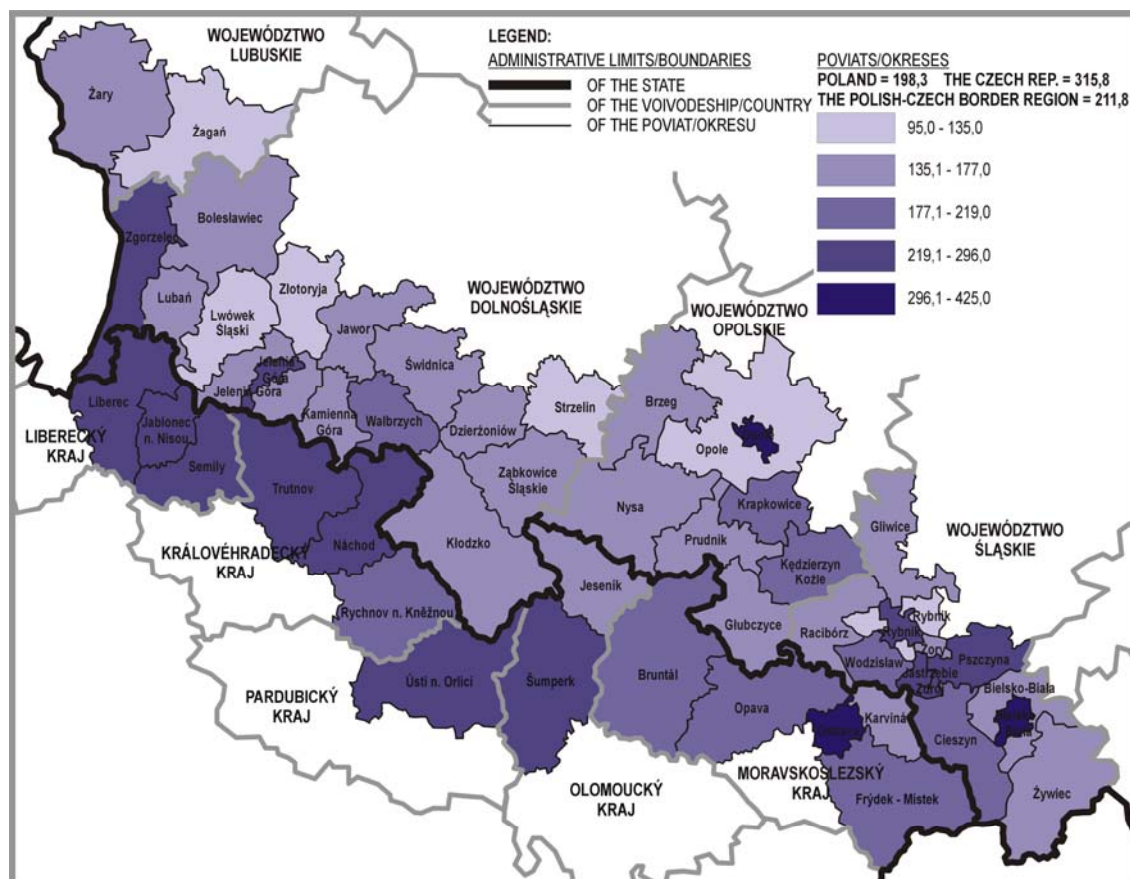


The number of persons employed per 1,000 inhabitants was analogous to the unemployment rate. A more advantageous situation in this respect is on the Czech side, where the rate ranged from 177 to 425 per 1,000 people, although it was still worse than the average for the whole country (over 315). As many as 6 Polish poviats have the rate below 135. The biggest concentration of workplaces is in the big cities of the region: Opole, Bielsko-Biała and Ostrava.

An important aspect of the development of a knowledge-based economy is the nation's access to education. The Czech portion of the border areas boasts 5 universities: 3 in Ostrava (15,000 students), 1 in Liberec (5,000) and 1 in Opava (3,500). In the immediate proximity of the border areas there are another four: in Olomouc (10,500), Pardubice (6,900), Hradec Králové (5,600) and Litomyšl. The Polish part of the border areas, which is more densely populated and more urbanized, has 28 universities, with the most important in Opole (32,898 students) and Gliwice (32,019 students)<sup>4</sup>. Universities also operate in 12 Polish border areas towns and cities, five of which have more than one: Bielsko-Biała – 6, Opole – 4, Jelenia Góra – 4, Wałbrzych – 4, and Rybnik – 3, and the remaining 7 – one each: Świdnica, Brzeg, Nysa, Racibórz, Ustronie and Żywiec. It is common practice in Poland to open universities and their branches in small towns, which results in a sizeable disproportion in the number of such establishments on the Polish and Czech sides. The Polish border areas is also strongly affected by big academic centres outside the area: Wrocław, Kraków and Katowice.

<sup>4</sup> The role of Gliwice, as an academic centre of much importance to the border areas, is emphasized due to its immediate proximity to the Polish part of the border region (which encompasses the Gliwicki Poviat without the city of Gliwice).

DRAWING 13 EMPLOYED PER 1,000 PEOPLE (IN 2003)



An important event for cross-border cooperation in the academic area was the establishment in 2000 of the Nysa University (Neisse University) – a joint project of the Technical University of Wrocław, the Technical University of Zittau/Görlitz (Germany) and the University of Liberec (the Czech Republic). As part of the undertaking, students study at one of the three universities, which enables them to learn the language and to familiarize with the culture of the inviting country.

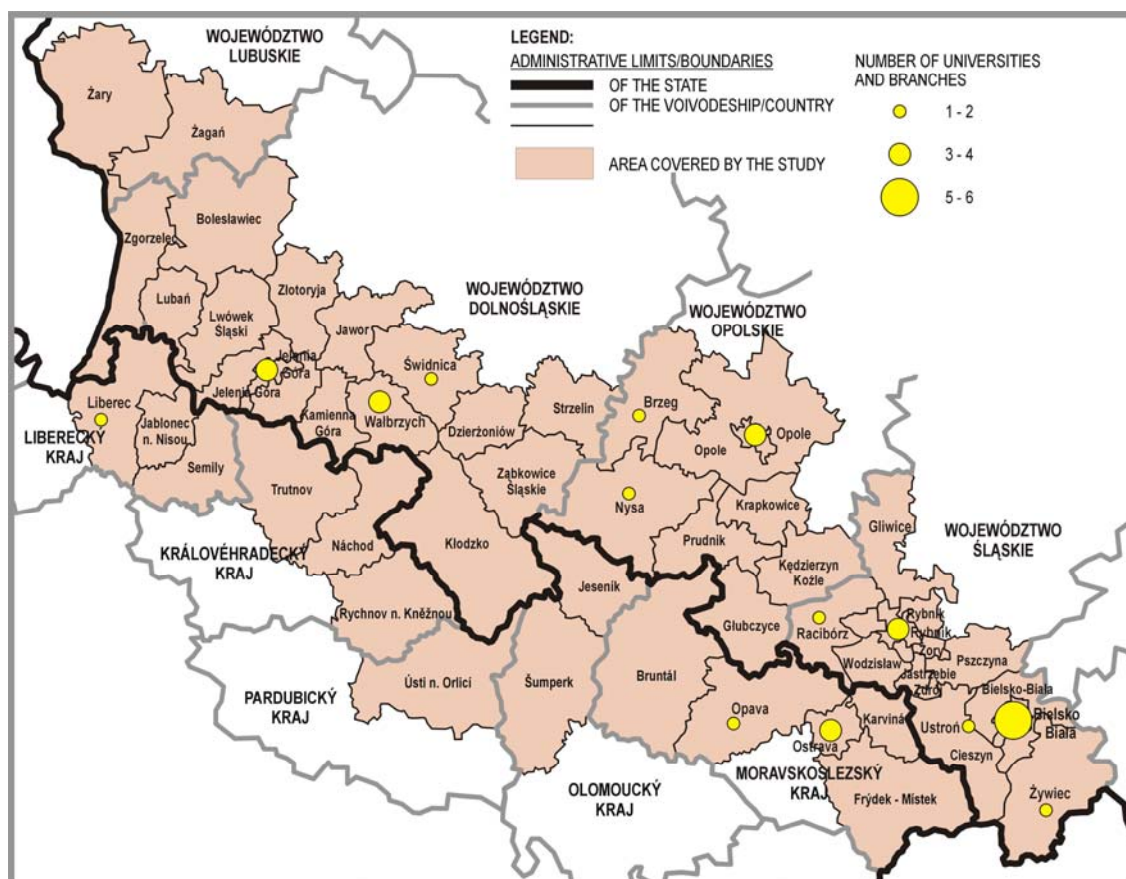
All in all, the Polish border areas has 28 universities. In terms of the number of students, the strongest academic centres are: Opole (32,898 students) and Gliwice (32,019)<sup>5</sup>. The highest concentration of academic centres (6) is in the Silesian part of the border areas. Poland has a tendency to set up universities and their branches in small towns, which makes them easily accessible.

The Czech part has 9 universities: 3 in Ostrava (a total of 15,000 students), and 1 in every of the following: Olomouc (10,500), Pardubice (6,900), Hradec Králové (5,600), Liberec (5,000), Opava (3,500) and Litomyšl.



DRAWING 14

UNIVERSITIES (2003/2004)



### III. SPATIAL PLANNING CHALLENGES

The Polish-Czech border areas has a significant endogenic potential, which may contribute to the economic expansion of the region, as a major EU subregion, through the development of its external links. One of its valuable advantages is its demographic potential – a relatively high population density and a favourable population age structure. Threats to its development include: predominance of technologically backward industries, underdevelopment of services, low infrastructure concentration and weak structural diversification of economy. Such factors may result in the region's socioeconomic degradation.

A special opportunity for the socioeconomic development of the Polish-Czech border areas is its advantageous geographical location in the centre of CEE. The strategic situation of the border areas also results from the fact that it is adjacent to the Free State of Saxony and Slovakia. Some regions within the Polish-Czech border areas are able to concurrently (e.g. under the INTERREG IIIA Initiative) cooperate with partners from two member states. Furthermore, the proximity of the metropolitan areas of Prague, Wrocław, Brno, Katowice, Kraków, Bratislava, Berlin and Vienna creates an opportunity to set up external links, for instance as regards scientific research and the development of new technologies.

An appropriate interregional policy aimed at strengthening the area's external links should become a priority of development efforts. Such links will contribute to the furthering of cooperation interrelations and better accessibility of external markets, will cause an influx of direct foreign investment and development of tourism. Special attention should be paid to the so-called tri-junction regions, i.e. the Polish-Czech-German border areas and the Polish-Czech-Slovak border areas. A lack of proper strategic efforts focused on strengthening external cohesion may result in a number of unfavourable phenomena, such as: structural unemployment, occurrence of social pathologies, depopulation and dwindling competitiveness against other European regions.

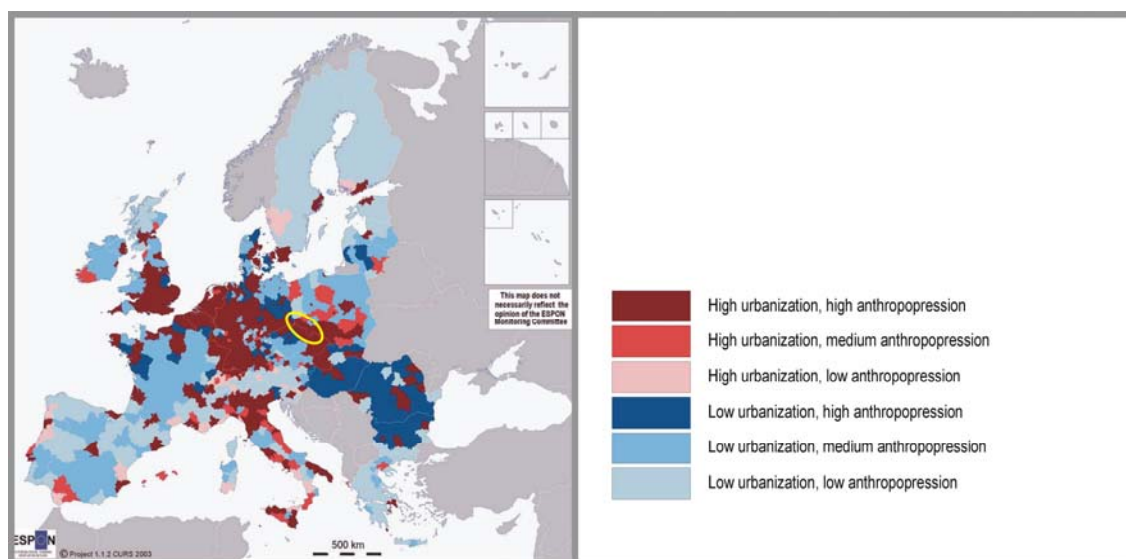
Appropriate Polish-Czech border area lobbying plus the use of internal potential will contribute to boosting the region's competitiveness, based on human capital, innovation and knowledge.

It can be maintained on the basis of selected socioeconomic indicators covered by research conducted by the European Spatial Planning Observation Network (ESPON) that the Polish-Czech border areas constitute a distinct "branch" of the European growth area (the so-called European banana), which is characterized by high economic development dynamism, based principally on innovation and knowledge.

DRAWING 15      FUNCTIONAL TYPOLOGY OF REGIONS BASED ON URBAN-RURAL RELATIONS. SOURCE: ESPON, 2004, ESPON PROJECT 1.1.2, URBAN-RURAL RELATIONS IN EUROPE, UNIVERSITY OF TECHNOLOGY, HELSINKI

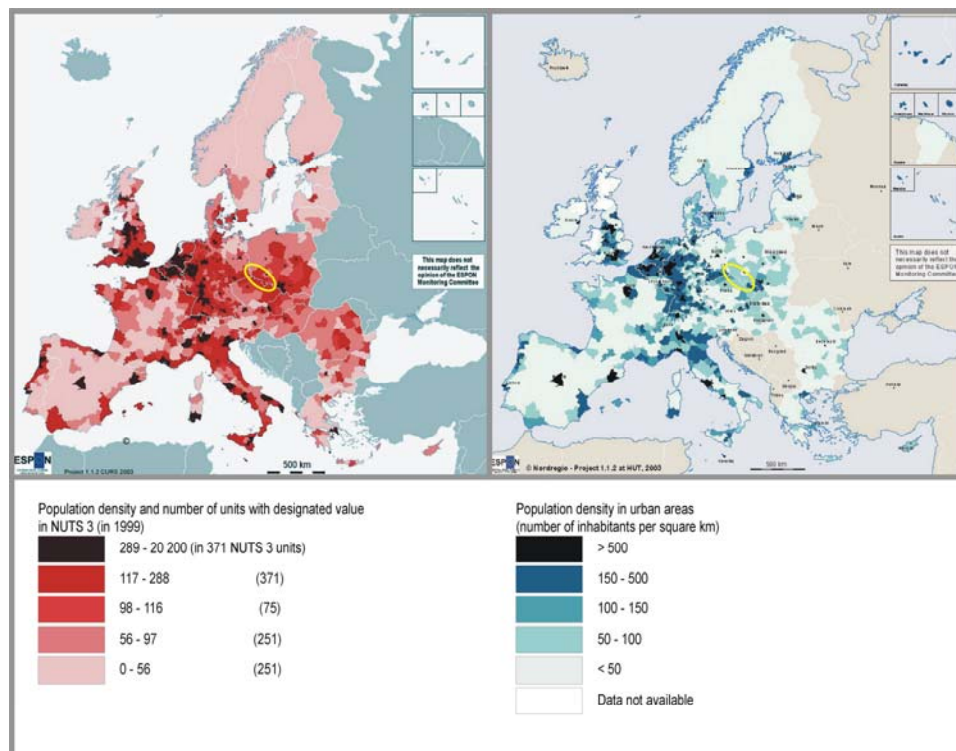
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6 Source: <http://www.espon.lu/online/documentation/projects/thematic/>.



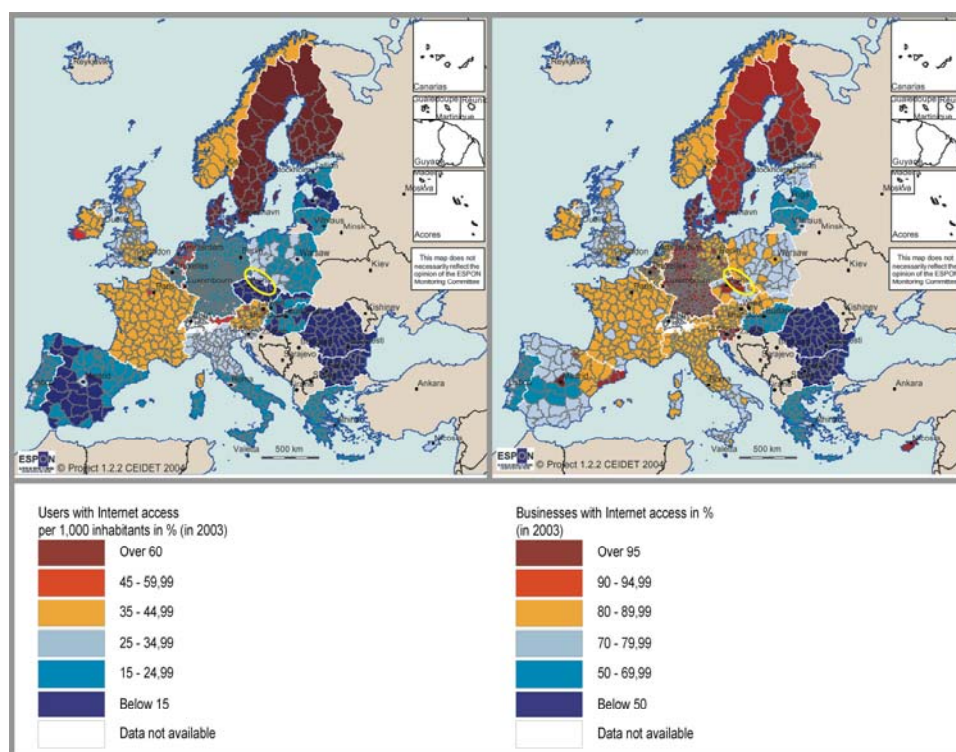
DRAWING 16

DEMOGRAPHIC POTENTIAL. POPULATION DENSITY IN NUTS 3 UNITS. POPULATION DENSITY IN URBAN AREAS IN NUTS 3 UNITS. SOURCE: ESPON, 2004, ESPON PROJECT 1.1.2, URBAN-RURAL RELATIONS IN EUROPE, UNIVERSITY OF TECHNOLOGY, HELSINKI



DRAWING 17

INFORMATION SOCIETY. INTERNET USERS IN NUTS 3 UNITS. PERCENTAGE OF BUSINESSES WITH INTERNET ACCESS IN NUTS 3 UNITS. SOURCE: ESPON, 2005, ESPON PROJECT 1.2.2, TELECOMMUNICATION SERVICES AND NETWORKS: TERRITORIAL TRENDS AND BASIC SUPPLY OF INFRASTRUCTURE FOR TERRITORIAL COHESION, UNIVERSITY OF NEWCASTLE, UNIVERSITY OF AVEIRO, UNIVERSITY OF JOENSUU, HERIOT WATT UNIVERSITY



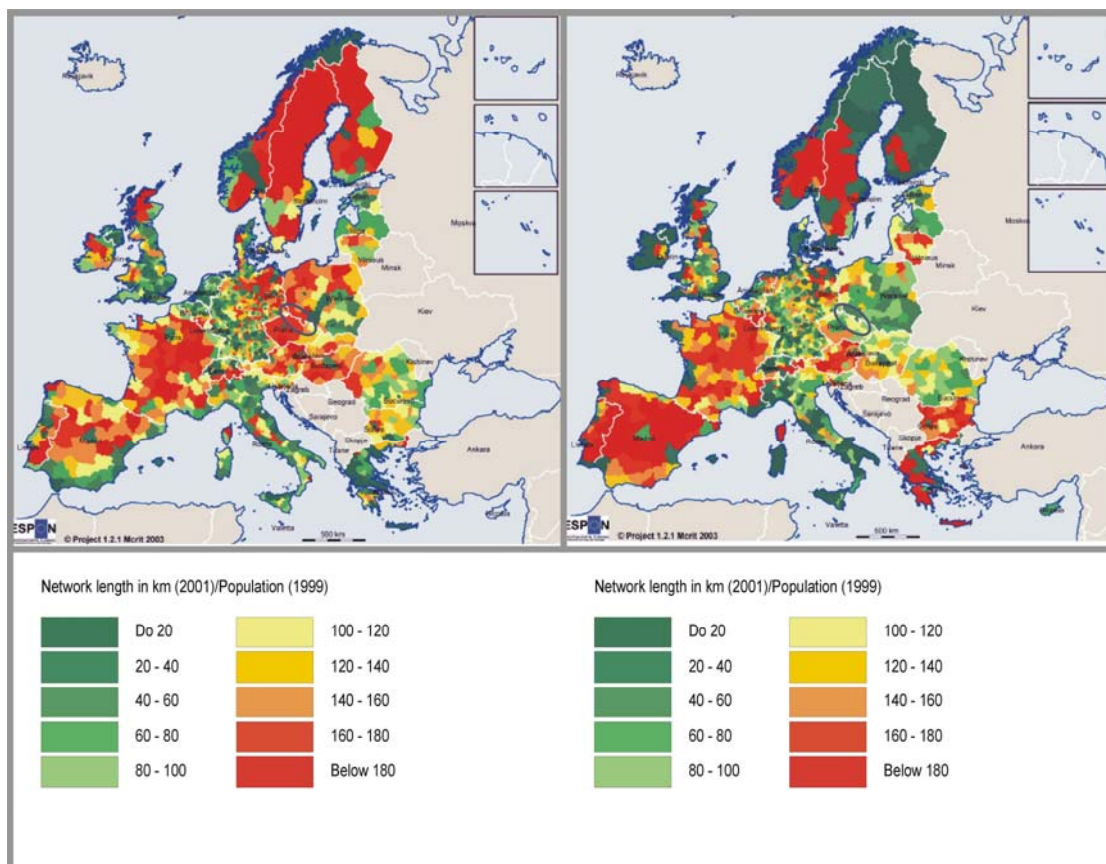


**ESPON research has revealed some characteristic phenomena and processes in the Polish-Czech border areas, for instance:**

- functional typology of regions shows that the Polish-Czech border areas with high urbanization and anthropopressure (this is also confirmed by a considerable ratio of artificial surfaces in the land use structure);
- against the rest of Europe, the Polish-Czech border areas have a high population density and urbanization ratio;
- the Polish-Czech areas are experiencing depopulation. In the years 2002-2003 an overwhelming majority of Polish poviats and Czech okreses experienced a fall in their population, which was caused both by a negative natural balance and a negative migration balance;
- compared with Western Europe, in Central and Eastern Europe (including the Polish-Czech border areas) there is no strong "ageing" of the population, which confirms a relatively low percentage of inhabitants aged over 64 in the population;
- when compared against other EU regions, the Polish-Czech border areas have weak Internet access, with a noticeably low percentage of inhabitants and businesses being able to use the Internet<sup>7</sup>;
- Polish poviats and Czech okreses within the Polish-Czech border (especially on the Polish side) have a markedly higher railway network density than the road network density, but it is underused;
- the Polish-Czech border areas, as a CEE subregion, have an above-average GDP per capita in this part of the continent.

DRAWING 18

TRANSPORT ACCESSIBILITY. ROAD NETWORK DENSITY IN NUTS 3 UNITS. RAILWAY NETWORK DENSITY IN NUTS 3 UNITS. SOURCE: ESPON, 2004, ESPON PROJECT 1.2.1, TRANSPORT SERVICES AND NETWORKS: TERRITORIAL TRENDS AND BASIC SUPPLY OF INFRASTRUCTURE FOR TERRITORIAL COHESION, UNIVERSITY OF TOURS, TOURS



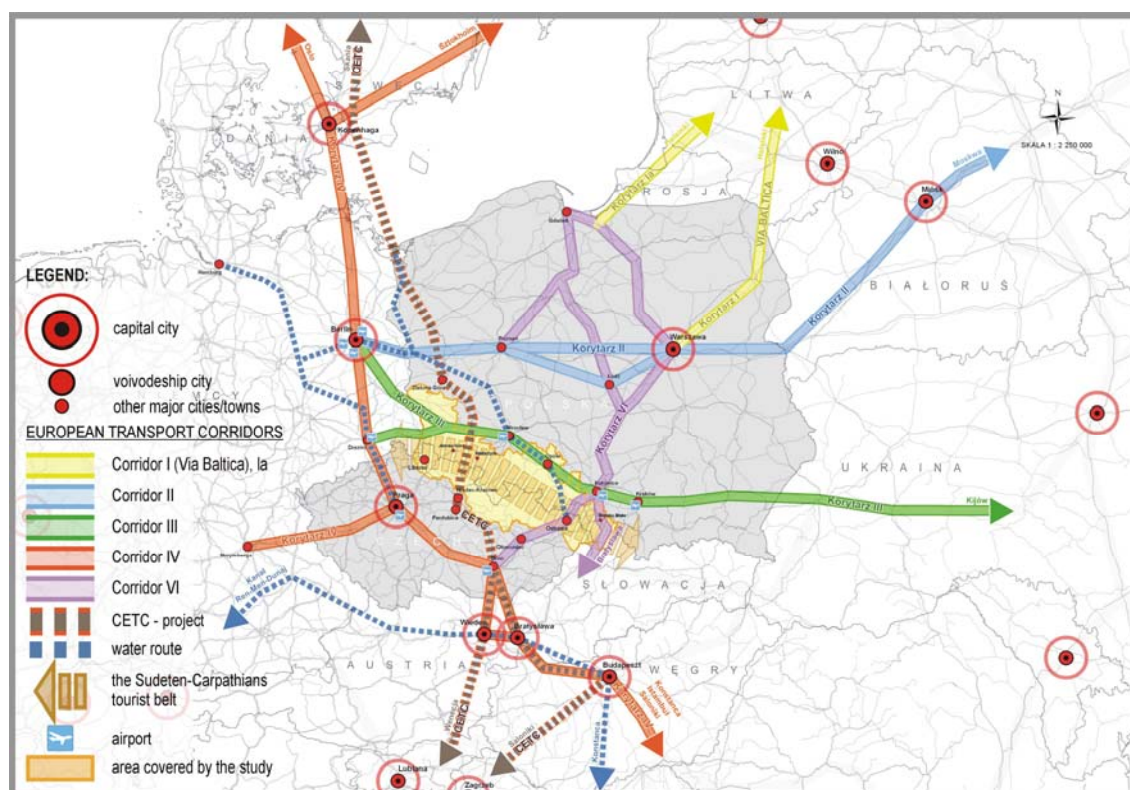
<sup>7</sup> However, the results and the methodology used have been seriously challenged by DG Information Society and numerous organizations connected with the development of information society, especially as regards the use of the Internet by businesses in Central Europe, including Poland and the Czech Republic.

The Polish-Czech border areas have a relatively well developed transport system, transport links with Poland's regions, the Czech Republic's krajs, Saxony and Slovakia. However, at present in this system there are serious restrictions on a free flow of persons and goods in international transport.

The area lies within the influence of two Paneuropean Transport Corridors (PTC) – III and IV – and in the immediate vicinity of Corridor IV:

- **Paneuropean Transport Corridor III/IIIa** – runs latitudinally from Berlin (Dresden) via Wrocław, Katowice, Kraków and Rzeszów to Kiev: national highway DK4, motorway A-4/A-18, railway line E-30/C-E 30); it also encompasses a broad gauge railway from Sławków to Ukraine;
- **Paneuropean Transport Corridor VI** – runs longitudinally from Gdańsk to Brno (and on to Vienna) or Žilina (Slovakia): motorways A-1/D-1/D-47, expressways S-1/S-7/S-69, railway lines E-65/C-E 65);
- **Paneuropean Transport Corridor IV** – runs latitudinally from west and south from the border region: motorway D-1/D-2/D-8.

DRAWING 19 THE BORDER AREAS AND EUROPEAN TRANSPORT CORRIDORS



Currently the regions are working on setting up a **Central European Transport Corridor (CETC)**, which would link Scandinavia via Szczecin/Świnoujście and the west of Poland with the Czech Republic and Southern Europe. It would include the international road route E-65 (DK3, the projected expressways S-3 and R-11, motorways D-1/D-3, D-11), railway lines E-59/C-E 59 and the Odra Waterway.

The transport corridors form a strong skeleton of international road and railway links. They are multimodal transport streams, offering opportunities for a fast, economical and comfortable movement of persons and goods.

They greatly improve interregional links, positively effecting people's mobility and entrepreneurship. They connect economic, technological, scientific, social-and-cultural centres important to the border areas. The PTC III axis goes through, among others: Berlin, Dresden, Wrocław, Opole, Katowice, Kraków, Rzeszów, Lviv and Kiev. PTC VI connects: Gdańsk, Warsaw, Łódź, Katowice, Ostrava and Brno, and PTC IV –

Berlin, Dresden, Prague and Bratislava. The projected CETC would link: Szczecin, Gorzów Wielkopolski, Zielona Góra, Legnica, Hradec Králové, Brno and Bratislava.

Apart from the transport corridors, an important component of the system of external links of the Polish-Czech border areas is the Czech expressway R 35 (E-442), which runs parallel to PTC III and IV. It starts at Hrádek nad Nisou, goes along the Polish-Czech border through Liberec and Hradec Králové to Olomouc, where it joins the motorway D-47, which runs to Ostrava. In 2007 it should be linked with the German road B-178, which runs to the motorway A-4 junction at Weissenberg. The road goes through the so-called "Worek Turoszowski" [Turoszów Zone] in Poland.

At present mainly in the Polish part of the border areas, the road and railway networks within the transport corridors are underinvested and have poor technical parameters. This means lack of comfort and long travelling times, which translates into low business attractiveness of the area served. However, the motorway, expressway and railway systems are being constantly developed (modernization of the existing sections and construction of new links). In 2006 the entire motorway route A-4 from Krzywa, through Wrocław, Katowice to Kraków should be completed and the redevelopment of the railway line E-30 and E-59 should be finished. Also successive sections of motorways A-1, D-11, D-47, expressways S-1, S-3, S-69, R-11, R-35, R-43, R-48, and modernized AGC/AGTC railway sections should be handed over for operation. The usefulness of connecting expressways S-5 and R-43 along Wrocław-Boboszów-Dolní Lipka-Moravská Třebová (R-35) is being considered, as this would improve communication Wrocław-Brno-Bratislava.

Apart from expressways and AGC/AGTC railway lines, of great importance to interregional and transnational links of the border areas are international airports, although they are mainly located outside them. At present the border areas are served by ten international airports: Wrocław-Strachowice, Katowice-Pyrzowice, Kraków-Balice, Praga-Ruzyně, Brno-Tuřany, Ostrava-Mošnov, three facilities at Berlin: Schönefeld, Tegel and Tempelhof, and one at Dresden.

The airports have relatively good road connections with the border areas. Even from their remotest sections it is possible to reach one of the airports within five hours. After all the projected road sections have been constructed, the travelling time will be cut down to 3-4 hours. The situation is less favourable in the case of railway links. Berlin's airports, with services with the whole of Europe and the entire world, have good communication links with the Polish part of the border areas (motorway A-4/A-18/A-15 – PTC III), whereas the airport Prague-Ruzyně, also with services with the entire world, has additionally good communication links with the Czech section of the border areas. After the construction of the intended expressways in eastern Czech Republic and southern Poland (especially crosswise) is completed, its accessibility from any place within the border areas will greatly improve.

The airports at Wrocław, Katowice and Kraków, located within PTC III, providing domestic and international services, adequately satisfy the needs of the border areas. Each of them has links with Warsaw. Kraków runs regular services to Prague and Berlin. All of the above airports are now seeing a dynamic development of low-cost airlines. Private operators offer international flights, e.g. to the Federal Republic of Germany (among others, to Frankfurt am Main, Köln, Düsseldorf), the UK (London), Austria (Vienna), France (Paris), Italy (Rome). It is to be hoped that services to Prague and Berlin will also be provided.

Of less importance to the border areas' communication are the Odra and Elbe waterways (actually the Elbe flows outside the border areas). Through neglect as regards modernization of the Odra and Elbe water routes, they are not used effectively for purposes of inland navigation. Poland is now implementing the Programme for the Odra-2006, which is aimed at strengthening its flood protection, restoring water cleanliness, improving the river's navigability and linking it with the

European inland waterways. The Odra is navigable in Poland from Kędzierzyn-Koźle, and the Elbe is navigable in the Czech Republic from Chvaletic (west of Pardubice). There are long-term plans to build a canal to connect the Odra, Elbe and Danube waterways.

The Polish-Czech border areas occupy a strategic region in Central Europe and are under the influence of strong centres with significant economic, scientific and research potential, the most important of which include: Berlin, Dresden, Prague, Brno, Vienna, Budapest, Wrocław, Katowice and Kraków. Their advantageous location, in direct contact with Saxony and Slovakia, increases the potential for interregional and transnational cooperation.

Very near the border areas on the Czech side there is one metropolitan centre – Ostrava – which is classed as a lower class metropolis. The city of Opole is the only so-called national centre for development balancing on the Polish side of the border.

The centres within the Polish-Czech border areas and their immediate vicinity contribute, depending on their rank and potential, to strengthening the links between such areas and the rest of Europe, guaranteeing the so-called internal cohesion and internal link cohesion.

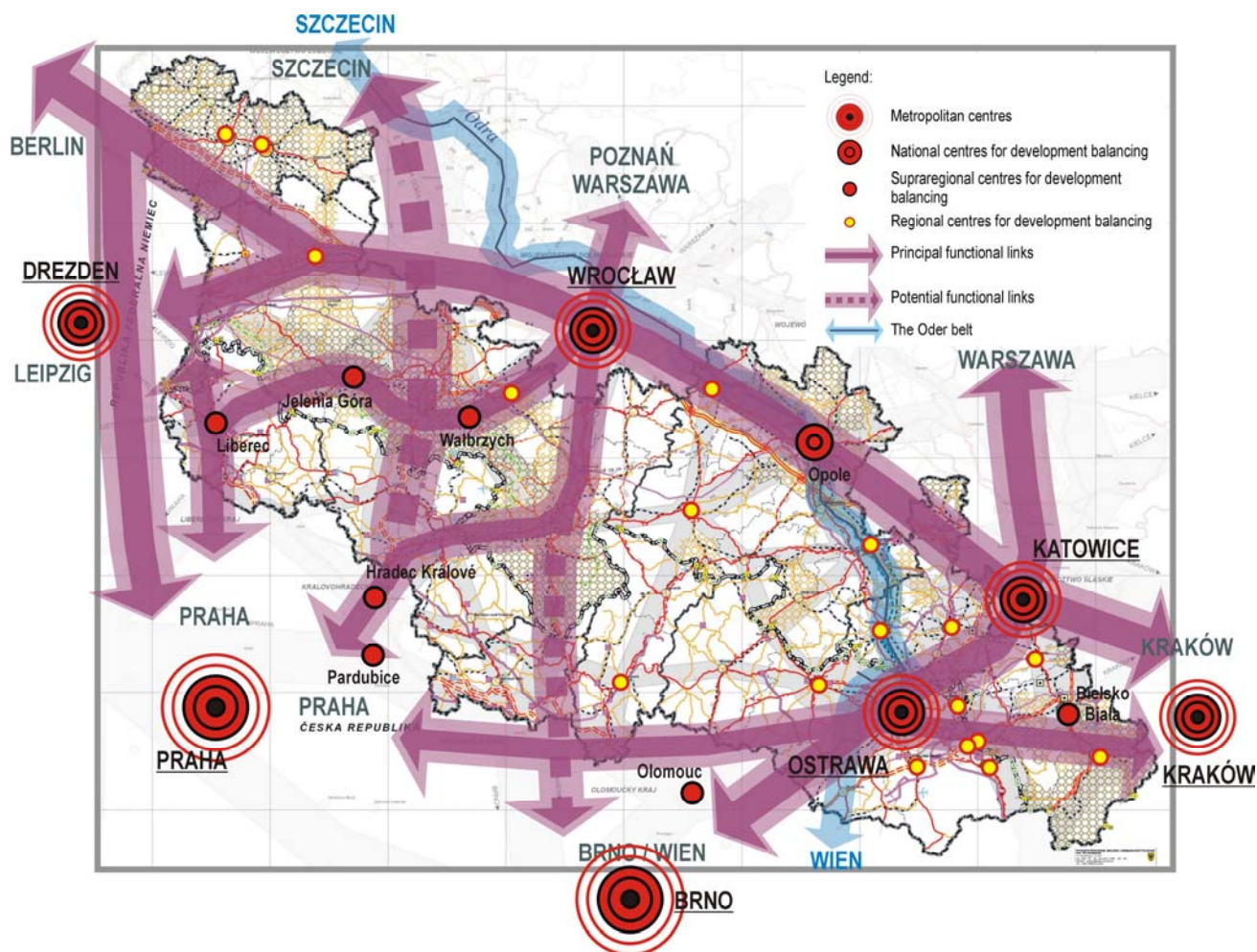
Table 4 presents the hierarchy of centres in Poland and the Czech Republic. The ranking assumed in this Study is based on the Country's Spatial Development Concept (*Monitor Polski* No. 26 dated 16 August 2001, Item 432) and, in the case of subregional development centres, on the hierarchy of centres specified in the Spatial Development Plans for the Dolnośląskie Voivodeship (2002), Opolskie Voivodeship (2002) and Śląskie Voivodeship (2004). The hierarchy of Czech centres is based on the administrative class of town and cities, as in the 1990s the legal regulations classifying towns and cities for the purposes of spatial planning were abolished.

TABLE 4

Hierarchy of centres in Poland	TYPE OF COOPERATION	Hierarchy of centres in the Czech Republic
Metropolitan centres	MAINLY COOPERATION AS PART OF EXTERNAL COHESION	Metropolitan centres (of lower rank)
National development balancing centres		
National development balancing centres	MAINLY COOPERATION AS PART OF INTERNAL COHESION	Supraregional centres
		Regional centres
Regional development balancing centres		Microregional development centres (significant – higher ranking)
		Microregional development centres (other – lower ranking)
Subregional development centres		Lower ranking centres (subregional)

The strongest external functional-spatial belts of importance to the border areas develop between metropolitan centres, based on major international transport links: road, air and water, which form transport corridors and go through the border areas or near them (discussed above). In the future the functional-spatial connections can develop further, thanks to new strategic transport belts, including the **Central European Transport Corridor** (Scandinavia-Szczecin-Legnica-Lubawka-Prague-Brno-southern Europe), linking in the border areas Kamienna Góra with the Královohradecký Kraj and the expressway S-5 belt (Gdańsk-Bydgoszcz-Poznań-Wrocław with the intended extension Kłodzko-Brno-Vienna), linking the Wrocław metropolitan centre with the Pardubický Kraj via the subregional centres of Kłodzko and Ząbkowice Śląskie.





If European regions want to achieve economic success in the coming years they need to base their economy, apart from traditional industry, on knowledge. The Polish-Czech border areas must take steps to support innovation as regards production and services in order to reverse the unfavourable tendencies in economy and prevent their marginalization. Such steps will require intensification of cooperation of the border areas with significant external centres.

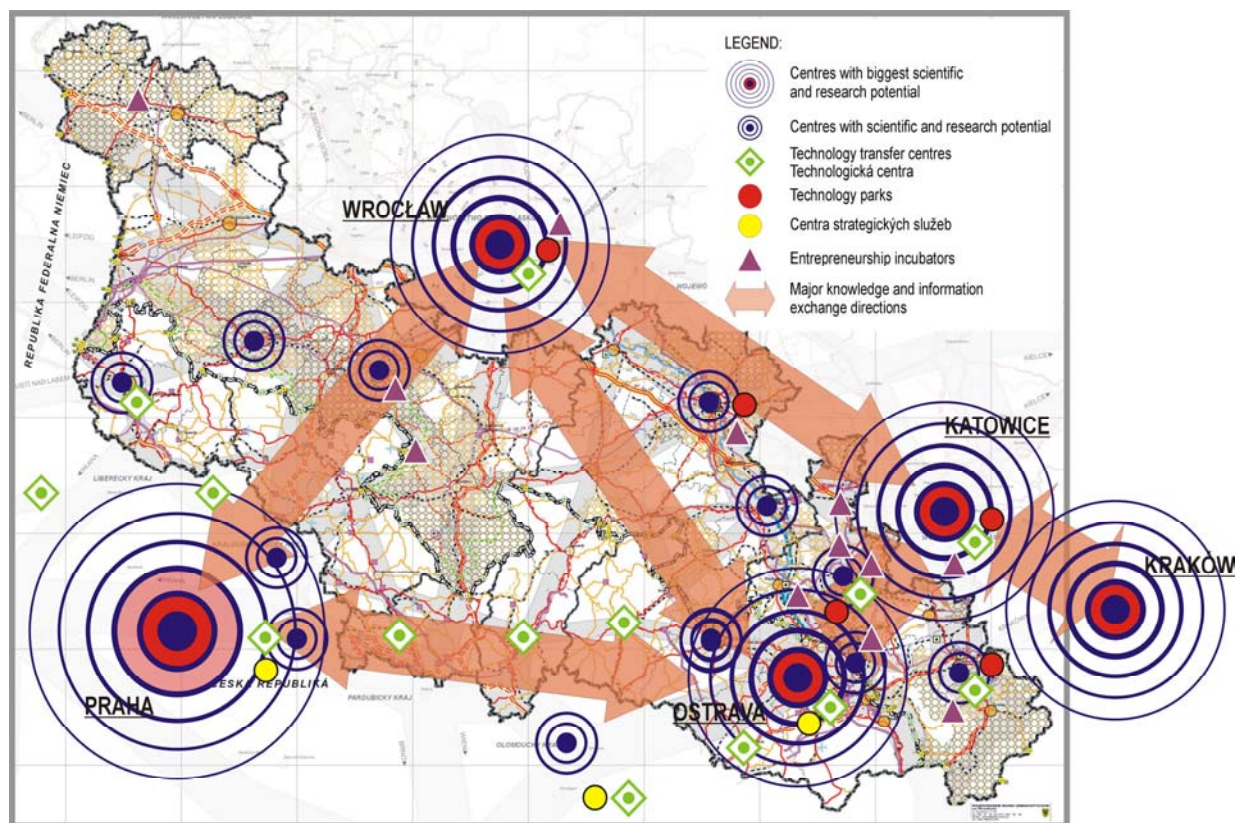
The centres with the highest scientific and research potential located within the Polish-Czech border area are Ostrava and Gliwice. Within the radius of influence are the important centres of Prague, Wrocław, Brno, Katowice and Kraków. Mention should also be made of the possible impact of Berlin, Vienna and Bratislava. The above centres will act as the principal sources of development impulses for smaller centres with scientific and research potential in the very border areas, such as: Liberec, Jelenia Góra, Wałbrzych, Opole, Kędzierzyn-Koźle, Rybnik, Bielsko-Biala, Jastrzębie-Zdrój, Opava, and beyond the border areas: Olomouc, Hradec Králové and Pardubice.

An important component generating impulses for cooperation between individual centres within the border areas and their immediately neighbouring regions is Paneuropean Transport Corridor III, which runs in the northern part of the district. The Polish regions located alongside this international transport belt have an ambition to develop the advanced technology industry, which is reflected in the joint regional initiative called the New Technology Business Highway.

The Polish-Czech border areas and their neighbourhood are a good location for institutions promoting the growth of innovation among business and in the country's economy. On the Polish side they include:

- technology transfer centres at Wrocław, Katowice, Bielsko-Biała, Rybnik;
- technology parks at Wrocław, Katowice, Bielsko-Biała, Rybnik and Opole;
- entrepreneurship incubators at Wrocław, the Katowice conurbation, Bielsko-Biała, Rybnik, Jastrzębie-Zdrój, Opole, Wałbrzych, Nowa Ruda, Żary, and on the Czech side:
- technological centres (technologická centra) – Ústí nad Orlicí, Pardubice, Mělník, Jičín, Ostrava, Bruntál, Nový Jičín, Přerov, Šumperk, Liberec;
- strategic centres (centra strategických služeb)<sup>8</sup> – Přerov, Pardubice, Česká Lípa, Ostrava.

DRAWING 21 INNOVATION POTENTIAL



Special attention when identifying cooperation areas in this respect should be paid to the centres near Katowice and Ostrava, where there are two centres with the highest scientific and research potential (the Katowice conurbation and Ostrava), four smaller ones (Opava, Jastrzębie-Zdrój, Bielsko-Biała, Rybnik) and a considerable concentration of business environment institutions. Because of the saturation with the above-mentioned establishments, the biggest flows of knowledge and innovation are likely to occur in those areas, though the distance may not be decisive in this case after all. Of key importance will be cooperation agreements between individual scientific and research establishments and other institutions. This is why the influence of Wrocław, Kraków, Prague and Brno on the border area centres cannot be ignored.

A priority for the development of a knowledge-based economy is improved communication between individual scientific-and-research and business environment institutions. This means in practice common use of fast Internet communication (a fibre optic backbone network) and better access, in the meaning of communication and transport infrastructure.

Cross-border cooperation between Poland and the Czech Republic will occur mainly at the regional level. The strengthening and development of supralocal settlement

<sup>8</sup> Source of data: Czechinvest-Investment and Business Development Agency.

belts will depend to a large degree on the ability to maintain and create new cross-border links, which, especially in the western section, are not very numerous.

The Polish-Czech cross-border links have been greatly affected by geography, just like the settlement system of the border areas, which is mostly mountainous and submontane in character.

The Polish-Czech border in the western and central parts of the border areas goes principally along the mountain ranges of the Izerskie Mountains, Karkonosze Mountains and Orlickie Mountains on the Czech side and along the Sudeten Mountains in Poland. This limits the ability to set out supraregional transport routes, and so cross-border connections should be developed on the basis of the existing ones and, where possible, supplemented with new ones.

The traffic capacity of the state border crossings in the eastern section is higher and the cross-border links are determined by both anthropogenic factors (the development of settlement and the mining industry to date) and geographical factors (Jeseniki and Beskidy Śląskie Mountains). The priority for this region should be to provide high-quality connections between regional centres on both sides of the border.

The key role in the development and strengthening of internal cohesion of border areas is played by centres located within their boundaries and in their immediate vicinity, but influencing such areas.

#### **In Poland such centres include:**

Metropolitan centres (potential socioeconomic development centres of European importance – europoles):

- Wrocław and Katowice (situated beyond the border areas);

Supraregional development balancing centres:

- Jelenia Góra, Wałbrzych, Bielsko-Biała, Opole (the national development balancing centre);

Regional development balancing centres:

- Żary, Żagań, Bolesławiec, Świdnica, Nysa, Brzeg, Kędzierzyn-Koźle, Racibórz, Rybnik<sup>9</sup>, Pszczyna, Żywiec, Cieszyn;

Subregional development centres:

- Brody, Lubsko, Jasień, Szprotawa, Zgorzelec, Lubań, Złotoryja, Kamienna Góra, Jawor, Dzierżonów, Kłodzko, Ząbkowice Śląskie, Strzelin, Prudnik, Głubczyce, Krapkowice, Wodzisław, Jastrzębie-Zdrój<sup>10</sup>, Żory.

#### **In the Czech Republic:**

Supraregional (upper level) centres:

- Ostrava (a lower level metropolitan centre), Liberec;
- Hradec Králové, Pardubice, Olomouc (situated outside the border areas);

Regional centres (upper level centres):

- Šumperk, Opava, Karviná, Frýdek-Místek, Český Těšín, Jablonec;

<sup>9</sup> In line with the Spatial Development Plan of the Śląskie Voivodeship, Rybnik has been classified as a national centre.

<sup>10</sup> In line with the Spatial Development Plan of the Śląskie Voivodeship, Jastrzębie-Zdrój has been classified as a regional centre.

Microregional centres (mid-level centres):

- Trutnov, Náchod, Bohumín, Ústí nad Orlicí/Česká Třebová, Bruntál, Krnov, Třinec, Rumburk, Varnsdorf, Semily, Turnov, Dvůr Králové nad Labem, Vrchlabí, Jaroměř, Rychnov nad Kněžnou, Lanškroun, Vysoké Mýto, Jeseník, Mohelnice, Zábřeh, Hlučín, Frýdlant nad Ostravicí, Jablunkov;

Subregional (lower level) centres:

- Tanvald, Železný Brod, Frýdlant, (Hrádek nad Nisou), Jilemnice, (Lomnice nad Popelkou), Týniště nad Orlicí, Choceň, Žamberk, Vítkov, Rýmařov.

When considering the hierarchy of centres, it should be borne in mind that their rank may result from the integrated strength of a couple of neighbouring cities. Such bipolar systems are to be found mainly on the Czech side and include:

- Liberec-Jabloniec nad Nisou;
- Náchod-Nové Město nad Metují;
- Rychnov nad Kněžnou-Vamberk;
- Ústí nad Orlicí-Česká Třebová;
- Zábřeh-Šumperk;
- Český Těšín-Třinec;
- Opava-Krnov;
- Ostrava-Bohumín.

On the Polish side there is the currently developing conurbation Pieszyce-Bielawa-Dzierżoniów and associations of Silesian towns.

Of greatest importance to the development of functional-and-spatial belts are the strongest centres, in this case regional centres and metropolises, located near the board areas.

The twelve Polish regional centres for development balancing are spread rather evenly throughout the border areas, but with a visibly higher concentration in Upper Silesia. Of most importance on the Czech side are: Ostrava and Liberec, as well as two strong regional centres: Hradec Králové and Pardubice, which are located to the west, but fall outside the scope of this Study. The area in question include two towns split by state borders: Český Těšín/Cieszyn and Görlitz/Zgorzelec (in the Polish-German border areas).

Currently the major settlement belts conditioning internal cohesion of the border areas along the north-south axis include:

- Praha-Mladá Boleslav-Liberec-Zittau-Bautzen;
- Pardubice-Hradec Králové-Trutnov-Wałbrzych-Świdnica-Wrocław;
- Ostrava-Rybník/Żory-Katowice.

The remaining settlement belts are of regional and local significance, despite the fact that sometimes they form part of supraregional transport routes. They play a major role in crystallizing local connections and structures of minor border centres. Such connections may be expected to strengthen after elimination of restrictions in the form of passport control and customs clearance at the border (after the two countries sign the Schengen Treaty), but they will be determined by the quality and effectiveness of transport links and infrastructure.

In order to promote settlement in the border areas and to take advantage of the potential offered by individual centres, internal links between towns with comparable functions and development opportunities should be established. Selected proposals regarding possible cross-border cooperation between centres at the regional and local levels:

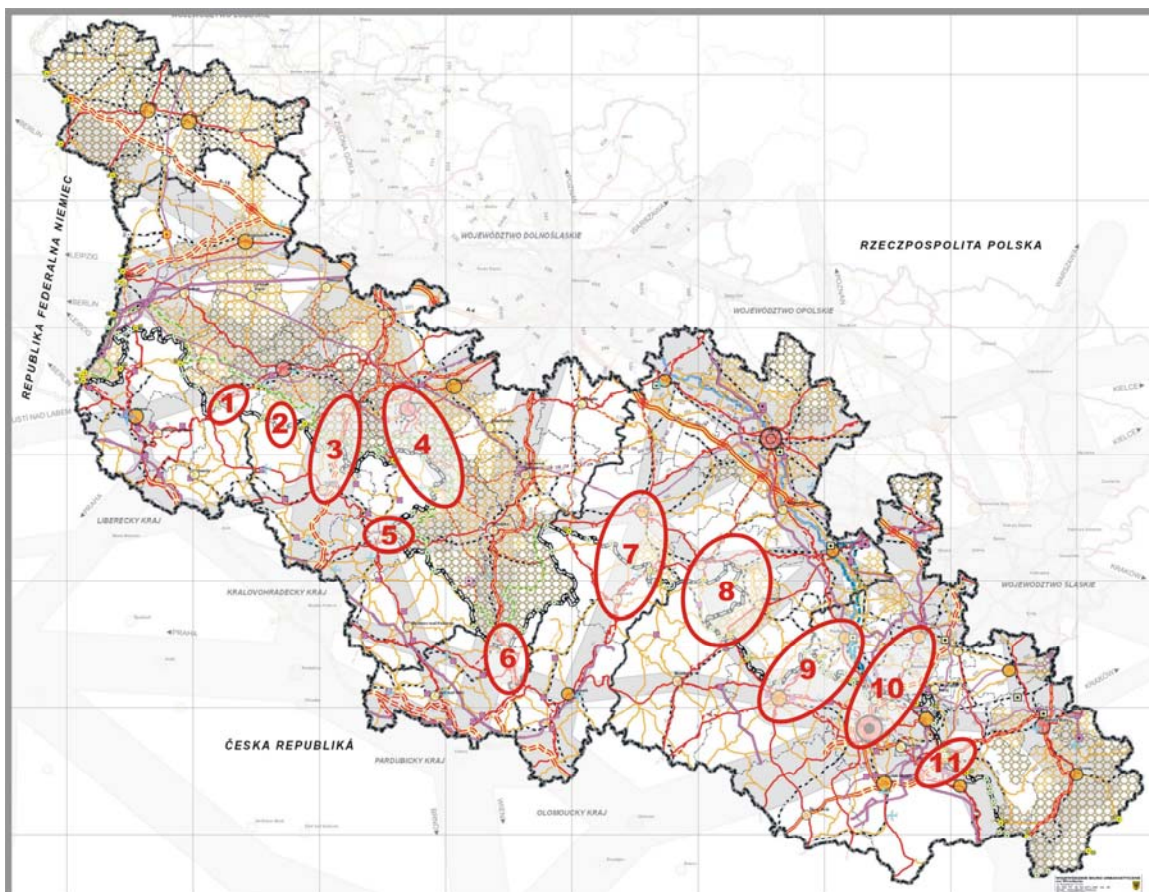
1. Harrachov-Szklarska Poręba – tourism;
2. Kowary/Karpacz-Pec p. Sněžkou, Jánské Lázně – spa function and tourism;



3. Trutnov-Kamienna Góra – economic activity;
4. Meziměstí/Broumov-Nowa Ruda/Wałbrzych – economic activity;
5. Náchod-Kudowa-Zdrój – trade, services;
6. Králiky-Międzyzylesie – tourism;
7. Jeseník-Nysa – culture, tourism;
8. Prudnik-Krnov-Głubczyce – economic activity, tourism, culture;
9. Opava-Racibórz – economic activity, industry;
10. Ostrava-Rybník – economic activity, industry;
11. Český Těšín-Cieszyn – cultural cooperation between gminas, tourism.

DRAWING 22

POTENTIAL COOPERATION BETWEEN CENTRES



It must be emphasized that the above areas of cooperation between centres are meant exclusively as suggestions, based on their currently identified specialization. Such cooperation may be enriched and diversified, in the long run contributing to the development of larger areas around such centres.

The mountainous character of the border areas, despite their relatively dense road and railway network, is not conducive to an unrestricted expansion of transport links. A gradual deterioration in the past of the technical condition of transport networks, especially those of lower grade (voivodeship, powiat and gmina roads, local railway lines), has decreased the economic and tourist attractiveness of the areas in question.

More and more restrictions being imposed on railway transport, particularly on the Polish side, and a decreasing traffic capacity of roads lengthen travelling times and hinder efficient transport in the border areas.

In order to boost internal cohesion of the region it is necessary to ensure efficient functioning of its communication and transport infrastructure with high technical parameters and to gradually supplement it with new components. This will provide better service for the entire area and its greater economic and tourist accessibility.

An important element conditioning the correct development of border areas is a free flow of persons and goods. This will be helped by the signature by Poland and the Czech Republic of the Schengen Treaty, which will significantly facilitate construction of new border crossings and stimulate the region's social, cultural and economic development.

### **The road network**

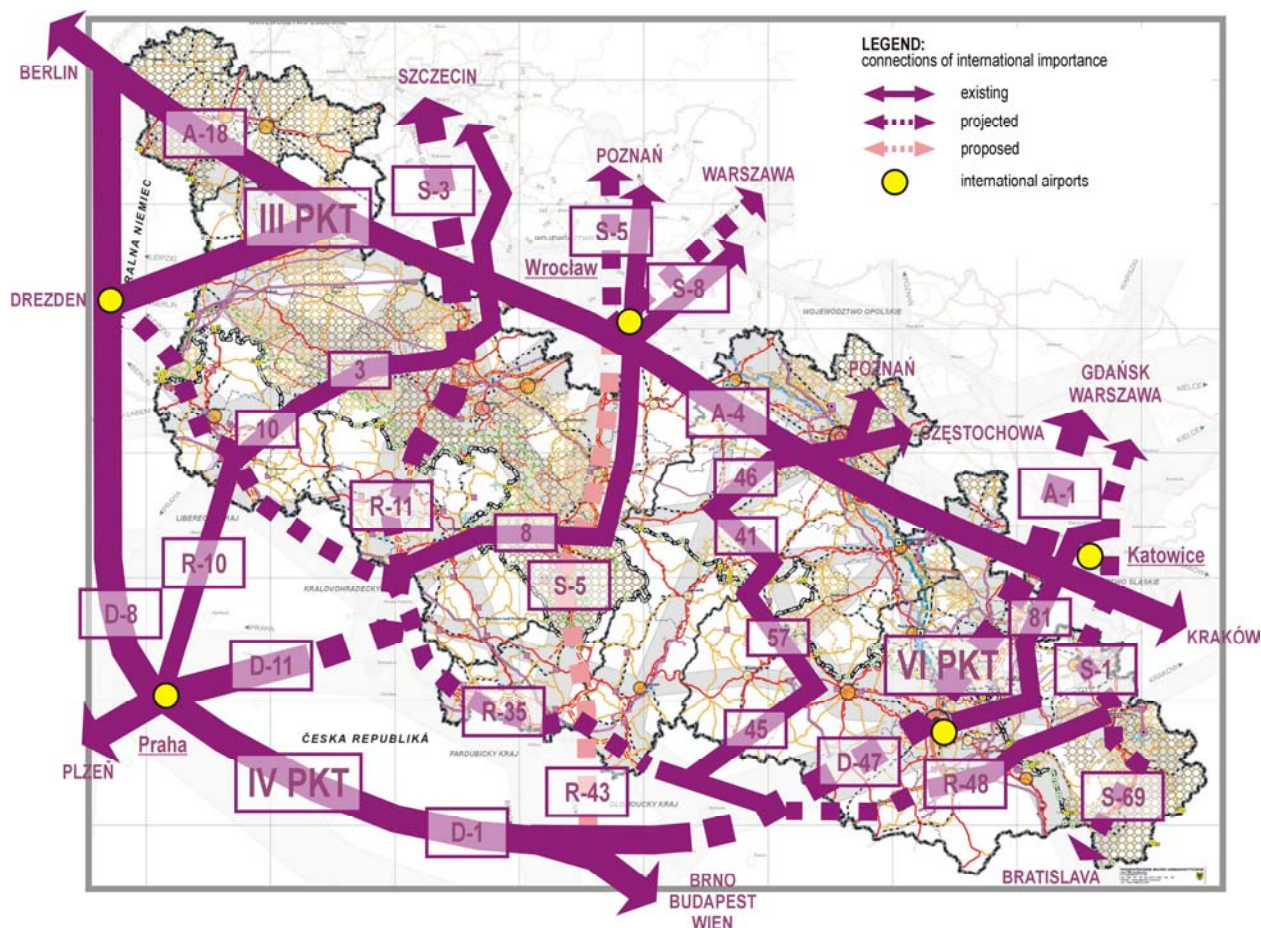
The Polish-Czech border areas have a relatively well developed transport system. They have good communications with the neighbouring areas – western, central and eastern Poland, the entire Czech Republic, Saxony and Slovakia. In terms of its density, the road and railway network puts the region in top positions in both Polish and Czech statistical rankings.

However, the system is not entirely consistent, especially at the very Polish-Czech border. Unconstructed expressway connections and poor parameters of the existing roads contribute to a falling efficiency of cross-border links.

The border areas are linked latitudinally by motorway A-4/A-18/DK18 (E-40/E-36), highway DK4/94, and highway E-422 (expressway R-35) and longitudinally by highway E-65 (projected S-3/R-11/D-11), highway E-75 (DK1, together with the projected motorway A-1/D-47) and highway E-55 (projected motorway D-8).

Of importance to the internal links within the border areas are the existing and projected road connections, such as:

- the projected connection B-178 (in Saxony) with R-35 (E-442) via Turoszów Zone;
- the existing connection DK3/10 (E-65) – Jakuszyce-Harrachov;
- the existing connection DK5/16/37 (E-261) – Lubawka-Královec;
- the existing connection DK8/33/D-11 (E-67) – Kudowa-Słone-Náchod;
- the existing connection DK40/44 from Opole via Glucholazy to Jeseník – Glucholazy-Mikulovice;
- the existing connection DK38/45 from Opole and Kędzierzyn-Koźle to Opava via Pietrowice-Krnow and with Ostrava via Chalupki-Bohumín.



Gradual construction of expressways will not only facilitate interregional and international contacts, but will also cut travelling times within the border areas themselves. In order for the expressway system to function properly, it should be supplemented with two important components: an extension to expressway S-5 to the south of Wrocław, via the Kłodzko Valley, to Svitava (R-35 and R-43), which would provide a better link with Brno, Bratislava and Vienna (S-5/R-43/R-52), and expressway S-8 from Wrocław (A-4) to S-3 (Stare Bogaczowice) and D11, which would improve communication between Warsaw and Prague.

Expressways and national highways play a significant role in the border areas; equally important are links between the region's principal centres and its border crossings. These are provided mainly by voivodeship roads. They should be supplemented with good-quality powiat roads, as (especially considering the projected signature of the Schengen Treaty by Poland and the Czech Republic) it is very important to create conditions for ensuring unrestricted crossing of the state border at every technically prepared location.



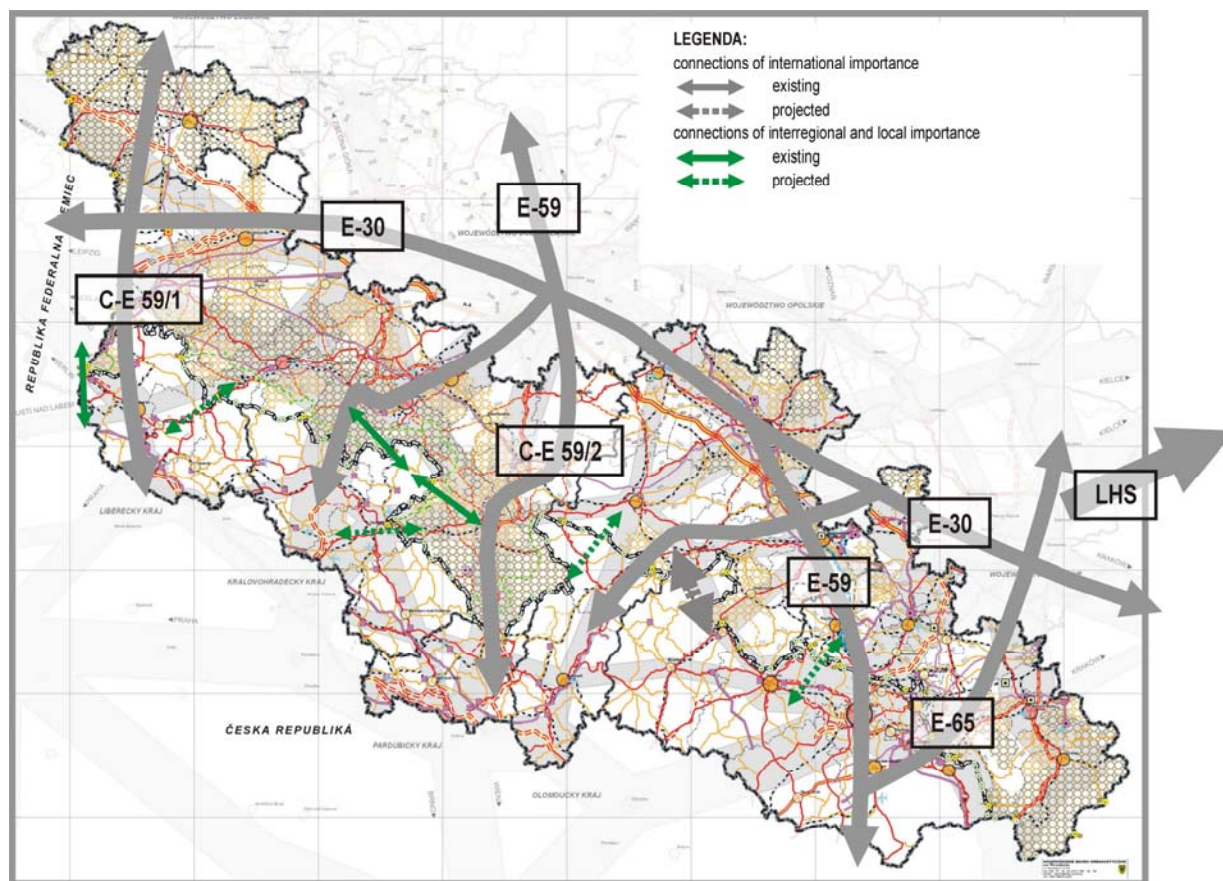
### The railway network

The border areas are crisscrossed by AGC/AGTC railway lines, running latitudinally:

- E-30 i C-E 30 (Zgorzelec-Medyka),
- and longitudinally:
- E-59 (Świnoujście-Poznań-Wrocław-Chałupki-Ostrawa-Brno);
  - E-65 (Gdynia-Warszawa-Katowice-Zebrzydowice-Ostrava);
  - C-E 59 (Świnoujście-Poznań/Zielona Góra-Wrocław-Chałupki-Ostrava);
  - C-E 59/1 (Nowa Sól-Zawidów-Liberec);
  - C-E 59/2 (Wrocław-Międzyzlesie-Česká Třebová-Brno);
  - C-E 65 (Gdynia-Warsaw/Bydgoszcz-Katowice-Zebrzydowa-Ostrava);
  - C-E 65/1 (Zduńska Wola-Łódź-Skierniewice);
  - C-E 65/2 (Chorzew-Częstochowa-Czechowice-Dziedzice-Chybie);
  - C-E 65/3 (Herby Nowe-Kędzierzyn-Koźle).

An additional element of the system is the Broad Gauge Smelting Industry Railway Line [Linia Hutnicza Szerokotorowa, LHS], running from Sławkowo to Izovo in Ukraine, outside the border areas, but in its immediate vicinity, which may be of considerable importance to the further development of this part of Europe.

DRAWING 24 THE RAILWAY NETWORK



The lines carry traffic from the border crossings with the Czech Republic, the Federal Republic of Germany, the Slovakian Republic and Ukraine into the country's interior, to seaports and the Baltic states. They are mostly electrified and double track. Lines E-30 and E-59 are currently being modernized; there are plans to modernize line E-65 and the other AGC/AGTC lines in the coming years.

The other major railway connections in the border areas include:

- connection through Frýdland Promontory (039) and Turoszów Zone to Saxony (Liberecký Kraj);

- recreation of railway line Jakuszcze-Harrachov (035/311);
- connection via Lubawka (299-274) and Trutnov (043) to Prague;
- connection of Wrocław and Wałbrzych via Mieroszów (291/026) to Hradec Králové-Pardubice and on to Prague, electrification of line No. 026 from Týniště to Meziměstí;
- recreation of line Ścinawka-Otovice (026);
- recreation of line Kudowa-Zdrój-Náchod (309);
- connection Międzyzlesie-Dolní Lipka towards Králíky, with the electrification of line No. 021 section Letohrad-Dolní Lipka-Międzyzlesie;
- service improvement along the axis Gliwice-Kędzierzyn-Koźle-Głucholazy (137-343);
- service improvement along the axis Krnov-Głucholazy-Jeseník (292-333-343);
- recreation of line Opava-Kravaře-Chuchelná (318)-Krzanowice-Racibórz;
- connection of Ostrava via Chałupki (E-59) and Zebrzydowice (E-65).

Despite its density, the railway network has poor technical parameters, numerous unelectrified or single-track sections. This results in small commercial speeds, long travelling times and poor travelling comfort. On the Polish side many passenger services, especially on local lines, are being phased out, which reduces the importance of railway links to overall traffic.

An important element expected to strengthen cohesion of the border areas is the completion of the electrification of the remaining railway line sections, both in the Czech Republic and in Poland, such as: Týniště-Meziměstí, Letohrad-Dolní Lipka-Międzyzlesie, and Jaroměř-Královec-Lubawka-Marciszów/Sędziszów.

Modernization of railway lines will bring about better track parameters (increased loads and commercial speeds, shortened travelling times), thanks to which railway transport may once again become competitive with long-distance road transport, and passenger traffic will be able to take advantage of efficient and fast services between most important regional and international centres.

### Airports

Air transport does not play any major role in ensuring internal cohesion of the Polish-Czech border areas. The domestic and international airports with regular domestic and international flights described in the chapter devoted to external cohesion are located outside them.

Airports are one of the main factors increasing attractiveness for potential investors. For local needs, especially for business, regional and local airports might be of some importance. This is why favourable conditions for efficient operation of the existing facilities and the development of smaller, regional airports, depending on local needs, should be created. For instance, the existing facilities, such as Bielsko Biala-Aleksandrowice, Rybnik-Gotartowice, Liberec, Hradec Králové, Pardubice, Ostrava-Mošnov, and the projected ones – near Opole: Kamień Śląski or Polska Nowa Wieś, may provide services for the border areas (regional reach). Some money should also be channelled into sports and sports-and-service airports, such as the ones existing at Jelenia Góra, Świebodzice, Bystrzyca Kłodzka, Ústí nad Orlicí, Jeseník, Krnov, and projected ones, at Żarska Wieś, Skarbimierz, as the Polish-Czech border areas offer excellent conditions for the development of sports and recreational aviation, especially ultra light aircraft.

The use of the potential offered by the railway, air and water transport systems, accompanied by the expansion of integrated systems – logistic centres, multimodal transport – will improve the flow of goods on a local, regional and international scale. This is connected with a better handling of investment projects, economic activity areas and big settlement centres.

### Border crossings

The accession in May 2004 of Poland and the Czech Republic to the European Union shifted the EU outermost borders to the east. The Polish-Czech border became an internal EU border. This dramatically reduced the time needed to complete border crossing formalities. However, due to the relatively small number of border crossing points, no significant increase in the free flow of border traffic has been observed. The existing poorly developed network of border crossings constitutes a barrier to the free flow of persons and goods, to cross-border contacts and to economic development in the border areas. After Poland and the Czech Republic sign the Schengen Treaty, the current border crossing formalities will be abolished, which will have a significant impact on the flow of traffic.

At present the Polish-Czech border is served by 17 crossings, including 4 for unrestricted goods traffic<sup>11</sup>:

- Jakuszyce-Harrachov;
- Kudowa-Słone-Náchod;
- Bartultovice-Trzebina;
- Chotěbuz-Cieszyn, Boguszowice;

and the remaining ones:

- Bogatynia-Kunratice;
- Boboszków-Dolna Lipka;
- Zawidów-Habartice;
- Czerniawa-Zdrój-Nové Město pod Smrkem;
- Lubawka-Královec;
- Golińsk-Meziměstí, Starostin;
- Bartošovice-Niemojów;
- Paczków-Bílý Potok;
- Głuchołazy-Mikulovice;
- Konradów-Zlaté Hory;
- Pietrowice-Krnov;
- Pietraszyn-Sudice;
- Chałupki-Bohumín,

as well as 5 crossings for persons and goods (1 with traffic suspended) and 3 for goods (1 with traffic suspended):

- Zawidów-Frydlant – goods;
- Lubawka-Královec – goods, with traffic suspended;
- Mieroszów-Meziměstí – persons and goods, with personal traffic suspended;
- Międzyzlesie-Lichkov – persons and goods;
- Głuchołazy-Mikulovice – goods;
- Chałupki-Bohumín – persons and goods;
- Zebrzydowice-Petrovice u Karviné – persons and goods;
- Cieszyn-Český Těšín – persons and goods.

The existing border crossings are too far away from one another. Furthermore, the roads to some of them are technically inadequate, considering the traffic served. The existing crossings have to be modernized and new ones, for both goods and local links, need to be built. Each new border crossing means a better flow of persons and goods, better logistics, higher attractiveness of the neighbouring areas, i.e. something expected by potential investors and conducive to economic development. Additionally, new crossings result in broader social and cultural contacts.

The Polish-Czech border areas are provided with potable water from underground and surface water intakes. Within the border areas there are water intakes of regional

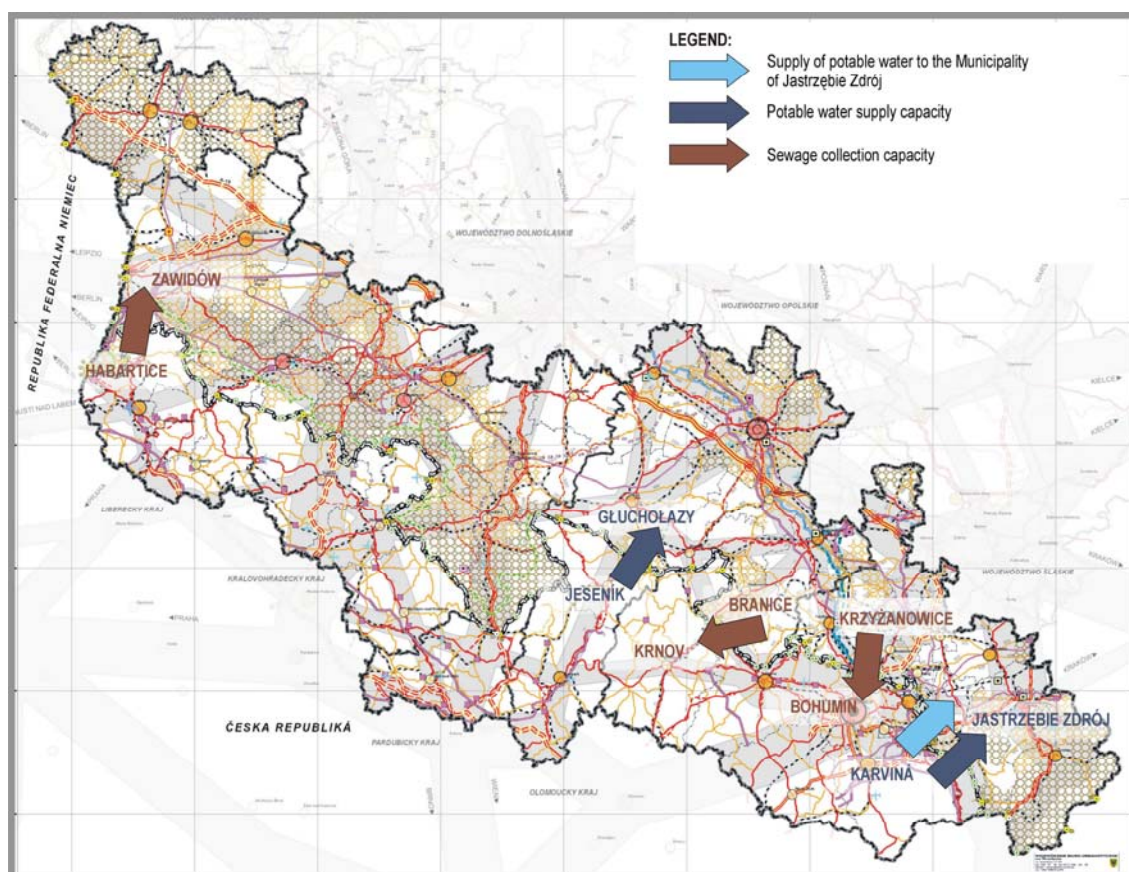
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<sup>11</sup> Up-to-date information about border crossings is posted on the following websites: The Border Guards of the Republic of Poland (<http://www.sg.gov.pl/granice/index.asp?id=8>) and Ministerstvo Vnitřní RCZ (<http://www.mvcr.cz/doprava/prechody/polsko.html>)

and local importance, for the protection of which protective zones are established and sewage economy is organized.

Cooperation in the border areas in respect of water supply and sewage collection is difficult due to the lie of the land. The mountainous character of the land in most of the border areas is not conducive to capital investment projects. Any excess potable water and spare capacity of sewage treatment facilities can be rather used in the lowland sections of the region.

DRAWING 25 CONNECTIONS OF THE WATER SUPPLY AND SEWAGE COLLECTION NETWORKS

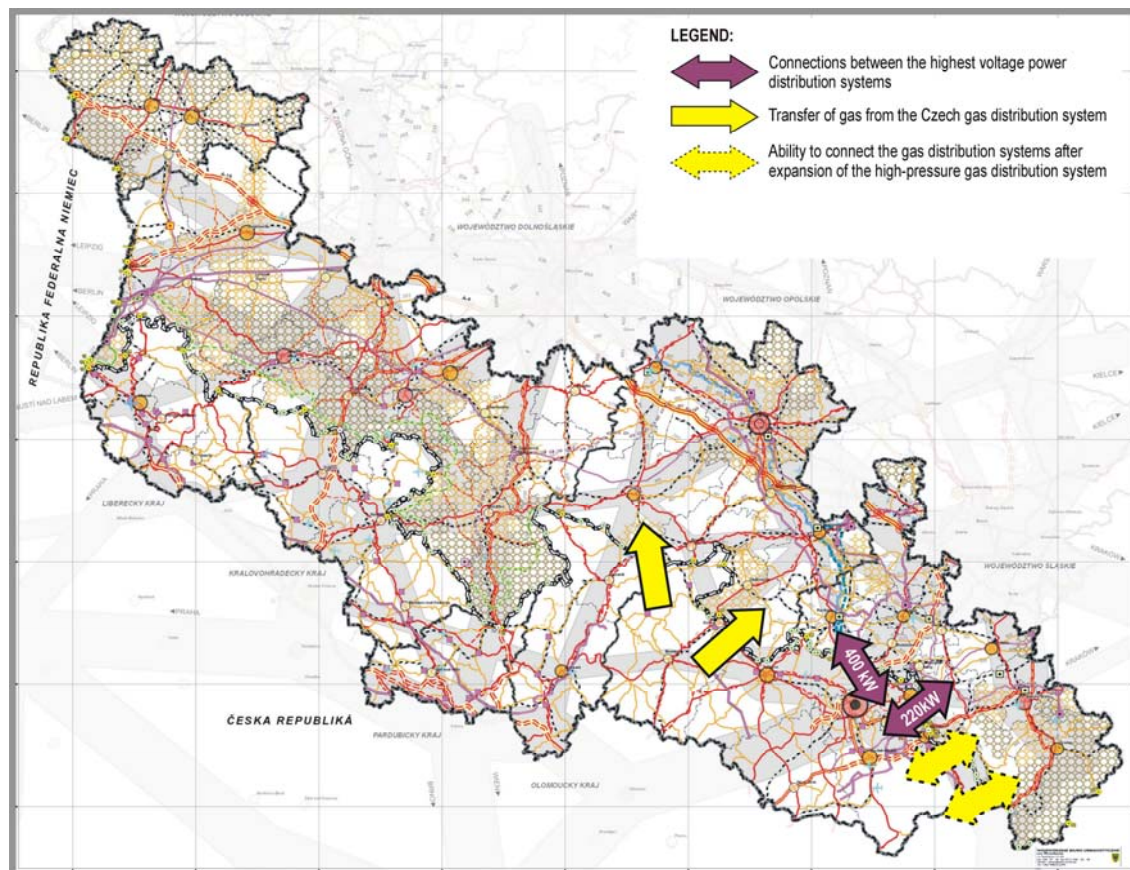


At present potable water from the Karviná intakes is supplied to the town of Jastrzębie-Zdrój. There are plans to increase the amount of water for the town and its environs. It is also possible to feed potable water from the collective water distribution system of the town of Jeseník into the water supply system of the town of Glucholazy (Nyski Powiat). The sewage treatment facility at the town of Bohumín is to receive sewage from three villages in the Gmina of Krzyżanowice (Raciborski Powiat): Chałupki, Zabelków and Rudyszwałd. Spare capacity of the sewage treatment installations on the Polish (e.g. at Zawidowo) and the Czech side (Krnov) offer opportunities for a joint sewage management system, as required by Directive 91/271/EEC.

The highest voltage power distribution systems of Poland and the Czech Republic are interconnected at the point of contact of the Śląskie Voivodeship and the Moravskoslezský Kraj. This connection is by means of:

- two 400 kV lines from the substations at Dobrzeń (Opolskie Voivodeship) and Wielopole (Śląskie Voivodeship) to the substations at Nosovice and Albrechtice;
- two 220 kV lines from the substations at Bujaków and Kopanina (Śląskie Voivodeship) to the substation at Liskovec.





The available capacity of these lines is sufficient and so no new links between the highest voltage power distribution systems of the two countries are projected. However, the 400 kV and 220 kV power distribution systems are to be expanded both in Poland and the Czech Republic. The Polish side (Dolnośląskie and Opolskie Voivodeships) intends to:

- modernize the 400 kV line Mikułowa-Czarna-Pasikowice-Dobrzeń-Joachimów;
- construct a 400 kV line Mikułowa-Świebodzice-Ząbkowice Śląskie-Groszowice (or Dobrzeń) along the existing 220 kV line and expand the substation with a 400 kV switching station at Świebodzice, Ząbkowice Śląskie and Groszowice;
- construct a 400 kV line Świebodzice-Wrocław-Południe along the existing 220 kV line.

The Czech side intends to:

- connect the 400 kV substations at Krasikov and Horní Žitovice with a 400 kV distribution line;
- convert the single 400 kV line between the substations Prosenice-Nošovice into a double line.

Cooperation in the Polish-Czech border areas is possible in respect of the expansion of the 110 kV power grid, arising out of the growing demand for power or the need to increase the reliability of the existing systems.

The links between the high-pressure gas distribution networks of Poland and the Czech Republic are of local importance and are to be found exclusively along the border with the Opolskie Voivodeship. The town of Glucholazy (Nyski Powiat) receives gas both from the Polish and the Czech distribution networks, from the direction of Zlaté Hory (Olomouc Kraj) and the town of Branice (Głubczycki Powiat) is supplied only from the Czech network (Úvalno – Moravskoslezský Kraj). The intended expansion of the high-pressure gas distribution network in the southern part of the



Śląskie Voivodeship will create an opportunity to link the gas supply systems near the city of Cieszyn (a connection with the underground gas store at Třanovice – Moravskoslezský Kraj) and at Istebna.

In recent years accessibility of telecommunications services on both sides of the border has improved. The telecommunications network enables national and international transit traffic. The constantly growing share of wireless telephony is making the use of phones increasingly more comfortable.

More cooperation of local communities and businesses is needed in the area of cross-border telecommunication connections, modernization and construction of new transmitting equipment, and transmission of TV and radio programmes.

Flood protection in the Polish-Czech border areas is of extreme importance, for instance because a sizeable portion of the catchment basin of the upper sections of the Odra and Nysa Rivers is located in the Czech Republic. The need for cooperation in this respect is emphasized by the recent floods, for instance the catastrophic one in 1997.

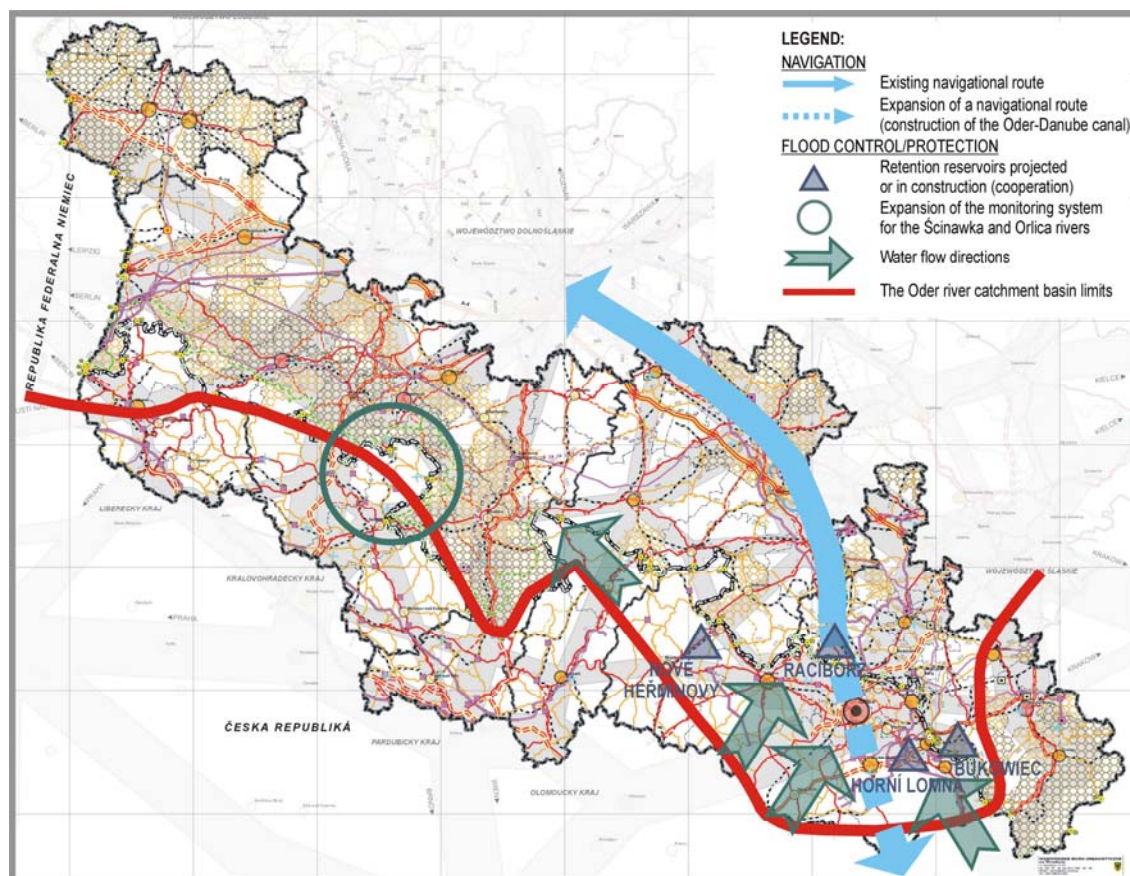
The planning documents should therefore include information about flooding risks. This regards, first of all, such quantities, as  $Q_{1\%}$  flows (century flows), which, apart from meteorological data, constitute a basis for flood protection monitoring.

As regards flood protection, there are plans to implement a number of capital investment projects to increase natural and artificial water retention in the catchment basins of the following rivers: Stenava and Šonovka (tributaries of the Šcinawka River, which in turn is a tributary of the Nysa Kłodzka River), Górna Odra with Opava and Olza in the Czech Republic. The projects have an impact on the spatial and investment policy in the Oder River catchment basin in the Polish-Czech border region.

The issues shared with the Czech Republic enumerated in the Spatial Development Plan for the Opolskie Voivodeship include the need for cooperation as regards flood prevention in the catchment basin of the Biała Glucholaska, Złoty Potok, Opava and Opavica Rivers and for setting up a joint flood protection monitoring system.

The Polish-Czech border areas are also affected by watercourses from Germany, such as the upper section of the Nysa Łużycka River, with its biggest tributary – the Mandau River. The issue of flood protection in the Polish-Czech border areas is dealt with in broader, comprehensive planning and capital investment programmes, such as the international ODERREGIO programme and Poland's "Program dla Odry 2006" [Programme for the Oder River 2006]. The north-west part of the Czech border region lies within the Elbe River catchment basin, which is covered by the ELLA Interreg III B programme, and its central section in the Danube catchment area.

DRAWING 27 FLOOD PROTECTION ELEMENTS



The Programme for the Oder River 2006 is a valuable document, because of full information regarding flood protection in the Oder River catchment basin. It states, among others, that the general flood protection strategy regarding the Górna Oder River requires modernization of the entire flood protection system in the Odra Valley and the Nysa Kłodzka River basin. The strategy provides for:

- technical and capital investment activities: increasing water throughput of river channels; further use of land designated for flooding in case of exceptional floods; constructing new retention reservoirs, polders and flood relief channels; clearing river channels and flood land; building flood banks; boosting natural retention in catchment basins.
- operational and town-planning activities, consisting in: improving observation, forecasting and information distribution systems; controlling floods on the basis of mathematical models; establishing danger zones; perfecting the operation of flood control committees; orienting development consents to flood control issues.

The Programme for the Oder River 2006 provides for a number of specific capital investment projects aimed at improving the situation in this respect. This concerns, first of all, such towns and cities as Racibórz (the Racibórz Reservoir is one of the major construction projects in the Programme), Kędzierzyn-Koźle, Opole, Wrocław, Kłodzko Land with the town of Kłodzko and the Bóbr River Valley. The Programme for the Oder River 2006 specifies proposed locations for small retention facilities. The material covers the entire Oder River basin and, despite the fact that it is only a proposal at a scale of 1:500,000, it throws some light on one of the flood protection system components.

An important document regarding the strategy of steps to improve the flood protection system is the study entitled "Spatial Planning for Preventive Flood Protection in the Oder Catchment Area" – project ODERREGION – Interreg II C 2001.

The study pays special attention to the Czech Republic, where Oder flood waves are formed. According to the document, the Opava, the Olza and the upper Oder constitute a dynamic risk of flooding, which is above all a result of sudden river gradient. Two critical points have been identified: Karvina and Krnov. The document proposes a number of new water engineering facilities to strengthen the flood prevention system. In general the proposals comply with those put forward by Poland in the plans for the Dolnośląskie and Opolskie Voivodeships. They also emphasize the need to build water engineering facilities on the Czech side.

As mentioned above, significant portions of the catchment basins of the upper sections of the Oder and Nysa Rivers are in the Czech Republic. Consequently, actions taken by the Czech side have an enormous impact on flood prevention in the border areas. This offers an opportunity for cross-border cooperation. Czech documents point out that a number of general projects should be undertaken. Such projects include:

- incorporation of the existing multi-task water reservoirs into the flood protection system. This concerns all partial river basins in the border poviats;
- compliance with the restrictions imposed on designated (defined) flood lands, construction of a new flood control retention reservoir (for instance, a dry one), and line building-and-engineering regulation of selected rivers;
- strengthening of the active participation of CHOPAV (Chráněná oblast přirozené akumulace vod) in preventing flood flows.

On the Czech side the following kraj-level undertakings of importance to the border areas may be differentiated:

#### LIBERECKÝ KRAJ:

- Compliance with the restrictions imposed on designated (defined) flood lands and construction of the proposed line building-and-engineering facilities on selected rivers – concerns the designated flood lands on the Nysa Łużycka and the Smědá (the border with Poland).

#### PARDUBICKÝ KRAJ:

- Construction of flood control facilities in the basins of the upper sections of the Tiché Orlice, Třebovky and Moravské Sázavy Rivers;
- construction of a polder within Králíky and on the Lipkovský Potok.

#### OLOMOUCKÝ KRAJ:

- Compliance with the restrictions regarding flood lands on the Bělá, Staříč, Vidnávká, Černý Potok and Zlatý Potok on the Nysa Klodzka tributary and flood lands on the projected water reservoirs Nýzerov and Domašov.

#### MORAVSKOSLEZSKÝ KRAJ:

- Taking account of the designated flood lands – this refers to river sections along the state border or in its immediate vicinity, which flood also in Poland, i.e. the Opava River – between Krnov and Opava, the Oder River – between Ostrava and the border profile Bohumín, the Olza River – between the towns of Třinec, Český Těšín, Karviná, Bohumín and the Oder tributary, as well as on the Petrůvka Potok near Karvin.
- Construction of line building and engineering regulations, among others:
  - on the Opava River: embankments at Brumovice-Pustý Mlýn, at Holašovice and Vavrovice (in conjunction with the projected water reservoir at Nové Heřminovy);
  - on the Oder River: embankments at Ostrava-Antošovice and regulation facilities at Bogumin;
  - on the Olza River: steps aimed at protecting the steelworks Třinecké Železářny;
  - modernization of the retaining wall and embankments at KarvinDarkov and regulation of the Petrůvka Potok at Petrovice.

- Construction of the projected retention areas – the retention reservoir Nové Heřmínovy on the Opava River above the town of Krnov, the reservoir Bukovec on the Olza River and the reservoir Horní Lomná on the Lomná River above the town of Jablunkov.

The economic transformations initiated in the 1990s were so thorough and far-reaching that, despite the passage of time, the border regions are still experiencing socioeconomic problems.

The area is home to lands and enterprises with a strategic importance to the energy sector and heavy industry plants which are currently undergoing a crisis. Industrial activities in other sectors varies greatly. The predominant sectors in the border areas are: manufacture of fabrics and clothing, manufacture of plant and machinery (including cars), glass and ceramic making, manufacture of beverages and food.

The Czech part has many small industrial plants scattered throughout the region, located nearly at every town. The Polish section used to have a similar structure, but now – after the 1990s transformations – it is being gradually replaced with fewer production centres.

The employment structure of individual sectors of economy in the border areas differs significantly from that in the EU. The differences are particularly noticeable as regards the services-industry ratio. The average employment in industry in the EU is 29% of all employed, whereas in the border region it oscillates from 27.5% in the Głubczycki Powiat to over 60% in the Krapkowicki, Gliwicki and Pszczyński Poviats, the town of Jedlina-Zdrój in Poland and over 45% in the Jablonec, Semily, Náchod and Trutnov Okreses in the Czech Republic<sup>12</sup>. Such a high percentage of people working in industry results from the strong local industrial tradition, which goes back hundreds of years.

A modern economic structure is characterized by a big share of services in the generation of gross added value. The border region, with its rate of employment in industry and the construction sector reaching 60%, is lagging behind modern civilizational challenges.

The Polish-Czech border region has areas of an industrial monoculture based on the primary sector (heavy industry). Such areas include:

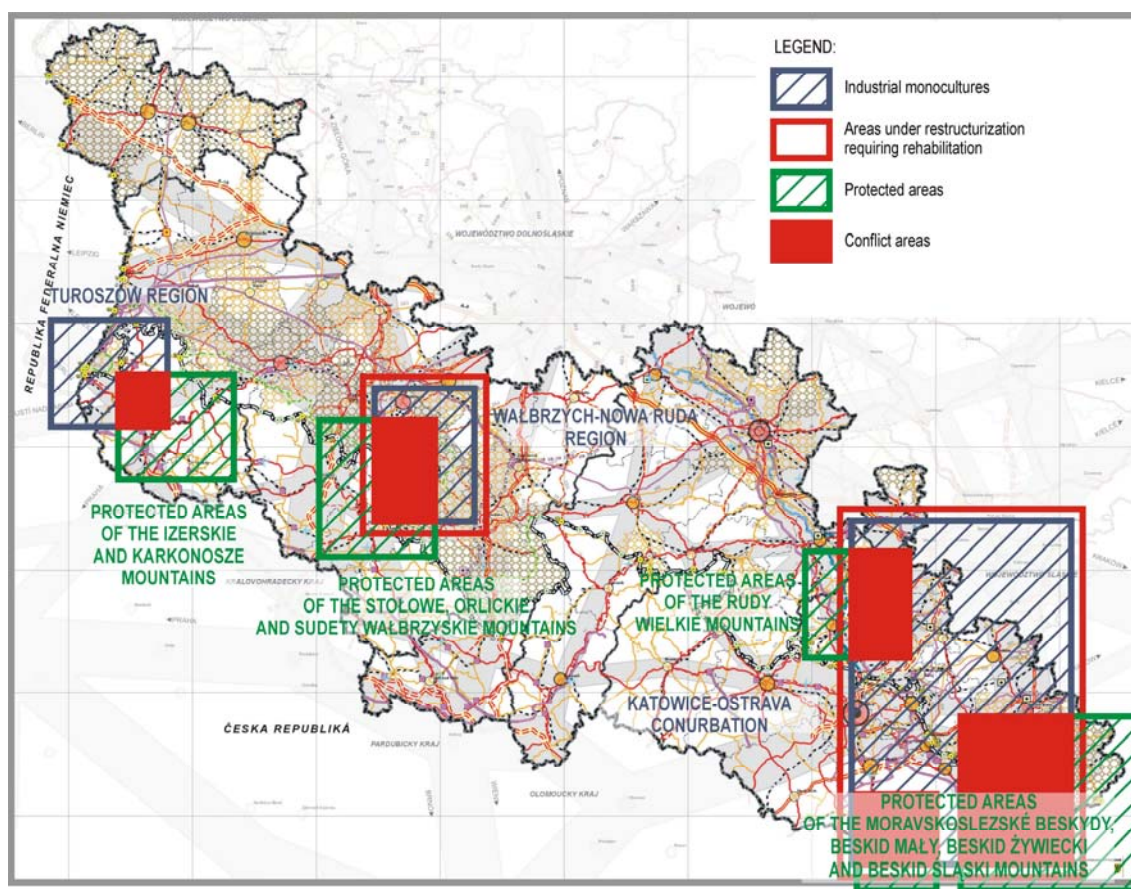
- the area around the town of Bogatynia (Turoszów Zone);
- the area around the towns of Nowa Ruda and Wałbrzych;
- the Upper Silesian conurbation;
- the area around the city of Ostrava.

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<sup>12</sup> Source of data: GUS, 2001 data, "Studie rozwoje česko-polského přilhraničí" Atelier T-plan

DRAWING 28

AREAS OF BIGGEST CONFLICTS BETWEEN ECONOMIC DEVELOPMENT  
AND NATURAL ENVIRONMENT



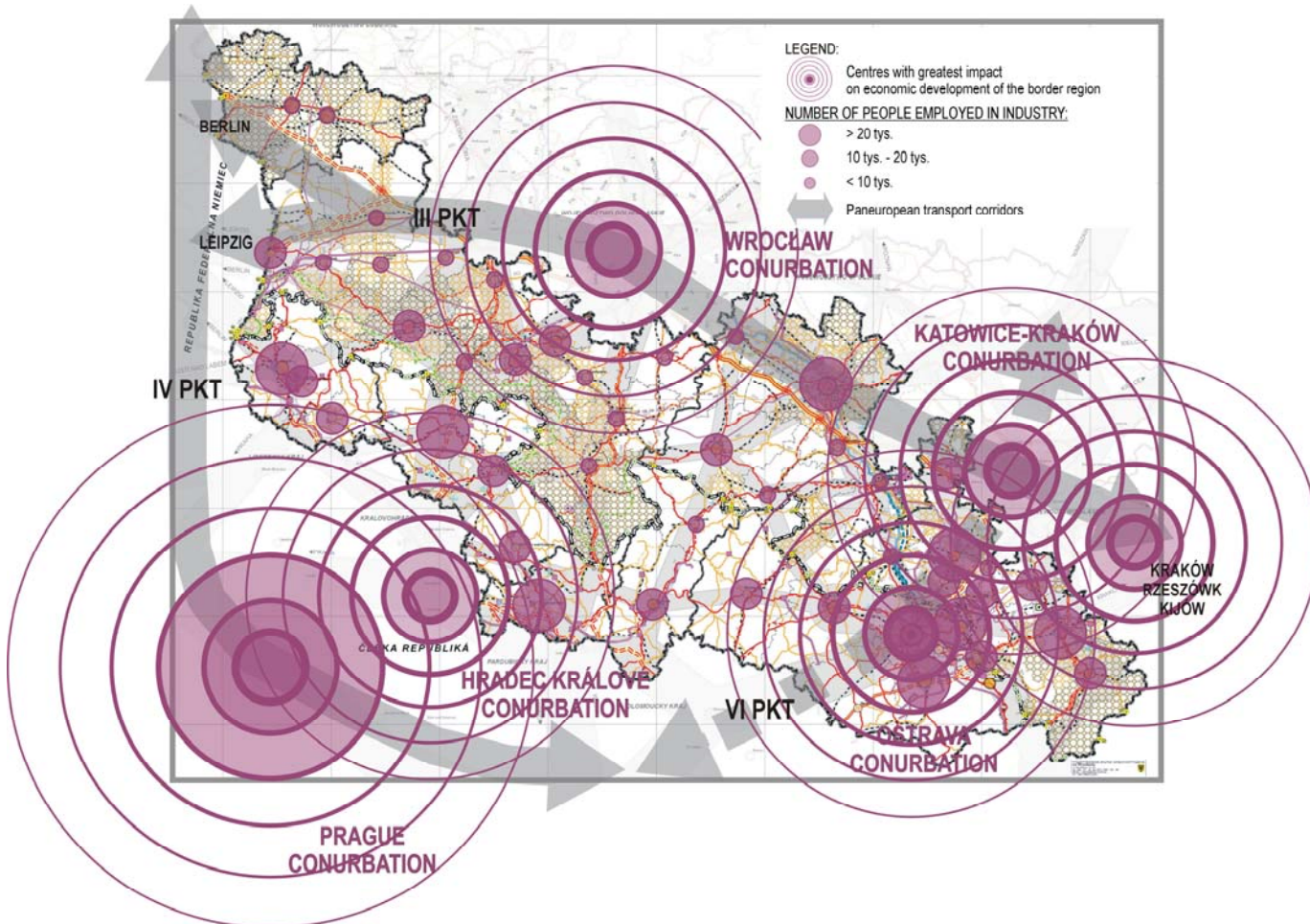
Two areas of coal mining and heavy industry have a strategic importance to the national economies of Poland and the Czech Republic: the Upper Silesian Conurbation in the former and the Ostrava region in the latter. The areas are currently undergoing a far-reaching economic restructurization, consisting in the transformation of both the structure and the technology of the industry. The process commenced in the 1990s and has continued ever since, but its speed is insufficient, which results in assets depreciation and, as a result of the changes, social depression. In the two areas coal is still mined and energy acquisition activities are carried on. Considering the similarity of problems in the two regions, they can be practically regarded as one, uniform area intersected by a state border.

In the Nowa Ruda-Walbrzych region the heavy industry plants connected with the mining of hard bituminous coal have been closed. But it still suffers consequences of the economic transformations; quite severe, as they were introduced rapidly, without a gradual transition from one sector to another. The area has the highest unemployment rate, at 35.9% (with the average national unemployment rate in Poland at 20% and in the Czech Republic at 10%). The scale of social problems in the region corresponds to its unemployment rate. An example of such problems is the illegal and dangerous practice of digging for coal in the so-called "poverty mineshafts". The Czech area across the border from the Nowa Ruda-Walbrzych region (the Broumov region) is also classified as a district with serious socioeconomic problems, resulting from low business concentration and poor qualifications of its inhabitants. The two regions: Nowa Ruda-Walbrzych and Broumov, can be treated as one, coherent problem area.



DRAWING 29

CENTRES OF ECONOMIC ACTIVITY



Another industrial monoculture region on the Polish side of the border, directly neighbouring the Czech Republic, is the Bogatynia and Turoszów area. It is currently one of the economically most dynamically operating regions in the Lower Silesia, but just like any other industrial monoculture, it is subject to market fluctuations, which may bring about serious economic problems. Extraction of brown coal and acquisition of energy (Turów Power Plant) are a threat to the natural environment both on the Polish and Czech sides of the border (the Frýdlant region).

In the border regions the mining industry and the related power generation industry facilities operate next to valuable landscape and natural areas, frequently under legal protection.

This causes a peculiar spatial conflict, especially because such neighbourhood is particularly unfavourable to the development of tourism, which the areas in question are attempting to do.

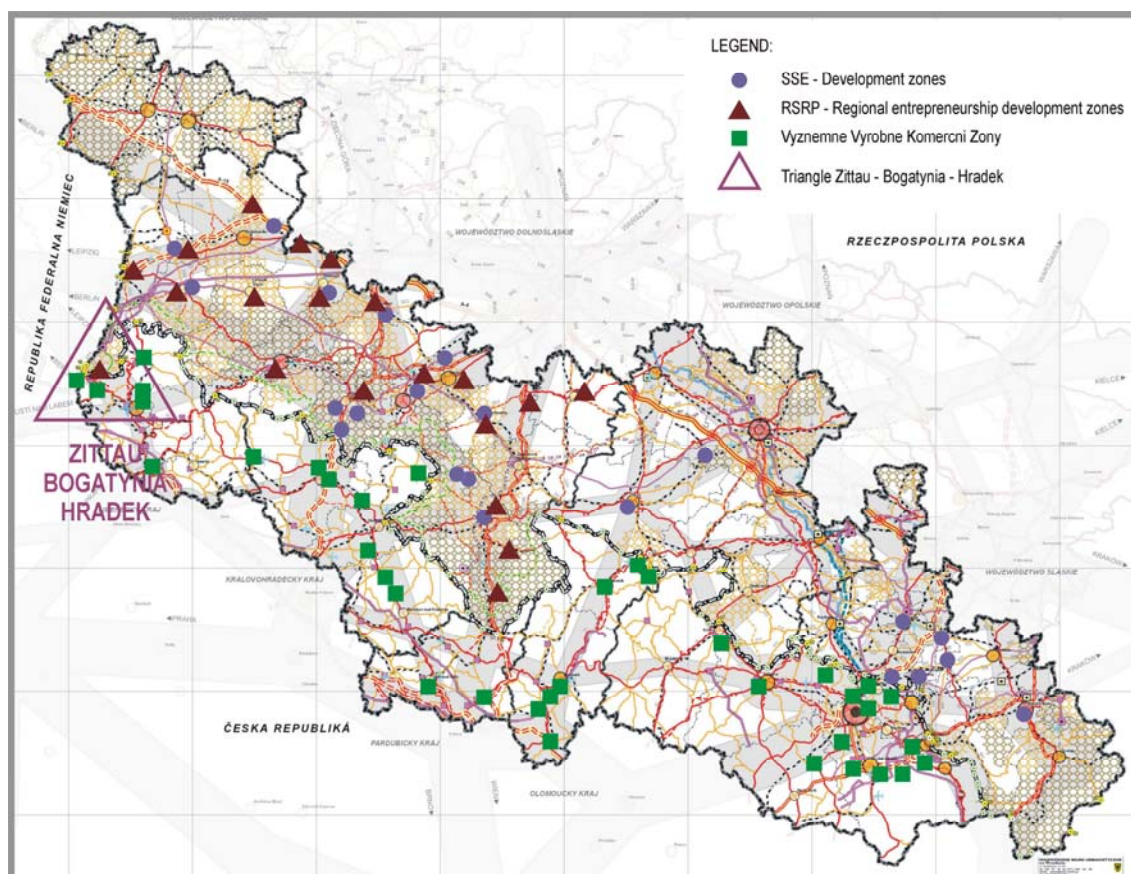
As shown in the illustration (Drawing 32), the principal regions in which such conflict arises include:

- Bogatynia and Turoszów – the protected areas of the Izerskie and Karkonosze Mountains;
- Nowa Ruda-Wałbrzych – the protection areas of the Stołowe and Sudety Wałbrzyskie Mountains;
- Katowice and Ostrava – the protected areas of the Beskid Mały, Beskid Żywiecki, Beskid Śląski and Rudy Wielkie Mountains.

The predominant industrial sectors present in the Polish-Czech border create opportunities for cross-border cooperation. This should be based on the crystallizing sector specialties of the centres, which can be summarized as follows:

- the motor industry, the aviation industry – Liberec, Bielsko-Biała, Nysa, Karviná, Frýdlant, Frýdek-Místek, Wałbrzych, Jelenia Góra, Rychnov nad Kněžnou; outside the border area: Mladá Boleslav, Hradec Králové, Polkowice, Poznań, Vrchlabí, Jelcz-Laskowice;
- the textile and clothing industry – Trutnov, Jablonec nad Nisou, Svitavy, Ústí nad Orlicí, Liberec, Semily, Havířov, Karviná, Bielawa, Pieszyce, Wałbrzych, Żary, Mysłakowice, Gryfów Śląski, Świdnica, Opole, Prudnik, Skoczów, Bielsko-Biała, Lubsko, Gliwice;
- the chemical and glass making industries – Brzeg Dolny, Kędzierzyn-Koźle, Paczków, Liberec, Karviná, Bruntál, Jablonec nad Nisou;
- the power engineering industry – Rybnik conurbation, Bogatynia, Dobrzeń Wielki, Zdieszowice, Ostrava, Karviná, Kędzierzyn-Koźle;
- the timber and paper making industries: Żary, Kłodzko, Wałbrzych, Ziębice, Krapkowice, Glucholazy, Šumperk, Karviná, Havířov, Paskov, Turnov.

DRAWING 30 ZONES OF ECONOMIC ACTIVITY



Cooperation between businesses is rather difficult to identify, as its tendencies are almost impossible to predict. Market demand can cause an unpredictable upturn in some industry and a complete stagnation in another. The above-proposed growth directions are thus purely hypothetical, as businesses from the towns specified will start cooperating only if their products or services can find enough buyers. An example of such successful cooperation is the collaboration between the motor industry firms connected with Draexlmaier D and Volkswagen and located, among others, at Kvasiny, Jelenia Góra, Mladá Boleslav, Hradec Králové, Vrchlabí. Poland and the Czech Republic are now seeing the development of a new form of cooperation between businesses, within the so-called clusters, defined as local



concentrations of horizontally or vertically connected firms, operating in related sectors together with complementary institutions. In the border areas such clusters are especially likely to be formed by textile-and-clothing and motor industry businesses, because of their high concentration in the region.

In the border region there are designated areas with special conditions for developing economic functions. In the Polish section they are called Special Development Zones, and in the Czech Republic and the Dolnośląskie and Opolskie Voivodeships – Regional Economic Activity Zones. Of special interest is the Economic Activity Zone Zittau-Bogatynia-Hrádek, where gminas from three neighbouring countries – Poland, the Czech Republic and Germany – are cooperating.

High natural, landscape and cultural values in the Polish-Czech border areas create favourable conditions for the development of tourism and recreation.

These attractive regions with high natural environment and cultural heritage values can be easily admired by users of the EuroVelo international cycle routes – Route No. 9 the Baltic Sea-the Adriatic Sea and Route No. 4 Roscoff-Kiev – as well as the Transeuropean Walking Trail E-3. The routes still require improvement in terms of their broadly-understood furnishings and popularization.

An important factor supporting the development of this sector is cross-border cooperation as regards promotion and provision of services for tourists. Such activities include, among others, cooperation between tourist organizations and implementation of joint regional development projects focused on mountain trekking, water, cultural and cycling tourism etc. The most recent cross-border projects in this respect include: “The pole house land”, “The water route Směda-The Lake of Witka-Nysa-Berzdorfer See” and “The mining traditions – tourist promotion of the Glucholazy- An interesting international initiative is the Central European Greenways programme, which is designed to set up ecotourist natural-and-cultural heritage routes along “green corridors” and to promote the development of environmentally friendly tourism.

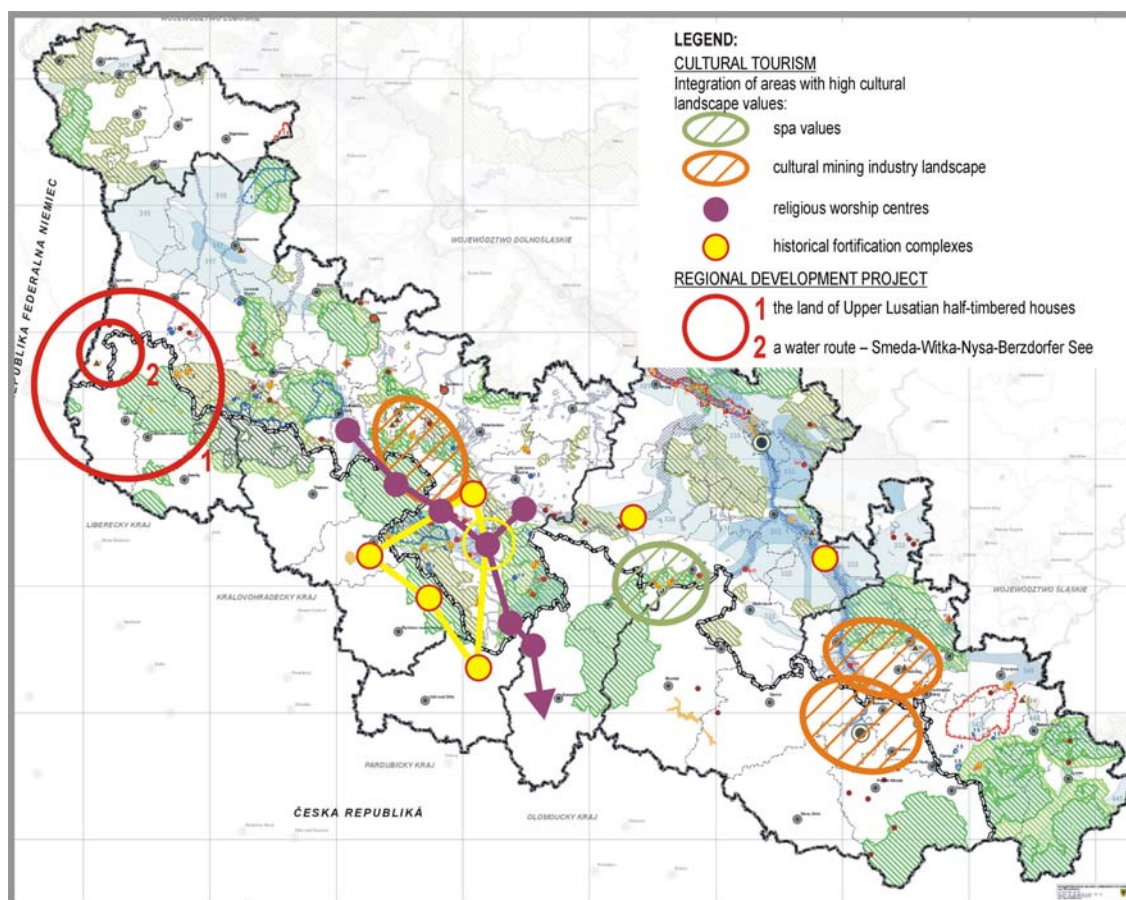
The Green Route Kraków-Moravia-Vienna, which crosses the Polish-Czech border region, enables initiation of various forms of sustainable tourism along the route as well as the taking of valuable local initiatives aimed at protecting natural and cultural heritage of the regions between Kraków and Vienna.

A special role in the use of resources located on both sides of the border and in making them available to the general public is played by cycling tourism. The aspects conditioning the development of cycling tourism in the area are, above all: the development of ecotourism, the intensity of contacts between the border communities and a partial replacement of road transport.

Despite the activities undertaken by the Euroregions, it is necessary to design a system of cycle routes for the entire region, connected with the national and European networks. The constantly evolving network of cycle routes joins the most attractive border areas, i.e. the German-Polish-Czech part of Upper Lusatia, Izerskie Mountains-Jizerské hory, Góry Złote Mountains-Rychlebské hory, Opawskie Mountains-Jeseníky, Cieszyn Silesia-Těšínské Slezsko, Beskidy Mountains-Moravskoslezské Beskydy.

DRAWING 31

CULTURAL TOURISM. REGIONAL DEVELOPMENT PROJECTS



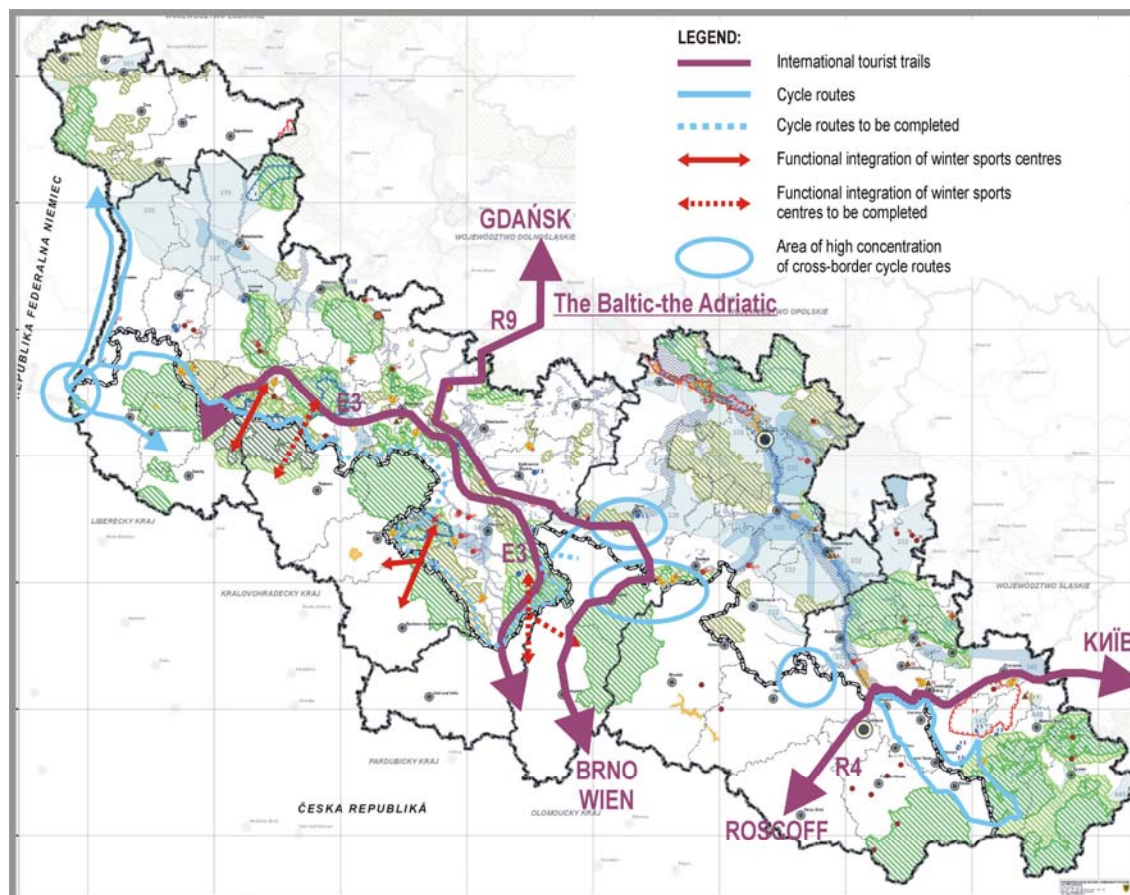
The active use of the rich resources on the two sides of the border calls for better tourist services and consistent, attractive offers regarding qualified tourism; this concerns, in particular, winter sports, including skiing, and cultural tourism.

The attractive areas of the Sudeten and Beskid Mountains provide excellent conditions for the development of winter sports on both sides of the border. Despite the efficient operation of the winter sports centres and high quality tourist services, the natural-and-recreational potential in respect of skiing in the border areas is not fully utilized. Cooperation is needed to make the top sections of the mountain areas on both sides of the border, especially the Karkonosze Mountains and the Śnieżnik Range, more widely available to the public by opening additional tourist border crossings. The functional integration of the winter sports centres in the two countries will enable creation of a more attractive offer for tourists and better promotion of the existing values. Furthermore, the Polish-Czech border areas have favourable conditions for aviation sports, especially light aviation – gliding and motorgliding (e.g. the sports airfield Benešov-Zábřeh at Hlučína and Velké Hoštice).

The cultural environment, apart from the natural environment, is one of the most important assets of the Polish-Czech border region. The historical architecture structures and complexes to be found in the area represent nearly all architectural styles and epochs, spanning the Middle Ages and the 20th century. Of utmost interest are fortified castles and palaces, fortification layouts, historical old towns, sacred architecture facilities, including the Peace Churches at Jawor and Świdnica (entered in the UNESCO World Heritage List), and pilgrimage sanctuaries. The region's cultural landscape also includes local natural resources – minerals and medicinal waters provided the foundation for the development of spa medicine, and the related

boarding house architecture and spa infrastructure facilities. The mining industry (silver, gold, metal ores, coal), whose origins go back to the Middle Ages, has left permanent marks on the local landscape in the form of industrial architecture, technical facilities, mines and drifts.

DRAWING 32 INTERNATIONAL TOURIST TRACKS. QUALIFIED TOURISM



The above-specified cultural environment values can be of interest to tourists and should be used to diversify and expand the offer with cultural tourism – pilgrimage, urban, industrial, spa and other types of tourism. Making historical buildings and other facilities available and promoting common cultural heritage values will strengthen the cultural identity of the border regions and boost their attractiveness to tourists.

The most characteristic resources, which form a component of religious tourism and can be used as a brand tourist product, are the local pilgrimage sanctuaries, represented by: Krzeszów, Wambierzyce, Bardo, Kłodzko, Międzygórze-Igliczna – on the Polish side, and Králíky, Neratov, Bartošovice v Orlických horách, Krnov, Klášterec u Zábřeha – on the Czech side. Other resources include fortification layouts, including the unique strongholds at Kłodzko, Srebrna Góra, Nysa (17th-18th c.) and Josefov (18th c.), or the later, 1930s facilities, e.g. at Stachelberg, Brzezinka, Dobrošov, Hanička, Bouda – surviving on the Czech side.

Of value to the development of cultural tourism are also the values of the mining industry landscape in the Katowice-Karviná-Ostrava basin (attempts are being made to enter the facilities on the Czech side in the UNESCO World Heritage List) and of the spas scattered throughout the Polish-Czech border region (e.g. Łądek-Zdrój, Polanica-Zdrój, Jarnołtówek, Pokrzywna, Jeseník, Lipová-lázně, Karlova Studánka, Ustroní).

The rich offer in the area of cultural tourism can be supplemented with numerous residential architecture structures and complexes. These include fortified castles, formally modest manor houses and more stately palace-and-park complexes, built from the Middle Ages until the 19th century (e.g.: Frýdlant, Opočno, Kuks, Náchod, Letohrad, Javorník, Bruntál, Hlučín, Hradec nad Moravicí – on the Czech side; and Radomierzyce, Czocha, Cieplice, Chojnik, Książ, Gorzanów, Kamieniec Ząbkowicki, Otmuchów, Brzeg, Głogówek, Moszna, Krzyżanowice, Pszczyna – on the Polish side).

The Polish-Czech border region is varied geographically, has various forms of natural landscape, and is predominated by mountains and upland areas.

Along the border there are ranges of the Sudeten, Beskid and Carpathian Mountains. A sizeable portion of the Polish border region is situated within the Sudeten Foreland, Silesian Lowland and Silesian Highland.

Apart from its natural and landscape values, the area is rich in usable minerals and mineral water, forest complexes, and high-quality agricultural land.

Rational shaping of the environment and management of its resources, in line with the principles of permanent and sustainable development, require joint, consistent and comprehensive actions, aimed at protecting valuable areas, preserving environmental balance and preventing its degradation.

The animated and inanimate nature elements abounding in the Polish-Czech border region are or should be legally protected.

All forms of nature and landscape protection in Poland are specified in the Nature Conservation Act of 16 April 2004 (*Dziennik Ustaw* No. 92, Item 880) and the relevant secondary regulations.

The principal legal act regulating issues connected with nature and landscape protection in the Czech Republic is the Act No. 114/1992 Sb., as amended, with the relevant secondary legislation.

The following large-area components are covered by the nature and landscape conservation system:

on the Polish side:

- national parks: Karkonoski, Gór Stołowych, Babiogórski (the border region encompasses a part of its protection zone);
- landscape parks: Łuk Mużakowa, Przemkowski, Doliny Bobru, Chełmy, Rudawski, Książański, Sudetów Wałbrzyskich, Gór Sowich, Ślężański, Śnieżnicki, Stobrawski, Góry Opawskie, Góra św. Anny, Cysterskie Kompozycje Krajobrazowe Rud Wielkich, Beskidu Śląskiego, Beskidu Małego and Żywiecki;
- protected landscape areas: a dozen or so protected landscape areas in the Lubuskie Voivodeship, Grodziec Hill, Ostrzyca Proboszczowicka, Karkonosze – Izerskie Mountains, Krzyżowa Mountain, Trójarbu Range, Chełmca Dome, Zawory, Bardzkie and Sowie Mountains, Niemczańsko-Strzelińskie Hills, Bystrzyckie and Orlickie Mountains, Otmuchowsko-Nyski, Niemodlińskie Forest, Stobrawsko-Turawskie Forest, "Łęg Zdieszowicki", "Las Głubczycki", "Rejon Wronin-Maciowaksze", "Rejon Mokre-Lewice", "Grodziec", "Bestwina".

Areas preserved in their original state or changed only slightly, with special natural, scientific, cultural or landscape values, are protected as reserves (because of their sizeable number, they are not marked in the graphic appendix). The Polish legislation also provides for the creation of Natura 2000 areas, nature monuments,

documentation sites, ecolands, natural-and-landscape complexes, and for the protection of individual species of flora and fauna.

The most important large-area forms of nature and landscape preservation on the Czech side include:

- Krkonošský národní park (KRNAP);
- protected landscape areas (ChKO): Lužické hory, Český ráj, Jizerské hory, Broumovsko, Orlické hory, Jeseníky, Litovelské Pomoraví, Poodří and Moravskoslezské Beskydy.

The Czech nature preservation system includes also other forms, such as small-surface particularly protected areas (MSCO) and nature parks. The biggest of them are nature parks: Ještěd, Suchý vrch-Buková hora, Kralický Sněžník, Sovinecko, Údolí Bystřice, Morawice, Hůrky.

The Czech Republic also has supraregional and regional biocentres (the so-called spatial ecological stability systems – PSSEs), as well as Natura 2000 areas.

In 1993 the areas of the two national parks: Karkonoski Park Narodowy and Krkonošský národní park were made part of the Bilateral Biosphere Reserve Karkonosze/Krkonoše, established by decision of UNESCO's MaB (Man and Biosphere) International Committee. The reserve has an area of 60,500 ha, of which 55,000 ha are in the Czech Republic, and 5,500 ha in Poland.

The biosphere reserve performs three basic, interrelated functions:

- preservation – protection of the Karkonosze ecosystems;
- economy – local promotion of sustainable economic development;
- logistics – support for scientific research, monitoring, ecological education and exchange of information for purposes connected with protection and development.

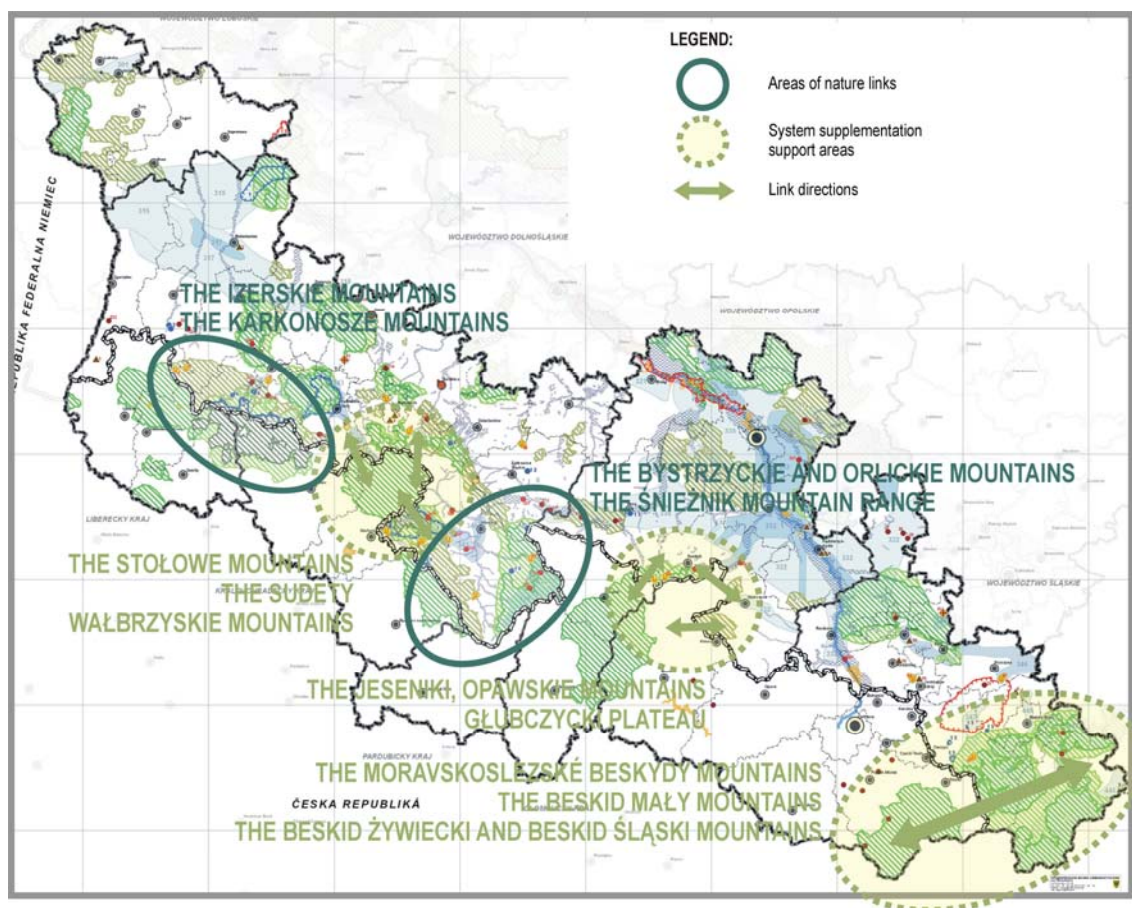
The Babiogórski National Park (a section of whose protection zone is located within the area covered by this Study) was also, in 1977, recognized by UNESCO as a world **biosphere reserve** and incorporated into the **MaB** programme.

The ecological network Natura 2000 was established in order to protect biological diversity in the EU member states. The network encompasses the so-called Special Protection Areas (SPA), established under the Habitats Directive RE 92/43/EEC, and Special Areas of Conservation (SAC), set up under the Birds Directive RE 79/409/EEC. The establishment of SPAs or SACs obligates the member states to preserve the natural values which were the basis for their designation.

Both Poland and the Czech Republic have marked out Natura 2000 areas.

On the Polish side the region covered by this Study has three SACs (established by the Regulation of the Minister of the Natural Environment of 21 July 2004 on Natura 2000 Special Protection Areas for Birds) and designated 15 SPAs for habitats. The proposals have been supplemented by Polish NGOs with other areas meeting the criteria set out in the above Directives.





In the Czech Republic, within the region covered by this Study, there are 6 SPAs meeting the criteria of the Birds Directive and 25 SACs satisfying the criteria of the Habitats Directive. The concentration of so many protected zones in the border region attests to its unique natural, landscape and cultural values.

Cooperation in this respect should consist in maintaining nature links, strengthening the existing ones and supplementing the nature conservation system by establishing new ones. The areas covered by the existing links include: Karkonosze and Izerskie Mountains, Orlickie Mountains and Foothills, Bystrzyckie Mountains, Śnieżnik Range, Złote Mountains and Velký Jeseník. The areas requiring supplementation (or strengthening protection): Stołowe and Sudety Wałbrzyskie Mountains, Opałskie Mountains, Głubczycki Plateau and Beskidy Mountains.

By becoming a member of the European Union, Poland and the Czech Republic undertook to implement the Framework Water Directive. The principal objectives of this action is to achieve good water quality, to prevent any further deterioration of water ecosystems, to promote sustainable water use, to protect and improve the water environment. In the two countries the above plans are to be implemented using water management plans for the relevant river basins. The river basin boundaries are set out and specific underground water reservoirs designated to appropriate river basins in the Regulation of the Council of Ministers dated 10 December 2002 (*Dziennik Ustaw* No. 232 of 27 Dec 2002, Item 1953), and in the Czech Republic – the Declaration of the Minister of Agriculture No. 470/2001 *DzU*.

The Polish-Czech border region plays an important role in the two countries' water management and protection systems. It covers fragments of three European river catchment basins: those of the Elbe (the North Sea catchment basin), the Oder (the

Baltic Sea catchment basin) and the Danube (the Black Sea catchment basin). In terms of cooperation, the most important is the Oder and Elbe watershed, which runs intermittently along the state border, sometimes cutting into the Czech territory.

The region's dense hydrographic network, including a number of watercourses in the border area, is characterized by relatively high water flows, especially from the Czech Republic to Poland (the area drained into Poland constitutes about 14% of the Czech border region); the rivers flowing from Poland to the Czech Republic are not important in terms of their pollution. On both sides of the border there are water-bearing structures and areas where ordinary underground water and mineral water coexist. Furthermore, the territory covered by this Study encompasses areas with favourable water occurrence conditions as well as areas susceptible to pollution. Of much importance, especially locally, are areas with transformed water relations, the major being a part of the Upper Silesian Industrial Zone, which is characterized by a transformed hydrographic network and hydrogeological conditions, water transfers and discharge of mining water, industrial and municipal sewage. The above factors require joint efforts as regards managing water resources, monitoring water quality, protecting waters against pollution, and flood control.

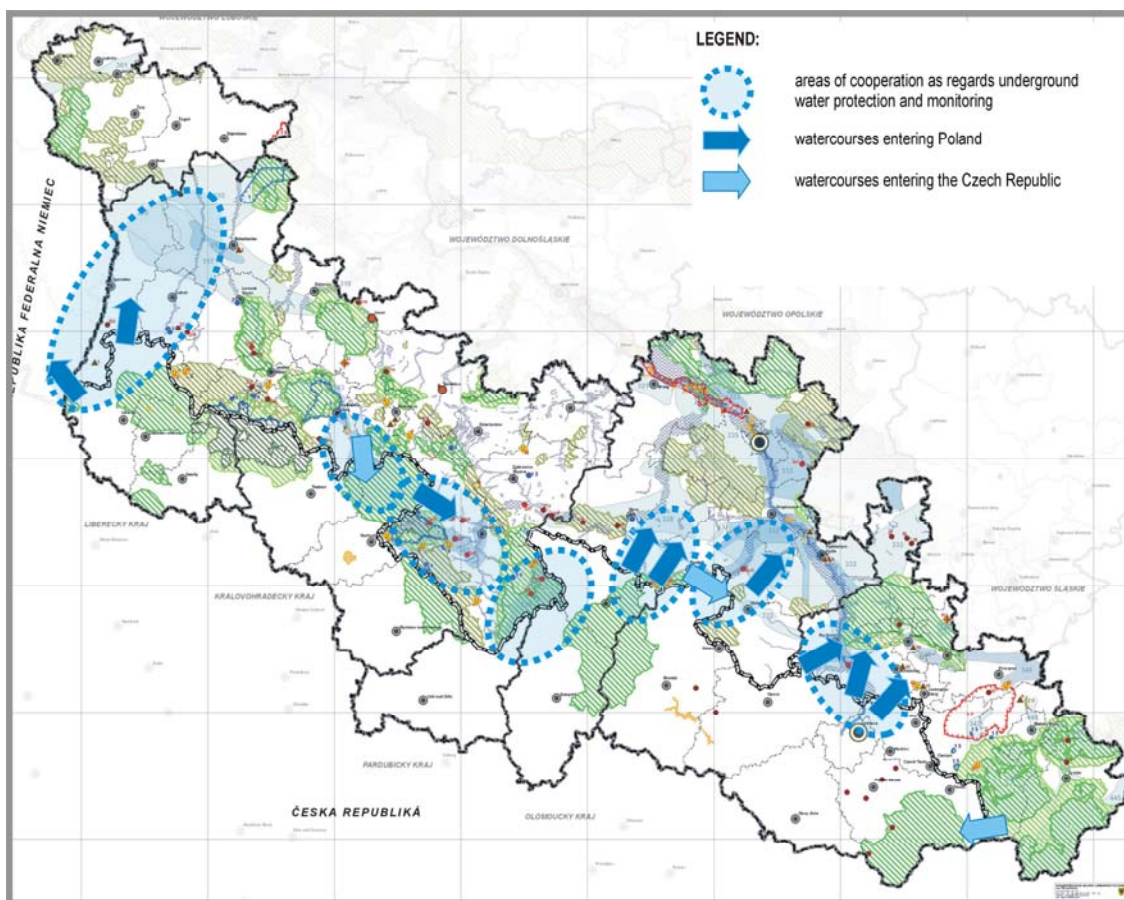
Cooperation in respect of the border waters between Poland and the Czech Republic takes place within the Polish-Czech Intergovernmental Committee for Cross-Border Cooperation on Border Waters, which operates under the Treaty on Water Management on Border Waters signed by the two governments on 21 March 1958 and on the Detailed Agreement between a Representative of the Government of the Republic of Poland and a Representative of the Government of the Czech Republic for Water Management on Border Waters on the Water Quality of the Major Border Watercourses of 27 April 1990 and the Agreement on the International Committee for the Protection of the Oder River against Pollution of 11 April 1996. The long-term objective of the latter is the restoration of the quality of the Oder River to a state in which it will be possible to put the river to municipal and economic use.

As part of the surface water monitoring system, water cleanliness is regularly checked in the following rivers: Nysa Łużycka, Smědy, Stěnavy, Widnawki, Bělá, Osoblaha (Osobloga), Oder with its tributaries, Opava, Olza and Ostrawica. On the Polish side 27 Major Groundwater Basins (PUWR) or their fragments have been designated. The basins constitute fragments of usable water-bearing horizons with better hydrogeological conditions, established using the qualitative and quantitative criteria. They include: MGB No. 301 (Zasiek Marginal Stream Valley – Nowa Sól), MGB No. 315 (Chocianów Basin – Gozdnicza), MGB No. 317 (Outer-Sudeten Trough Bolesławiec), MGB No. 323 (Stobrawy Subbasin), MGB No. 327 (Lubliniec Basin – Myszków), MGB No. 328 (Mała Panwia-E Mining Valley), MGB No. 329 (Bytom), MGB No. 330 (Gliwice), MGB No. 332 (Subniecka Kędzierzyńsko-Głubczycka), MGB No. 333 (Opole Basin – Zawadzkie), MGB No. 334 (Mała Panwia-W Mining Valley), MGB No. 335 (Krapkowice Basin – Strzelce Opolskie), MGB No. 336 (Opolska Trough), MGB No. 337 (Lasy Niemodlińskie Mining Valley), MGB No. 338 (Paczków Subbasin – Niemodlin), MGB No. 339 (Góry Bialskie Basin – Śnieżnik), MGB No. 340 (Nysa Kłodzka Mining River Valley), MGB No. 341 (Inner-Sudeten Trough Kudowa-Zdrój – Bystrzycka Kłodzka), MGB No. 342 (Inner-Sudeten Trough Krzeszów), MGB No. 343 (Bóbr River Valley (Marciszów)), MGB No. 344 (Karkonosze Basin), MGB No. 345 (Rybnik), MGB No. 346 (Pszczyna), MGB No. 347 (Skoczów (Upper Vistula River Valley)), MGB No. 348 (Godula (Beskid Śląski)), MGB No. 445 (Magura (Mount Babia)), MGB No. 446 (Soła River Valley), MGB No. 447 (Godula (Beskid Mały)), MGB No. 448 (Biała River Valley). 11 of them are Quaternary basins, with an overwhelming majority of basins in mining river valleys, 7 are Tertiary basins, the remaining in older forms. Until specialist hydrogeological studies are conducted to determine the boundaries of individual MGB in Poland, there are groundwater recharge areas requiring maximum (ONO) or high protection (OWO). This classification is related to the degree of danger that water basins may be polluted from the ground surface.



DRAWING 34

ENVIRONMENTAL PROTECTION – PROTECTION OF SURFACE AND GROUNDWATER RESOURCES



As regards large-area surface and groundwater protection in the Czech Republic, within the border region the Council of Ministers of the Czech Republic established by regulation 11 protected areas, the so-called Protected Areas of Natural Accumulation of Water (*Chráněné oblasti přirozené akumulace vod – CHOPAV*), as provided for by the Water Act, *DzU* No. 254/2001. The areas include: CHOPAV Jizerské hory, CHOPAV Krkonoše, CHOPAV Severočeská křída, CHOPAV Východočeská křída, CHOPAV Polická pánev, CHOPAV Orlické hory, CHOPAV Žamberk-Králíky, CHOPAV Jeseníky, CHOPAV Kvarter řeky Moravy, CHOPAV Jablunkovsko, CHOPAV Beskidy. The region, occupying about 40% of the entire Czech border region, has favourable water accumulation conditions. It is home to the most important water resources in the Czech Republic and to the sources of its major rivers. The CHOPAV protection system is designed to ensure adequate water quantity and quality, not only for the present time, but also in terms of the country's long-term development. Furthermore, on the Czech side there exist numerous small-area protection zones for sources of potable and mineral water.

In the Czech part of the border region there occur hydrogeological structures older than the Quaternary, cutting across the state border, whose protection requires concerted efforts. They include: Miocene deposits in Żytawska Trough in Liberecký kraj, Štítné brázdy in the Kłodzka Valley, Kralický prolom in Pardubický kraj, Miocene deposits in the Javornicko-Vidnavska Lowland in Olomoucký kraj, flysch deposits in the Olza River basin in Moravskoslezský kraj (actions should be taken also with the Slovak Republic).

The most important joint undertakings should focus on the protection of cross-border rivers against pollution and the improvement of water quality in the catchment basins

of the rivers flowing through the Polish-Czech border. This refers, first of all, to the catchment basin of the Nysa Łużycka, Nysa Kłodzka, Biała Glucholaska, Osobłoga and Olza, together with their tributaries. Cooperation should be pursued by monitoring flows at border sections of watercourses and groundwater, qualitative and quantitative protection of water basins, e.g. by strengthening the legal effectiveness of MGBs and CHOPAVs and coordinating steps regarding the use and protection of hydrogeological structures crossing the state border, and by restoring the hydrogeological balance in areas with disturbed water relations, as well as protecting areas where both ordinary underground water and mineral water occur.

The EU ecological policy guidelines determine goals of health and ecosystem protection against excessive air pollution. In order to achieve them, it is necessary to set up an air quality monitoring system and then to take steps aimed at protecting human health and ecosystems against adverse effects of increasing pollution. The legal regulations regarding air quality currently in force in the two countries reflect the relevant EU Directives.

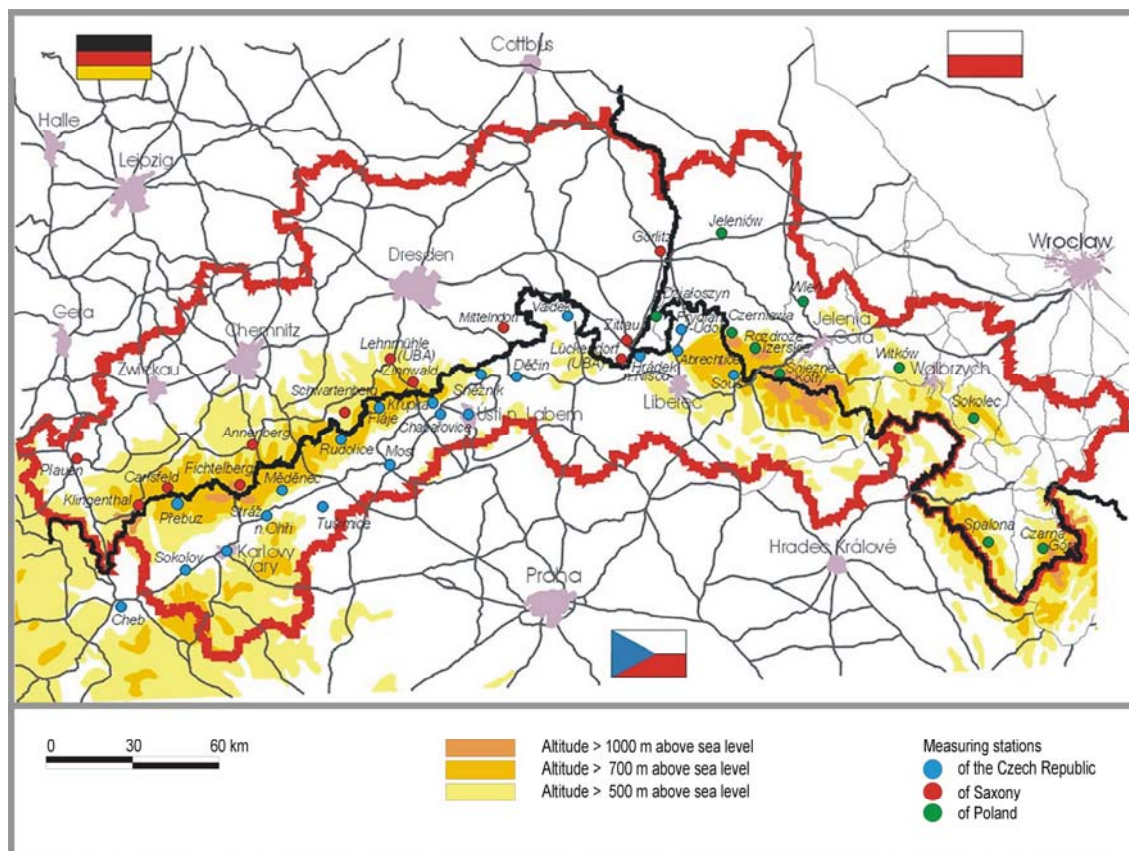
Air quality in individual regions of the Polish-Czech border areas differs widely. The chief sources of air pollutants in the area in question are power stations, industrial installations, including steelworks and chemical industry facilities, as well as municipal boiler houses and road traffic.

The main sources of air pollution on the Czech side are thermal power stations, power stations, chemical industry plants and steelworks, and their highest concentration is to be found in Moravskoslezský Kraj (Okreses: Ostrava-město, Karviná, Frýdek-Místek). Concentrations of air pollutants at industrial centres approach, as regards ambient concentrations, the threshold limit values or (rather exceptionally) exceed them. In mountain areas, which are less urbanized, air pollution is relatively low.

On the Polish side the permitted air pollution concentrations as regards the health protection criterion have been exceeded in the Lower Silesia, in the Zgorzelecki, Jeleniogórski and Wałbrzyski Poviats. The same is true for the Kędzierzyńsko-Kozielski Powiat in the Opolskie Voivodeship. As a result of monitoring conducted in the Śląskie Voivodeship, it has been determined that the areas where further studies are called for to confirm the need to take action aimed at improving air quality and strengthening the evaluation system include, as far as the region covered by this Study is concerned, the Rybnik-Jastrzębia Góra conurbation, which is also identified as one of the areas with the largest number of point emission sources.

DRAWING 35

THE JOINT AIR MONITORING SYSTEM (JAMS) IN THE SO-CALLED "BLACK TRIANGLE" SOURCE: THE JOINT REPORT ON AIR QUALITY IN THE BLACK TRIANGLE REGION IN 2002



A large share in the total amount of pollutants is made up of the so-called low emission, i.e. the burning of fuel for heating purposes. Because of the types of fuel burnt (coal, coke, waste), such pollutants are very arduous. Their concentrations vary greatly, depending on the season (being the highest during the heating season).

In 1992 the regional programme called "The Black Triangle" was called into being. The first joint action done as part of the programme was the setting up of an integrated trilateral Polish-German-Czech network of 43 automatic air monitoring stations. The area covered by the network includes Northern Bohemia (the Czech Republic), southern Saxony and south-west Lower Silesia. The biggest sources of pollution in the area are chemical industry plants and power stations using brown coal extracted in the region, domestic and municipal facilities and transport. During the 14 years between 1989 and 2002 the concentrations of sulphur dioxide, nitrogen oxides and dust in the entire Black Triangle fell by 93%, 79% and 97% respectively. Road traffic is the principal additional source of NO<sub>x</sub>. Because of the visible results of cooperation under the programme, joint undertakings aimed at monitoring air quality should be continued and further developed.

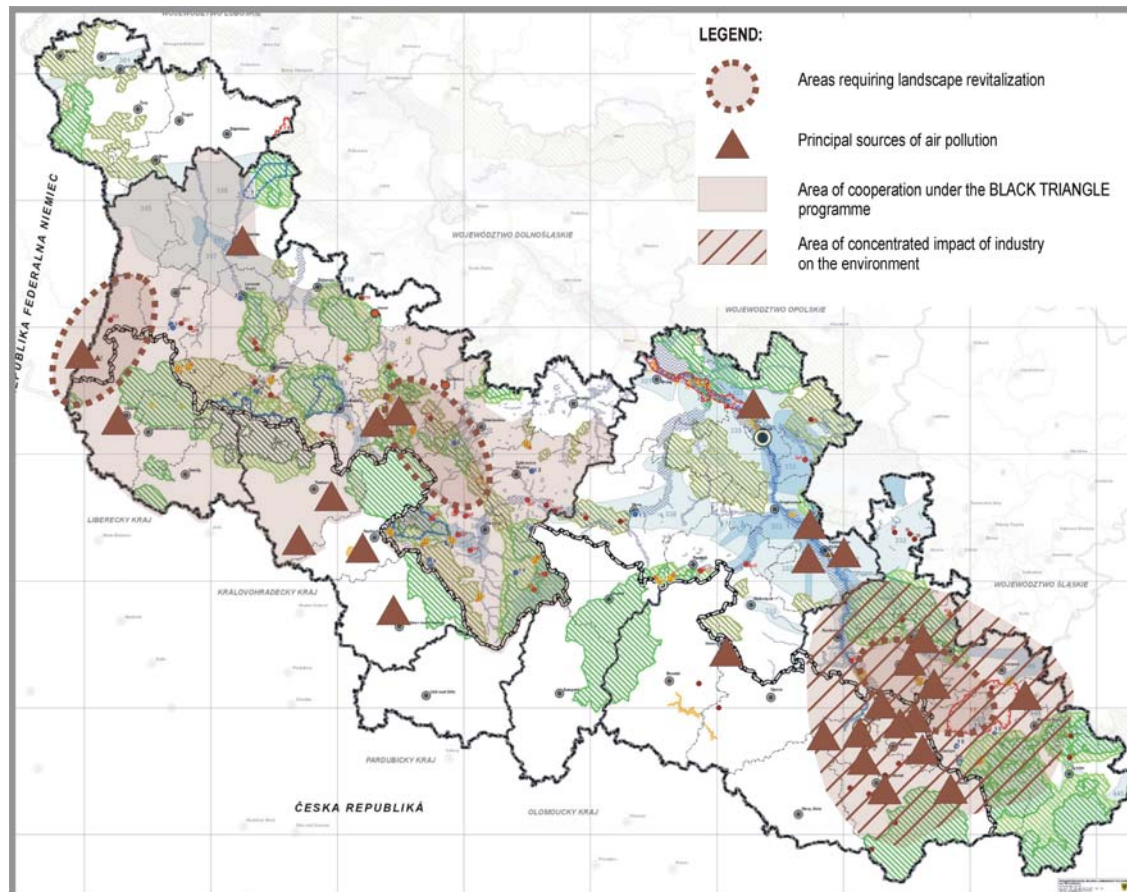
Other areas of interest will be determined on the basis of the EU findings.

The rich cultural heritage resources in the Polish-Czech border areas are subject to legal protection. The subject matter, scope and forms of protection and care of historical monuments in force in Poland are set out in the Act on the Preservation and Care of Historical Monuments of 23 July 2003 (*Dziennik Ustaw* No. 162, Item 1568). The corresponding legal act in the Czech Republic is Act No. 20/1987 Sb.



Protection and care is provided to historical urban complexes, historical architecture and building facilities and complexes, defensive architecture, technological facilities (including mines, steelworks and power plants), parks, archeological sites, and cultural landscape, understood as a space historically shaped as a result of human activity, together with products of civilization and natural elements.

DRAWING 36 ENVIRONMENTAL PROTECTION – IMPACT OF INDUSTRIAL ACTIVITIES ON THE ENVIRONMENT



The main forms of protection of the cultural environment on the Czech side belong: a national monument of culture, an urban or rural reserve, a historical zone, and individual, protected facilities, elements or their sets. Poland has: historical protected zones, entry in the Register of Historical Monuments, a history monument, a cultural park, and a preservation protection zone, determined in regional planning.

A separate issue is the entering of a facility, complex or cultural landscape with unique historical, artistic or scientific values in the UNESCO World Heritage List (e.g. the Churches of Peace at Jawor and Świdnica on the Polish side and the proposed industrial monument complexes at Ostrava and the paper mill Velké Losiny on the Czech side), whose protection is guaranteed in the World Cultural and Natural Heritage Protection Convention adopted at Paris on 16 November 1972.

The forms of protection in the Czech Republic are: national monuments of culture, urban and rural historical reserves, historical urban zones, and historical protection zones.

The Polish-Czech border areas have high natural, landscape and cultural values. The growing threats, resulting from the development of economy and human settlement, call for a consistent and systemic protection of such values.

Natural resources, mined in the border region since the Middle Ages, were the basis for the development of mining silver, gold, iron ore, coal, copper, as well as metallurgy and glass making. Areas transformed as a result of a long-lasting and intensive impact of industry, including mining and accompanying activities, require revitalization, consisting in, among others, their rehabilitation and development.

Such areas on the Polish side include: the brown coal mining region in the Żytkowski Zone, the areas of the liquidated Lower Silesian Coal Basin (Wałbrzych-Nowa Ruda region), the hard bituminous coal mining area in the Śląskie Voivodeship connected with the deposits of this raw material in the Upper Silesian Trough; and in the Czech Republic – Ostravsko-Karvinský Revír (OKR), also connected with the resources of the Upper Silesian Trough and the liquidated former hard bituminous coal mining areas of Žacléř, Radwanice and Odolov in Královohradecký Kraj.

It should be remembered that on both sides of the border there are numerous deposits of rock minerals, whose extraction or other use is undesirable or requires environmental conflicts to be resolved.

A basic condition for transforming industrial or degraded land is its regular assessment to determine whether it can be reclaimed and redeveloped. Cooperation between the two countries should consist in designing systemic solutions (to date Poland has not developed them) ensuring comprehensive transformation and restoration of previous functions of degraded land.

A serious threat to the existing historical facilities, resulting in their gradual degradation, is the cross-border emission of industrial pollutants and traffic noise. Noise, vibration and exhaust fumes damage, among others, walls, architectural details, plaster and binding materials, window panes and stained glass windows. On many occasions the statics of a facility is endangered, as a result of its construction having been disturbed (e.g. in the case of regional wood structures).

Other factors upsetting the spatial order include: uncontrolled construction activities and degrading supplementation – especially in old town centres – of urban complexes with infills in disparate styles, ahistorical forms and frequently disproportionate, as well as the development of housing in the form of apartment blocks built from ready-made factory-manufactured elements on the edges of historical towns.

A chance for improvement of the cultural environment in degraded areas comes from revitalization programmes, which provide for comprehensive spatial, social and economic activities, aimed at preserving their historical values, stopping the devastation of historical facilities, restoring the spatial order, recovering the local economy and ensuring controlled development of designated areas.

The inclusion in the UNESCO World Heritage List of the valuable industrial facilities near Ostrava (the mines: Michal, Anzelm, Hlubina; the Mining Museum Ostrava-Petrkovice, Dolne Vitkovice region) will enable the raising of funds for their protection, proper safe-guarding and development. Such activities will result in the establishment of a museum of industry and technology, which will liven up the Ostrava Basin region and popularize the values of the local industrial cultural heritage.

## IV. GOALS AND AREAS OF STRATEGIC ACTIVITY FOR THE POLISH-CZECH BORDER REGION

### **Problem definition:**

The Polish-Czech border region has a favourable geographical location – in the middle of CEE, not far from major European urban centres, at the crossing of important transport routes. Despite this, it is peripheral in character and does not fully utilize the chances offered by such position. The natural and cultural resources protection goal and the internal cohesion goals (i.e. the other two) do not ensure adequate growth dynamism in the long run. The border region will develop properly only if all the existing external conditions will be taken advantage of in an optimum way. Any neglect in this respect may lead to further peripherization and socioeconomic degradation of the region.

### **Major challenges:**

The area's external cohesion is a goal which is to ensure the connection of the border region with its external environment to make the growth (development) processes permanent. Permanence is understood here as the ability to support positive processes, even after any external supply (financing) is stopped. Thanks to this, the region may develop autonomously, without being dependent on any external aid. The major challenges include:

- stimulation of the development of growth centres of importance exceeding the border region;
- improvement and creation of new external links, being part of the functional-and-spatial connections of the continent; of most importance will be communication links, including chiefly those of the transport infrastructure;
- preparation of minor border centres for participation in global and European development processes and development of their links on a national and supranational scale (this concerns various links, mainly the flow of knowledge and innovation or the development of corporate links between businesses);
- growth of selected economic sectors at the main growth centres, based on innovation and new technologies.

### **Potential cooperation areas:**

- the strengthening of the communication links between the border region and the Paneuropean Transport Corridors III, IV and VI;
- connection of the border region with the European water routes – the Oder, Elbe and Danube Rivers;
- a significant shortening of the links of the border region to international airports;
- the strengthening of cooperation of supralocal urban centres in the border regions (Liberec, Jelenia Góra, Wałbrzych, Opole, Rybnik, Bielsko-Biała, Jastrzębie-Zdrój, Opava) with external metropolitan centres: Prague, Wrocław, Kraków, Katowice, Brno, Berlin, Vienna, especially as regards transfer of technology and research;
- the inclusion of the mountain tourist border belt in the international structure of the Sudeten-Carpathian tourist area and its active international promotion;
- integrated Polish-Czech actions aimed at attracting new economic investment projects, especially in the area of new technologies;
- the development of an information society on the basis of integrated systems of state-of-the-art telecommunications infrastructure;
- the creation of strong functional regions connected with European communication systems;



- investment into businesses, their fixed assets, infrastructure, development of innovation and new technologies.

#### Sample projects:

- **The Sudeten-Carpathian Route** – a project aimed at making available to the general public the entire Sudeten-Carpathian mountain range by establishing a continuous tourist car route linking the Czech, Polish, German, Slovak, Romanian, Ukrainian and Hungarian values of the Sudeten and the Carpathians; the project is designed to activate and proecologically balance the area's development processes.
- **Via-Regia** – a project aimed at strengthening the Communications Corridor IIIC (Berlin/Dresden-Wrocław-Opole-Katowice-Kraków-Lviv-Kiev) as an European development axis and using the related impulses to develop the regions located along it. An application has been made to include the project in the Interreg IIIB – CADSES programme.
- **The Central European Transport Corridor** – a project aimed at establishing a transport corridor linking Scandinavia, via the ports Szczecin-Świnoujście, the Czech Republic and Austria, with northern Italy. The expansion of the corridor is to promote international cooperation at the regional and local levels, which will contribute to the development of the regions located along it.
- **Oderregio** – a cross-border flood prevention concept, incorporating spatial management projects in the Oder River basin.
- **New Technology Business Highway** – a Polish initiative, which may be taken up on the Czech side; the project is to establish four voivodeships (Małopolskie, Śląskie, Opolskie and Dolnośląskie) as one of the world's centres for developing state-of-the-art products and solutions. It is to become the region's highway to the future. By participating in defining development directions, it is to support administration at all levels, presenting the point of view of businesses operating within the range of influence of motorway A4.

#### Problem definition:

The Polish-Czech border region has a proper settlement structure, but the local geographical conditions, e.g. numerous mountain ranges, make connections between its individual elements difficult, especially across the state border. The settlement network is also weak, because of the weakness of its elements, especially villages and small towns. During the 50 years of communist rule its municipal infrastructure and housing stock significantly depreciated. A long-term division with an unflexible, administrative border with an insufficient number of crossing points weakened the socioeconomic links between the areas on its two sides. The restoration of the former cross-border links, both as regards the broadly understood communication infrastructure, and social and economic matters, is of paramount importance to the reversal of the tendency of the area's peripherization and to the stimulation of its endogenic capacity. A basis for the region's internal cohesion is a proper settlement structure, made up of centres performing appropriate functions and a system of links between them. Such network enables provision of proper service to the inhabitants and can be conducive to the diffusion of civilizational development and progress processes into the entire area.

#### Major challenges:

Internal cohesion – a goal which can be pursued on the basis of close Polish-Czech cooperation and should result from a decision of the local authorities. The regions' complementary or primary strategies can help them find appropriate solutions. Such cooperation should be based principally on the results of an analysis of the local development prerequisites. Such prerequisites include the location within the network, predispositions and policy of other centres. Of some importance are also the aspirations of the local inhabitants and authorities. This Study focuses on territorial cohesion, the major challenges for which in the border region include:

- increasing the number of communication links and improving their quality;

- developing the links between individual elements (nodes) of the settlement structure, including, apart from technical infrastructure, cooperation between businesses;
- promoting the development of small and medium-sized settlement centres and a multi-axis (poli-centre) development of the border region;
- redeveloping and strengthening the material tissue of towns and cities;
- developing the social capital, boosting employment, especially based on the service sector;
- counteracting social exclusion, developing human resources and stopping depopulation;
- developing the local and regional communications and telecommunications infrastructure;
- developing renewable energy sources;
- raising the level and flexibility of the schooling system, expanding the offer of secondary schools and universities, especially in areas with a low qualifications potential;
- activating gminas in mountain areas with a high, but unrealised tourist potential;
- supporting small and medium-sized businesses in the tourist industry.

**Potential cooperation areas:**

With regard to the settlement structure:

- formulating common strategies for development belts (related to the settlement structure):
  - Pardubice-Hradec Králové-Trutnov-Wałbrzych-Świdnica-Wrocław;
  - Ostrava-Rybník/Żory-Katowice;
  - Łódź/Częstochowa-Opole-Nysa-Kłodzko-Náchod-Hradec Králové/Pardubice-Prague;
  - Liberec-Jelenia Góra-Legnica-Głogów;
  - Šumperk-Jeseník-Prudnik-Kędzierzyn Koźle-Gliwice;
  - Ostrava-Racibórz-Kędzierzyn Koźle-Opole;
  - Nysa-Prudnik-Krnov-Opava-Ostrava-Cieszyn-Bielsko-Biala;
- establishing or strengthening cross-border cooperation between: Frydlant-Bogatynia/Zawidów, Frydlant-Gryfów Śląski, Harrachov-Szklarska Poręba, Turnov-Kamienna Góra, Meziměstí/Broumov-Nowa Ruda/Wałbrzych, Náchod-Kudowa-Zdrój, Králíky-Międzylesie, Jeseník-Nysa; Krnov-Głubczyce, Opava-Racibórz, Hať-Tworków, Bohumín-Wodzisław Śląski, Petrovice u Karviné-Zebrzydowice, Chotěbuz-Boguszowice;
- promoting close cooperation between the Upper Silesian and Ostrava conurbations;
- exchanging information and experience between small and medium-sized towns as regards urban development and revitalization;
- integrated management of nodal and strategic areas affecting the development of the entire border region;
- determining the limits of metropolitan areas.

With regard to communication, infrastructure and flood prevention and control:

- construction and modernization of expressways in the border area, including projects to link the north and the south (e.g. the Kłodzko Valley and Svitavy);
- formulation of strategies for improving lower-level communication links, in the context of a possible signature of the Schengen Treaty;
- identification of new border crossing opportunities and joint concepts for the alternative use of border crossings after the signature of the Schengen Treaty;
- modernization and expansion of regional railway links;
- formulation of coherent concepts regarding the location, modernization and connection of regional airports and using smaller airports for international transport;
- introduction of cross-border collective passenger transport between the neighbouring parts of Poland, the Czech Republic, Germany and Slovakia to strengthen microregional links, to promote tourism and to facilitate commuting;

- joint preparation and implementation of teleinformation and telecommunications capital investment projects;
- formulation of joint cross-border concepts for putting in order the water and sewage management system;
- exchange of information regarding surplus electric and thermal energy, waste disposal capabilities, sewage treatment etc.;
- preparation of joint concepts regarding the use of renewable energy;
- joint formulation of flood control concepts for river catchment basins;
- incorporation of the existing multi-task water reservoirs into the region's flood protection system;
- strengthening of the active participation of CHOPAVs (*Chráněná oblast přirozené akumulace vod*) in preventing flood flows;
- expansion of the flood monitoring system on the Ścinawka and Orlica rivers.

With regard to economic activity and tourism:

- identifying and strengthening cross-border sector clusters, e.g.:
  - the chemical industry: Kędzierzyn-Koźle-Karviná;
  - the power engineering industry: Rybnik conurbation – Bogatynia-Ostrava-Karviná-Kędzierzyn-Koźle;
  - the motor, textile and aviation industries: Bielsko-Biała-Karviná-Frýdlant-Frýdek-Místek-Wałbrzych;
- identification and cooperation between economic zones, creation of cross-border investment zones;
- promotion of small and medium-sized enterprises;
- strengthening of the production and service functions of the micro- and subregional growth poles – on the Polish side at: Brody, Lubsko, Jasień, Szprotawa (Lubuskie Voivodeship), Zgorzelec, Lubań, Złotoryja, Kamienna Góra, Jawor, Dzierżoniów, Kłodzko, Żąbkowice Śląskie, Strzelin (Dolnośląskie Voivodeship), Prudnik, Głubczyce, Krapkowice (Opolskie Voivodeship), Wodzisław Śląski, Jastrzębie-Zdrój, Żory (Śląskie Voivodeship), and on the Czech side at: Frýdlant (Pardubický Kraj), Broumov (Královohradecký Kraj), Králík (Pardubický Kraj), Jeseník and Šumperk (Olomoucký Kraj), Bratru, Krnov, Rýmařov, Hlučín, Vítkov, Bohumín, Karviná, Český Těšín, Havířov, Třinec and Jablunkov (Moravskoslezský Kraj);
- support for the creation of integrated production-and-service units with the ability to share work in the border region:
  - Hrádek nad Nisou/Frýdlant-Bogatynia;
  - Tanvald/Harrachov-Szklarska Poręba;
  - Trutnov/Žacléř-Lubawka/Kamienna Góra;
  - Mieroszów-Meziměstí;
  - Broumov-Radków/Nowa Ruda;
  - Náchod-Kudowa-Zdrój;
  - Králík/Lichkov-Międzyłesie;
  - Javorník-Paczków;
  - Jeseník/Mikulovice/Zlaté hory-Głuchołazy;
  - Krnov/Osoblaha-Głubczyce, Český Těšín-Cieszyn;
- transformation of large areas of idle land after extraction of natural resources, as well as former military grounds, to be used in new economic initiatives;
- strengthening of research and development, transfer of know-how;
- cooperation in the area of spa services, sanatorium treatment and caring for the elderly;
- integration of tourist routes – walking and cycle routes (e.g. the connection of the cycle routes in the Góry Opawskie landscape park with those in the Jeseník landscape park);
- support for the construction in border towns of sports, recreational, entertainment and other “free-time” facilities;
- promotion of tourist areas on both sides of the border;
- verification of the ability to set up integrated Polish-Czech tourist areas and zones, preparation of their development in the spatial planning context;

- setting up of databases for the preparation of design documentation needed to develop tourist infrastructure;
- promotion and handling of tourist traffic, provision of cross-border offers and regional tourist packages in the area of:
  - mountain tourism and skiing, especially in the Karkonosze and Śnieżnik Range;
  - water tourism, e.g. in the west part of the border region;
  - cultural tourism (e.g. pilgrimage routes, castles and palaces, defensive structures, industrial architecture etc.);
  - cycling, horse-riding etc.;
- support for the development of direct working contacts, exchange of information between the corresponding local and regional administrative authorities on both sides of the border.

#### Sample projects/actions:

- **RegioTRAM Nisa (RTN)** – a project aimed at creating a modern, regional public transport system, based on the existing railway network. The system is to form part of an Integrated Communication System, joining railways and other public transport systems in the Republic of Poland, Germany and Poland; the principal feature of the project is the use of both the railway and tramway infrastructure by double-system light TramTrain vehicles.
- Cooperation between the towns of Český Těšín and Cieszyn.
- Cooperation between the towns of Karvina and Jastrzębie-Zdrój as regards potable water supply.
- The projected cooperation between the town of Bohumín with the Krzyżanowice Gmina as regards sewage management.
- Cooperation as regards the supply of the town of Glucholazy with potable water from the collective water supply system in the town of Jeseniki.
- Construction of a transit gas pipeline DN500/PN50 bar from the underground gas store GAZu Třánovice to Poland.
- Cooperation between the towns of Bliszczycze and Krnov as regards sewage management.
- Construction of an emergency road connecting the border towns of Kamienica and Bilá Voda, to enable fast intervention by the fire brigade.
- The trinational economic activity zone: Zittau-Bogatynia-Hrádek – Town Association Small Triangle Zittau-Bogatynia-Hrádek is an organization of three towns, which desire to jointly solve problems connected with their border location. Their cooperation regards culture, education, social and economic matters. The cooperation is based on the Town Association Agreement approved by the councillors from the three towns and signed by the mayors in November 2001 during the first session of the Joint Council.
- Via Montana – a projected car tourist route leading through the mountain ranges in the Polish-Czech border; aimed at linking the routes within the border region and thus making all of its tourist values fully available to the public (cf. the Annexe).
- Central European Greenways – an international project aimed at establishing ecotourist natural-and-cultural heritage routes along the “green corridors” and supporting and developing environmentally friendly tourism. The corridor runs from Kraków to Vienna through Moravia.
- The water route Smědá – Witka Lake-Nysa-Berzdorfer See – a cross-border (the Czech Republic-Poland-Germany) project implemented to create and promote cross-border tourist region oriented towards water tourism; advanced implementation in Germany (Berzdorf See Planning Association), on the Polish side – preparation of an implementation concept.
- “Biuletyn pogranicza polsko-czeskiego” [The Polish-Czech Border Bulletin] – jointly published by the Ministry of Economy, Labour and Social Policy, the Regional Development Department at Katowice and the Ministry of Regional Development of the Czech Republic; a bilingual publication devoted to major spatial problems in the border region.

- Regular Orlice-Kłodzko Conference and other initiatives of the Kłodzkie Starosty aimed at promoting cooperation between the Kłodzko and Orlice areas.

**Problem definition:**

The Polish-Czech border region is particularly rich in natural environment values. However, the use of such resources, especially during the last 50 years, has in many cases upset the balance of nature, and now action is needed to restore it. A concern for natural environment improves space quality, creating better conditions for living and conducting certain business operations. This can be one of the factors generating positive social changes, e.g. the stopping of depopulation. The cultural environment in the border region is also very rich. Its resources are made up of the historical heritage of the former epochs, as well as the cultural contribution of the last two-three generations of settlers, who frequently came here from entirely different regions. Such mixture of cultures can form a basis for a completely new situation, generating additional development factors – provided it is properly researched and taken account of in the development policy adopted.

**Major challenges:**

Protection and restoration of natural and cultural resources results from the characteristic features of the area. The natural environment of the Polish-Czech border areas is the heritage of the entire European community, and so its protection should be a priority task, performed with support (funds) of the entire community. However, environmental values can also form a basis for developing certain types of economic activity (e.g. tourism) in a given area. They will be successful if the unique nature of the heritage is preserved. This is why protection and actions aimed at restoring value to the environment can also be considered in economic terms, as in the long run the border community can achieve quantifiable gains from this. The major challenges in this area include:

- protection of valuable natural resources;
- protection of undeveloped areas constituting an irreplaceable component of the natural environment;
- preservation of multi-culture heritage;
- regeneration, preservation and restoration of biodiversity (including introduction of extinct species);
- protective actions and reclamation, renovation and maintenance in areas with particularly valuable resources;
- integrated water management.

**Potential cooperation areas:**

- strengthening of the existing natural environmental links in: Karkonosze, Izerskie Mountains, Orlickie Foothills, Bystrzyckie Mountains, Śnieżnik Range, Złote Mountains and Jeseníky Ranges;
- supplementation of the nature preservation system in: Stołowe Mountains, Wałbrzyskie Mountains, Opawskie Mountains, Głubczycki Plateau, Beskid Śląski and Beskidy Morawskośląskie;
- actions aimed at raising the class of protection of the most naturally precious regions;
- prevention of urbanization of open areas;
- protection of cross-border rivers against pollution and the improvement of water quality in the catchment basins of the border-crossing rivers, including: Nysa Łużycka, Nysa Kłodzka, Ścinawka/Stenava, Biała Głucholaska, Osobłoga, Olza;
- monitoring of border sections of watercourses and groundwater, quantitative and qualitative protection of water basins, e.g. by strengthening the legal effectiveness of protection of MGBs and CHOPAVs;
- coordination of actions regarding the use and protection of border-crossing hydrogeological structures, including restoration of hydrogeological balance in areas with disturbed water relations, and protection of areas in which both ordinary underground water and mineral water occur;

- cooperation with respect to assessing impact on the natural environment and the living conditions of spatial planning decisions in the Polish-Czech border region;
- integrated monitoring of air quality;
- pursuance of a sustainable forest management, increase in woodiness;
- studies assessing the ability to reclaim and redevelop industrial and degraded land, preparation of joint reclamation and redevelopment concepts;
- restoration of land degraded by industry, especially mining, in:
  - the Żytawski Region;
  - the liquidated Lower Silesian Coal Basin (Wałbrzych-Nowa Ruda);
  - Ostravsko-Karvinský Revír – OKR;
  - areas after mining of hard bituminous coal at Žacléř, Radwanice and Odolov in Královohradecký Kraj;
- strengthening and preservation of regional architectural traditions;
- raising of the social awareness and education in natural and cultural environment protection;
- revitalization of the cultural landscape in rural areas;
- promotion and tourist use of the landscape values of the mining industry (e.g. Rybník, Wodzisław Śląski, Ostrava-Vítkovice);
- organizational and technical efforts aimed at protecting the cultural heritage.

#### Sample projects:

- Establishment in 1993 of the **Bilateral Biosphere Reserve Karkonosze/Krkonoše** with an area of 60,500 ha encompassing Karkonoski Park Narodowy and Krkonošský národní park.
- Proposed establishment of a **Bilateral Biosphere Reserve** to encompass Park Narodowy Gór Stołowych and ChKO Broumovsko.
- Cooperation within the **Polish-Czech Intergovernmental Committee for Cross-Border Cooperation in Border Waters** and the International Committee for the Protection of the Oder River against Pollution.
- Ongoing monitoring of surface water quality in the border rivers: Nysa Łużycka, Směda, Stěňava, Widnawka, Běla, Osoblaha (Osobloga), Oder with its tributaries: Opava, Olza and Ostrawica.
- Creation and maintenance of designated protection zones for springs of natural medicinal and mineral waters.
- Project entitled “A strategic environmental impact study for regional planning – a formulation of a cross-border concept of verification and conduct for Saxony, Poland and the Czech Republic”.
- A regional air monitoring programme “**The Black Triangle**”, encompassing North Bohemia (the Czech Republic), south Saxony and south-west of the Lower Silesia, commenced in 1992.
- Cooperation with immediate neighbours pursued by the General State Forest Directorate as regards agreement of methods and dates for insect eradication campaigns.
- Trilateral cooperation in the Central European brown coal region in the following groups: monitoring, forest cultivation and protection, hunting.
- Solution of the problem of the adverse impact of the Polish brown coal mine Turów on the underground water resources at the Uhelná water intake.
- **The pole house land** – a trilateral (Germany-the Czech Republic-Poland) regional development concept undertaken by the Euroregion Nysa with a view to preserving pole architecture facilities and the cultural landscape in the area covered by the project.
- “**Mining traditions – tourist promotion of the Glucholazy-gold basin**” – currently implemented as part of the Euroregion Pradziad, cofinanced with Phare funds, with a view to popularizing the mining traditions in Opawskie Mountains and Zlate hory.



## V. CONCLUSIONS

The document entitled “Polish-Czech Border Areas Development Study – A Synthesis of National Documents” wraps up work on the third comprehensive study regarding the spatial management and planning for the region.

It is, however, the first document which has focused on aspects of spatial planning and development based on analysis of partial regional and national documents. A novelty in comparison to the earlier documents is the use of the Central Statistical Office (GIS) databases and appropriate technologies to provide the Study with maps and other cartographic material. For the first time ever joint problem maps for the entire Polish-Czech border region (at a scale of 1:250,000) have been prepared. Another unique feature of this document is that it takes into account the development conditions for the joint cross-border areas arising from the external links with a broader European territory, which after 1 May 2004 set a new development framework for the region, providing new opportunities and setting new challenges.

At present the two countries are reaping the first benefits of their accession to the EU. In this way they have a chance of a faster technical and socioeconomic stabilization of the border region and a better development potential. Consequently, attention should be focused on the fact that the Polish-Czech border areas became one of the EU's internal problem regions. This must bring about a change in the development goal structure and strategies, which shift the border region from the role of a peripheral area to a much more active one. In this process all programme and financial opportunities resulting from a full EU membership must be considered.

The benefits and practical consequences of the joint “Study” should help in particular in the decision-making process of regional administrations – to coordinate their actions, especially those regarding the cross-border region, but also as regards interregional projects on both sides of the border. Benefits are also expected in the form of intensified international cooperation at the bilateral (Polish-Czech) and trilateral (Polish-Czech-German and Polish-Czech-Slovak) levels.

As a tool supporting spatial planning actions in the Polish-Czech border region, the Study contains above all:

- information about the major spatial problems and phenomena in the territory of the neighbouring country;
- common, analytical and conceptual input material for updating kraj and voivodeship plans, development plans and other development concepts at the regional level;
- an integrated cartographic survey of the situation on both sides of the border as input and negotiation material to be used for planning more detailed tasks and actions;
- a systematized set of development goals for the Polish-Czech border region;
- proposed joint actions to be taken by entities in the Polish-Czech border region or by international teams, as part of European projects.

As a document of international character, the Study forms a basis for arrangements and negotiations at this level. It is a proof of a long-standing continuity of mutual coordination efforts in the border region and, consequently, **constitutes a strong argument for:**

- raising aid funds from EU sources;

- introducing extraordinary protective or development measures requiring approval by many parties;
- determining the development directions for the region in question by the interested governments, ministries, regional or local administrative authorities, Euroregions, other associations or initiatives in the Polish-Czech border region;
- international negotiations regarding the spatial development concept for this part of Central Europe, especially the Polish-Czech-German and the Polish-Czech-Slovak tripoints.

The Study, prepared over a period of several years, in full coordination by the Polish and Czech sides and with respect to the parties' decisions, **constitutes**:

- a guarantee of coordination of the goals adopted and actions with the relevant national and regional development strategies;
- a proof of organizational, procedural and content-related preparation for undertaking international actions in the area of spatial planning in the Polish-Czech border region;
- a pilot document for corresponding studies prepared elsewhere;
- a methodological base for similar studies.

## APPENDIX – VIA MONTANA

A special case of cross-border cooperation in the Polish-Czech border region is the creation of a coherent system of tourist car routes to provide the general public with access to all local natural and cultural values located on both sides of the border.

In 2003 the Voivodeship Town-Planning Bureau in Wrocław compiled a "Spatial Development Study of the Cross-Sudeten Belt"<sup>13</sup>, which established the location and development directions of the areas along the main tourist car route in the Lower Silesian section of the Sudeten Mountains. On this basis the relevant kraj offices in the Czech Republic set out a parallel route on the Czech side and the places of cross-border links between the two routes. The solutions adopted in the Study may be helpful in deciding the final shape of the system of Polish-Czech tourist car routes in the border region.

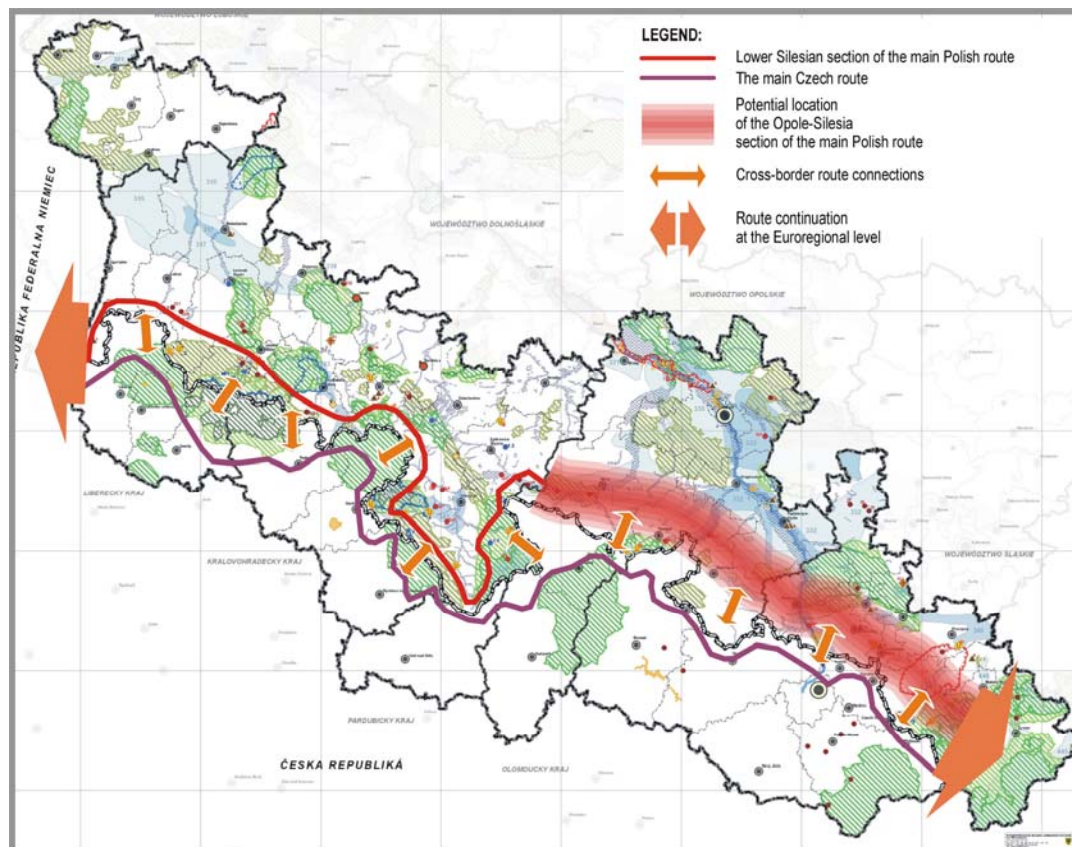
The preliminary study has been taken up by the Dolnośląskie Voivodeship, because as a result of the country's administrative reform, almost the entire Polish section of the Sudeten Mountains lies now within this Voivodeship. This enabled development in Lower Silesia of a comprehensive approach to determining how the Sudeten Mountains in their Polish section should be developed and made available to the public.

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<sup>13</sup> The name "Cross-Sudeten Route" has been adopted formally in the regional documentation of the Dolnośląskie Voivodeship and refers to the "Via Montana" section located within the Voivodeship.

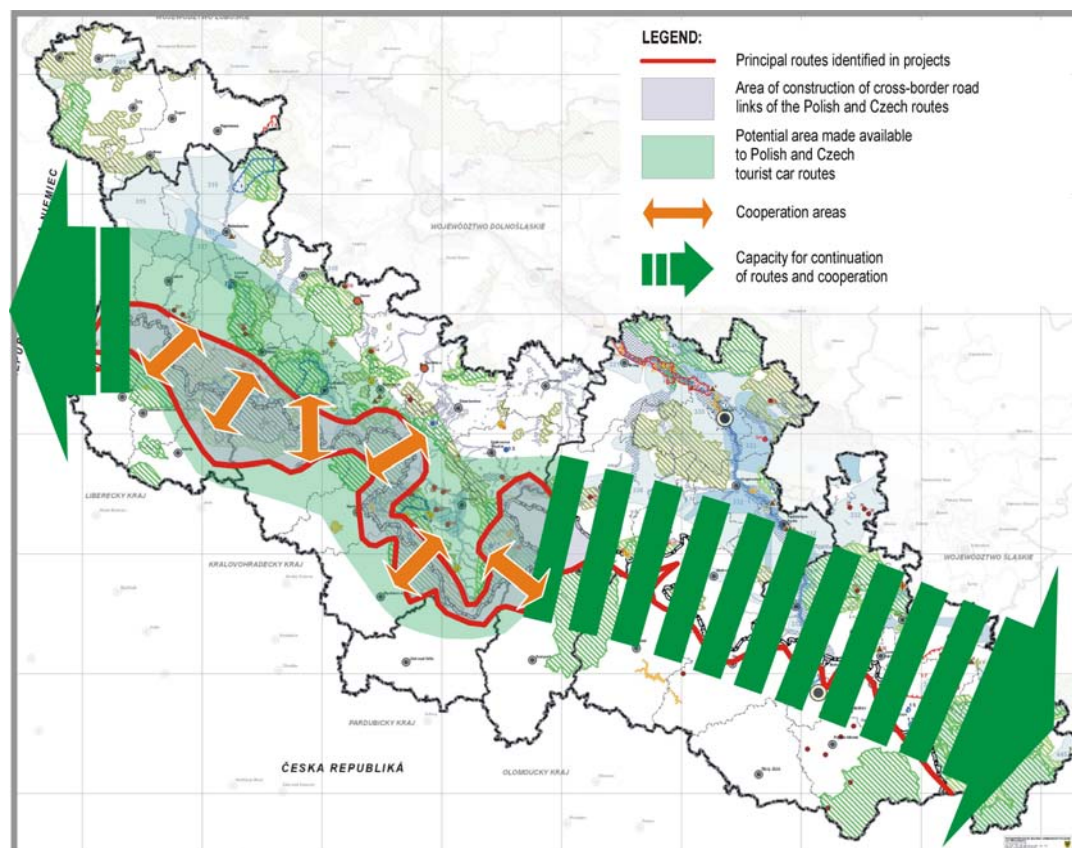
DRAWING 37

DEVELOPMENT OF THE VIA MONTANA CONCEPT IN THE POLISH-CZECH  
BORDER REGION. PHASES OF DESIGN APPROXIMATIONS AS IN 2005



DRAWING 38

DEVELOPMENT OF THE VIA MONTANA CONCEPT IN THE POLISH-CZECH  
BORDER REGION



Currently the area cut through by Via Montana is very diverse in terms of its tourist development, despite the attractiveness and spatial continuity of natural, landscape and cultural values occurring on the Polish and Czech sides of the border. The area has a chance for a balanced development and activation if the Mountains are made available as a comprehensive tourist offer, by the introduction of a new model of mobile tourism. This aim should be achieved by the creation in the Sudeten of the region's principal tourist car route, the so-called Via Montana.

The location of Via Montana assumed in the Study is based on the existing roads, which ensures access to most protected natural and landscape areas on both sides of the border. Via Montana joins towns with tourist values, activates the existing centres, is conducive to the creation of tourist functions and joins the local car routes into a coherent system. Access to the tourist values located along Via Montana is additionally ensured by a network of routes designed for various forms of tourism, depending on the local conditions and sensitivity of the natural environment.

Thanks to the concentration of tourist values and their continuity on both sides of the border, the Lower Silesian section of the route can be continued in Poland across the Opolskie and Śląskie Voivodeships, and the Czech and Polish main routes can be integrated across the border. The creation of a network of tourist car routes in the region in question is dependent on a coherent system of cross-border road links between the Polish and Czech routes. Of paramount importance is the selection of links between the two routes to make the tourist values on both sides of the border fully available to the general public. The creation of such links to the satisfaction of the two parties requires close cooperation as regards unification of the border crossing standards along the entire Polish-Czech border.

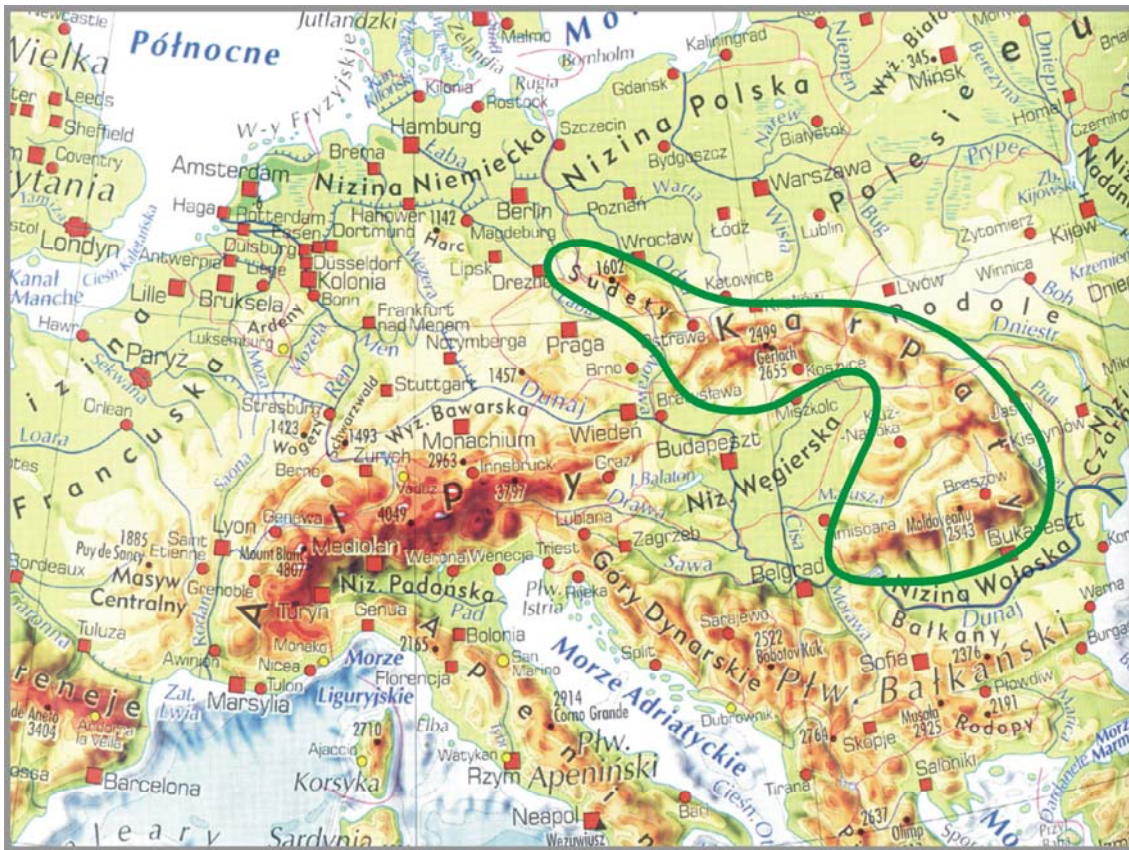
The system for handling tourist car traffic and the directions regarding the development of the areas located along the routes assumed in the Study can form a foundation for compiling local tourism development plans covering the areas made available as a result of the project.

Both the Polish and the Czech sides have approved the plans to expand the Via Montana concept in the Polish-Czech border region.

It is possible to fully integrate the entire system of Polish-Czech tourist car routes with the Euroregional, cross-mountain tourist car route running through the border sections of the Sudeten and Carpathian Mountains.



DRAWING 39 POTENTIAL AREA TO BE MADE AVAILABLE AS A RESULT OF CREATION  
OF A SUDETEN-CARPATHIAN ROUTE



The full implementation of the project can permanently activate the areas within the Polish-Czech border region which badly need new development opportunities.





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