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DEVELOPMENT CZ

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SPATIAL DEVELOPMENT POLICY OF THE CZECH REPUBLIC

(as amended, in effect on 1st September 2021)

Development in all areas

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**SPATIAL DEVELOPMENT POLICY OF THE CZECH REPUBLIC
(as amended, in effect on 1st September 2021)**

Spatial Development Policy of the Czech Republic 2008, approved by Government Resolution No. 929 of 20 July 2009, as amended by:

Update No. 1 of the Spatial Development Policy CR approved by Government Resolution No. 276 of 15 April 2015,

Update No. 2 of the Spatial Development Policy CR approved by Government Resolution No. 629 of 2 September 2019,

Update No. 3 of the Spatial Development Policy CR approved by Government Resolution No. 630 of 2 September 2019,

Update No. 5 of the Spatial Development Policy CR approved by Government Resolution No. 833 of 17 August 2020,

Update No. 4 of the Spatial Development Policy CR approved by Government Resolution No. 618 of 12 July 2021.



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(as amended, in effect on 1st September 2021)

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

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Ministry of Regional Development of the Czech Republic (on-line)
Institute for Spatial Development (on-line)

FOREWORD

Dear readers,

We would like to draw your attention to an issue of the currently valid Spatial Development Policy of the Czech Republic (in the full version binding from 1 September 2021), amended by the latest Update No. 4, developed based on Government Resolution No. 315/2019, carried out in accordance with the Building Act.

The main reason for developing this Update No. 4 was in particular the need to address new developments both within the spatial planning activities of the regions, ministries and other central administrative authorities, considering the fact that more than 6 years have passed since the last official update in 2015.

The mandate for the development of Update No. 4 was given to the Ministry of Regional Development by the Government by Resolution No. 315 of 6 May 2019. This Resolution obliged the Ministry of Regional Development to develop the Update No. 4 taking into account part d) of the Report on the Implementation of the Spatial Development Policy of the Czech Republic as amended by Update No. 1, which set out the substantive terms of reference for the amendment. Update No. 4 itself

does not fundamentally change the conceptual focus of the currently valid Spatial Development Policy of the Czech Republic, nevertheless, it has affected all chapters of the Spatial Development Policy CR, especially the chapters concerning transport and technical infrastructure development plans. This Update No. 4 has stated more precisely, for example, the definition of corridors for individual sections of the planned high-speed railway directed both to neighbouring countries and strategic sections within the Czech Republic, the expansion of international airports and the extension of the waterway to České Budějovice. Despite the cancellation of the part of the natural gas sector development plans, a new corridor has been delimited for the development plan strengthening the strategic role of the Czech Republic in the international gas transit towards Germany. Spatial planning sets tasks related to, among other things, examine the strengthening of water resources in the Horní Morava River basin with water from the Odra River basin or addressing the conflict between transport and protection of the Luhačovice spa resort. Furthermore, two new specific areas have been added, namely the specific area of Sokolov and a specific area, in which the current problem of the drought threat has manifested.

This Update No. 4 has been developed by the Ministry of Regional Development in accordance with the Building Act and close co-operation with the ministries, other central administrative authorities and regions. Municipalities, the public and neighbouring countries also had the opportunity to submit written comments on the draft of this Update.

The Spatial Development Policy of the Czech Republic is a spatial planning instrument with nationwide scope binding for the development and issuance of spatial planning documentation and the decision-making process in the territory. It is a conceptual document of a strategic character, the main purpose of which is to coordinate the spatial planning activities of the regions, respectively municipalities and the departmental policies and concepts with a projection into the territory.

I expect this amended Spatial Development Policy of the Czech Republic to further contribute to the improvement in the spatial planning activities and thus the spatial development of our country. I appreciate that, despite the adverse situation in connection with the spread of the COVID-19 pandemic and the complexity of the negotiations, Update No. 4 of the Spatial Development Policy was successfully completed within the set deadline. I would like to express my gratitude to all those who participated in its development.



A handwritten signature in blue ink, appearing to read 'Klára Dostálová', written in a cursive style.

Klára Dostálová
Minister of Regional Development



RESOLUTION OF THE GOVERNMENT OF THE CZECH REPUBLIC

No. 618 of 12 July 2021

on Update No. 4 of the Spatial Development Policy of the Czech Republic

The Government

- I. **Amends** the Government Resolution No. 833 of 17 August 2020 on Update No. 5 of the Spatial Development Policy of the Czech Republic by repealing Parts III/1 and III/2 of the relevant Resolution;
- II. **Approves** Update No. 4 of the Spatial Development Policy of the Czech Republic (hereinafter referred to as “Update No. 4 of the SDP CR”), contained in Part III of the document Ref. No. 723/21;
- III. **Imposes**
 1. on the Minister of Regional Development to
 - a) guarantee the development of the full version of the Spatial Development Policy of the Czech Republic as amended by Update No. 4 of the SDP CR,
 - b) guarantee publication of
 - ba) Update No. 4 of the SDP CR in a form that enables remote access,
 - bb) the notice on the approval of Update No. 4 of the SDP CR in the Collection of Laws,
 - bc) this Government Resolution in the Government Bulletin for Regional and Municipal Authorities,
 - bd) the full version of the Spatial Development Policy of the Czech Republic as amended by Update No. 4 of the SDP CR, in a form that enables remote access,
 - c) develop a Report on the Implementation of the Spatial Development Policy of the Czech Republic as amended by Update No. 4 of the SDP CR in co-operation with the relevant ministers, heads of other central administrative authorities, governors and the mayor of the Capital City of Prague and submit it to the Government by 30 June 2023,
 2. on the Deputy Prime Minister, the Minister of Industry and Trade and the Minister of Transport to develop a concept for the development of an Update of the Spatial Development Policy of the Czech Republic due to urgent public interest in order to prepare the construction of the Oder River Branch of the Danube–Oder–Elbe water corridor in the section Ostrava-Svinov–CR/Poland border (Kožle) and submit it to the Government by 30 September 2021,

3. on the Minister of Agriculture to

- a) develop a multi-criteria analysis for the Skalička waterworks by 30 September 2021,
- b) prepare a concept for the development of an Update of the Spatial Development Policy of the Czech Republic due to urgent public interest in order to prepare the Skalička waterworks in connection to the results of the multi-criteria analysis of the Skalička waterworks according to the Part III/3a of this Resolution in co-operation with the Minister of the Environment and submit it to the Government by 31 December 2021,

4. on the members of the government and the heads of other central administrative authorities to

- a) comply with the valid Spatial Development Policy of the Czech Republic as amended by Update No. 4 of the SDP CR in the development of the conceptual documents within the scope of the ministries and authorities they are in charge of,
- b) fulfil the tasks set by the valid Spatial Development Policy of the Czech Republic as amended by Update No. 4 of the SDP CR,
- c) take into account the completed tasks from the valid Spatial Development Policy of the Czech Republic as amended by Update No. 4 of the SDP CR in the opinions contained in the Spatial Development Principles.

To be performed by:

Members of the Government,

Heads of other central administrative authorities

To the attention of:

Governors and the mayor of the Capital City of Prague

Andrej Babiš
Prime Minister

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1. INTRODUCTION

1 INTRODUCTION

1.1 PURPOSE OF THE SPATIAL DEVELOPMENT POLICY OF THE CZECH REPUBLIC

- (1) The Spatial Development Policy of the Czech Republic (hereinafter referred to as the "SDP CR") was developed by the Ministry of Regional Development within the scope of Section 5 (5) pursuant to Sections 31 to 35 of Act No. 183/2006 Coll., on town and country planning and building code as amended (hereinafter referred to as the "Building Act").
- (2) The Spatial Development Policy of the Czech Republic is an instrument of spatial planning, which determines the requirements and frameworks for specifying the spatial planning tasks¹ generally stated in the Building Act in the national, cross-border and international contexts, particularly with regard to sustainable spatial development².
- (3) The Spatial Development Policy of the Czech Republic determines the strategy and basic conditions for the fulfilment of the spatial planning tasks and thus provides a framework for the consensual generally beneficial development of the values of the territory of the Czech Republic (hereinafter referred to as the "spatial development"). The purpose of the SDP CR is with regard to both the possibilities and preconditions of the territory and the requirements of the spatial development to provide coordination of spatial planning activities of the regions and municipalities, coordination of sectoral intersectoral concepts, policies and strategies and other documents of ministries and other central administrative authorities. The SDP CR is based, among others, on the currently valid Regional Development Strategy of the Czech Republic (hereinafter referred to as the "RDS CR") and serves to coordinate spatial and strategic planning. The SDP CR further coordinates the plans for changes in the transport and technical infrastructure³ in the territory of national importance and the resources of individual technical infrastructure systems which, by their significance, scope or expected use shall affect the territory of several regions (hereinafter referred to as "development plans").
- (4) The Spatial Development Policy of the Czech Republic establishes framework tasks for the follow-up spatial planning activities and for specifying conditions for anticipated development plans with the aim of increasing their benefits and minimizing their negative impacts.
- (5) The Spatial Development Policy of the Czech Republic also serves to coordinate other instruments of public administration influencing spatial development, which are, for example, the Regional Administrative District Development Programme and the Municipality Administrative District Development Programme. In addition to the above-mentioned coordination, the SDP CR is based, among others, on the documents intended to support regional development and public administration materials and documents that have an impact on the use of the state territory in international and national contexts, e.g. policies, strategies, concepts, plans, programmes, general projects and the State of the Environment Reports – see Materials and Resources.
- (6) When updating the SDP CR (on the basis of spatial analytical documents of regions, concepts of ministries and their long-term departmental concepts, other central administrative authorities, regions, municipalities and citizens and plans resulting from national development documents) it will be assessed whether the reasons for individual development plans have not ceased to exist or whether it is appropriate to define new ones which need to be addressed currently.

¹ See Sections 18 and 19 of Act No. 183/2006 Coll., as amended, on town and country planning and building code (hereinafter referred to as the Building Act).

² See Section 18 (1) of the Building Act.

³ See Section 2 (1a), (1k), (1a), (2) and Section 31 (2) of the Building Act.



1.2 RELATIONS OF THE SPATIAL DEVELOPMENT POLICY OF THE CZECH REPUBLIC TO INTERNATIONAL TREATIES, DOCUMENTS OF INTERNATIONAL ORGANISATIONS AND NEIGHBOURING COUNTRIES

- (7) The Spatial Development Policy of the Czech Republic with regard to the unique character of the territory and settlement structure of the Czech Republic takes into account the requirements for sustainable spatial development and cohesion of the territory resulting from the Czech Republic from the EU membership, international treaties, membership in international organizations (UN, OECD, Council of Europe) and other international agreements, treaties and conventions related to spatial development, in which the Czech Republic is one of the contracting parties⁴. The Spatial Development Policy of the Czech Republic also takes into account the plans contained in the spatial development documents of neighbouring countries.

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

- (8) The Spatial Development Policy of the Czech Republic, supplemented by the necessary diagrams, is divided into chapters in accordance with Section 32 of the Building Act as follows:

- "National spatial planning priorities for ensuring sustainable spatial development", which apply throughout the territory of the Czech Republic;
- "Development areas and development axes", "Specific areas", "Transport infrastructure corridors and areas" and "Technical infrastructure corridors and areas and related development plans";

The Spatial Development Policy of the Czech Republic delimits territories, axes, corridors and areas with regard to the proven development needs of the state territory, which in accordance with Section 5 of the Building Act justify intervention in the competence of regional and municipal authorities in matters related to their spatial development, and if it is justified to establish criteria and conditions for decision-making process on changes in these territories, axes, corridors and areas;

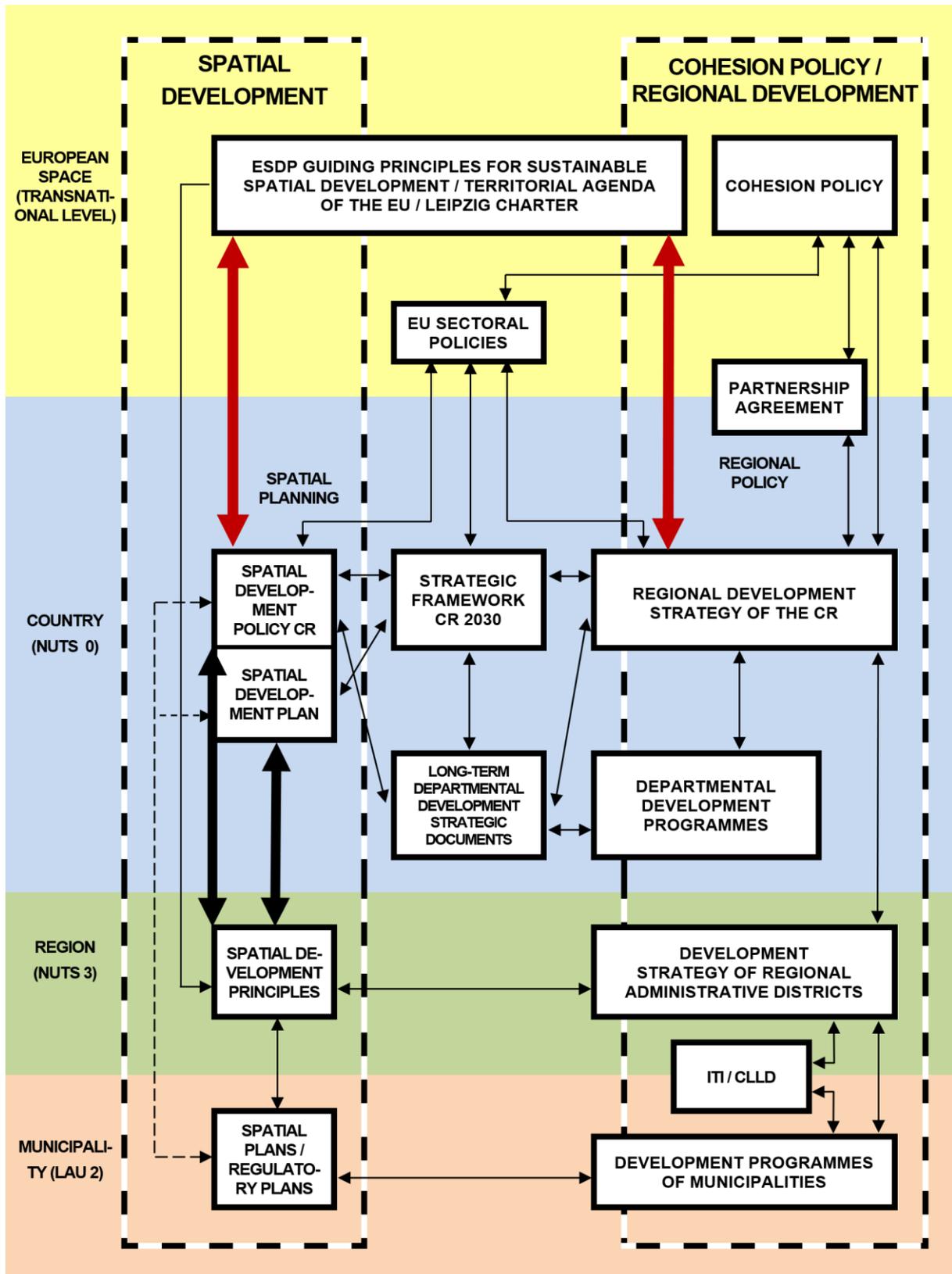
- "Further tasks for the ministries, other central administrative authorities and spatial planning"^{4a}.

- (9) The Spatial Development Policy of the Czech Republic has been prepared on the basis of analyses, the outputs of which are contained in the material "Materials and Resources". "Materials and Resources" represent an information input for the preparation of the SDP CR that has not been formally discussed and approved by the Government of the Czech Republic.

⁴ See e.g. Habitat, the Paris Agreement, UN Agenda for Sustainable Development 2030, OECD Spatial Development Committee documents, Guiding Principles for Sustainable Spatial Development of the European Continent of 2000, Ljubljana Declaration on the Spatial Dimension of Sustainable Development of 2003, Convention on Biological Diversity, European Spatial Development Perspectives of 1999, State and Perspectives of the Territory of the European Union (2011 amended version), European Landscape Convention, Renewed EU Sustainable Development Strategy, EU Climate Change Adaptation Strategy 2013, The Territorial Agenda of the European Union, the Europe 2020 Strategy, the Leipzig Charter on Sustainable European Cities, the Toledo Declaration of 2010, the European Planning Charter of 2013 and other documents.

^{4a} Section 32 (1) (f) of the Building Act.

Chart 1 – ILLUSTRATIVE DIAGRAM OF THE LINKS WITHIN THE SDP CR



Note: The diagram does not include links to documents related to the NUTS 2 level (Cohesion Regions), since there is no spatial planning documentation for this level. The red arrows indicate the implementation of the EU Territorial Agenda.

2. NATIONAL SPATIAL PLANNING PRIORITIES FOR ENSURING SUSTAINABLE SPATIAL DEVELOPMENT



2 NATIONAL SPATIAL PLANNING PRIORITIES FOR ENSURING SUSTAINABLE SPATIAL DEVELOPMENT

2.1 RESOURCES

- (10) National priorities in the international, cross-border and national contexts with the aim of further development of the territory establish frameworks for creating a balanced relationship of territorial conditions for a favourable environment, economic development and cohesion of the community in the territory (sustainable spatial development).
- (11) National priorities in spatial planning for ensuring sustainable spatial development (hereinafter referred to as "national priorities") pursuant to Section 31 of the Building Act determine the requirements for specifying the generally formulated objectives and tasks of spatial planning and determine the strategy and basic conditions for their implementation in the spatial planning activities of the regions and municipalities and the development of departmental concepts with consequences for the territory.
- (12) National priorities in accordance with the character of the territory of the Czech Republic, the structure of its settlement and the purpose of the SDP CR as an instrument of spatial planning, take into account the requirements for sustainable spatial development and territorial cohesion stated in documents of international organisations of which the Czech Republic is a member.
- (13) Article repealed.

2.2 NATIONAL PRIORITIES

- (14) Protect and develop the natural, civilisational and cultural values of the territory, including the urban, architectural and archaeological heritage in the public interest. Preserve the character of the unique urban structure of the territory, settlement structure and unique cultural landscape, which is an aspect of the identity of the territory, its history and tradition. These territories are of considerable value, for example as tourist attractions. Their protection should be interlinked with the needs of economic and social development in accordance with the principles of sustainable development. In some cases, targeted protection of sites of special interest is necessary, in other cases, entire landscape units need to be protected or restored. Landscape is a living entity continuously changing in time, which requires a creative but sensitive approach to balanced universal development in order to preserve its core cultural, natural and usage values.
- (14a) Take into account the protection of quality forest stands, water bodies and quality agricultural, especially arable land as well as ecological functions of the landscape when planning the development of rural territories and areas in relation to the development of the primary sector.
- (15) Prevent spatial social segregation with negative impacts on the social cohesion of the inhabitants when changing or creating an urban environment.
- (16) Give priority to complex solutions over the application of unilateral aspects and requirements, which in their consequences worsen the conditions and values of the territory when determining the way of the territory use in the spatial planning documentation. Appropriate solutions for spatial development should be sought in cooperation with the inhabitants of the territory and its users and in accordance with the designation and character of the territory, axes, areas and corridors determined in the SDP CR.
- (16a) Spatial planning activities should be based on the principles of the integrated development of the territory, especially cities and regions, which represent an objective and comprehensive assessment and subsequent coordination of spatial, sectoral and temporal aspects.



- (17) Create conditions in the territory for eliminating the consequences of economic changes by the localization of buildable areas for job creation, in particular, in economically problematic regions, and thus help to deal with the problems in those territories.
- (18) Promote a balanced and polycentric development of the settlement structure. Create territorial preconditions for strengthening the links between urban and rural areas with regard to their differences in terms of natural, landscape, urban and economic environment.
- (19) Create conditions for the development, potential and multifunctional use of abandoned areas and sites (so-called brown-fields of industrial, agricultural, military and another origin, including the territory of former military training areas). Use efficiently built-up areas (support reconstruction, revitalization and rehabilitation of areas) and provide protection of undeveloped areas (especially agricultural and forest land) and preservation of public green areas, including the minimization of their fragmentation. The aim shall be the efficient use and arrangement of the territory which is economic in the demands on public budgets for transport and energy, and which by coordinating public and private interests in the development of the territory, reduce negative consequences of suburbanization for the sustainable spatial development.
- (20) Locate development projects that can significantly affect the character of the landscape in the least possible conflicting locations and subsequently support the necessary compensatory measures. With regard to this, respect in the spatial planning activities, public interest such as protection of biological diversity and environmental quality, especially in the form of consistent protection of specially protected areas, Natura 2000 sites, wetlands, water resource protection zones, protected areas of natural water accumulation and mineral resources, and protection of agricultural and forest land. Create territorial conditions for the implementation and respect of territorial systems of ecological stability and increasing and maintaining ecological stability to provide ecological functions in other open landscapes and for the protection of landscape elements of natural character in the built-up areas, increasing and maintaining the diversity of rural landscapes. Create conditions for the protection of the landscape character with regard to the target qualities of the landscape and create conditions for the use of natural resources within the framework of spatial planning activities.
- (20a) Create territorial conditions for providing the migratory permeability of the landscape for wildlife and humans, especially when locating the transport and technical infrastructure and when delimiting the areas for housing, civic amenities and production and storage. Delimit the undesirable merging of settlements with regard to providing accessibility and permeability of the landscape and apply integrated approaches to preventing and dealing with environmental problems as a part of spatial planning activities.
- (21) Define and protect, in co-operation with the municipalities concerned, the plots necessary for the creation of continuous areas of publicly accessible greenery from being built up in the development areas, development axes and specific areas where the landscape is adversely affected by human activity, using its natural regeneration; The aim is to preserve continuous areas of undeveloped land in the immediate vicinity of large cities suitable for undemanding forms of short-term free-time activities, as well as for the creation and development of forest stands and preservation of the permeability of the landscape.
- (22) Create conditions for the development and use of the attributes of the territory for various forms of sustainable tourism (e.g. cycling, agro-tourism, sightseeing), while preserving and developing the values of the territory. Promote interconnection of the places attractive from the point of view of tourism by tourist paths, which allow year-round use for various forms of tourism (e.g. walking, cycling, skiing, hippo).
- (23) Create conditions for better accessibility of the territory and improvement of transport and technical infrastructure with regard to the permeability of the landscape according to local conditions. Maintain the permeability of the landscape and minimize the extent of landscape fragmentation when locating transport and technical infrastructure; locate these

- facilities in parallel where practical in these respects. In the case of the already finished and under construction network of motorways, capacity roads and class I roads, take into account the need for and possibility of placing rest areas, which form an integral part thereof. Mitigate the exposure of urban areas to the adverse effects of transit rail and road transport, including bypasses of urban areas, or provide protection by other appropriate measures in the territory. At the same time, however, delimit the areas for new residential development so as to maintain a sufficient distance from the delimited corridors for new sections of motorways, class I roads and railways, and thus consistently prevent the obstruction of the area for transport structures and possible adverse impacts of transport on the public health of the population (without the need to build costly technical measures to eliminate these effects).
- (24) Create conditions for improving the accessibility of the territory by expanding and improving transport infrastructure with regard to public transport needs and public health protection requirements and in accordance with the principles of developing sustainable mobility of people and goods, especially within development areas and development axes. New development opportunities should be directly conditioned by sufficient public infrastructure. Create conditions for increasing the safety and continuous traffic flow, protection and safety of the population and improving their protection against noise and emissions, with this in mind, create conditions for environmentally friendly forms of transport (e.g. rail, cycling) in the territory.
- (24a) Prevent further significant deterioration of the conditions in the areas where the ambient air quality standards for the protection of human health have been exceeded for a long time. In the areas where the ambient air quality standards for the protection of human health have not been exceeded, create territorial conditions to make sure that they shall not be exceeded. Create conditions for minimising the negative impacts of concentrated production activities on housing by suitable arrangement of areas in the territory of municipalities. Delimit areas for new residential development to maintain
- a sufficient distance from industrial or agricultural areas.
- (25) Create conditions for the preventive protection of the territory and the population against potential risks and natural disasters in the territory (floods, landslides, erosion, drought, etc.) in order to prevent them and minimize their negative impacts. In particular, provide territorial protection of the areas needed for the location of buildings and flood protection measures and delimitation of areas designated for controlled flooding. Create conditions for increasing the natural retention ability of rainwater in the territory and the use of nature-based measures for the retention and accumulation of surface water where possible with regard to the settlement structure and cultural landscape, as one of the adaptation measures in the event of climate change impacts.
- Create conditions for the retention, infiltration and use of rainwater in the territory as a source of water with the aim to mitigate the impacts of floods and droughts.
- Take into account the rainwater management when delimiting development areas.
- (26) Delimit buildable areas in floodplains and place public infrastructure in them only in exceptional and especially justified cases. Delimit and protect buildable areas for relocation of buildings from the territory with a high risk of flood damage emergence.
- (27) Create conditions for the coordinated location of public infrastructure in the territory and its development and thus support its efficient use within the settlement structure, including conditions for the development of digital technical infrastructure. Create conditions for improving transport accessibility of municipalities (towns), which represent natural regional centres of the area, so that taking advantage of the possibilities, location and infrastructure of these municipalities, the conditions for the development of surrounding municipalities in rural areas and areas with specific geographical conditions, continuously improve as well.
- In spatial planning activities, set the conditions for the creation of an efficient network of passenger and freight rail, road, water and air transport, including regional



- airport networks, efficient transport networks to connect urban areas with rural areas, as well as cross-border transport solutions, as mobility and accessibility represent key preconditions of economic development in all regions.
- (28) Take into account the long-term development needs of the territory and the demands on public infrastructure, including public spaces in order to provide the quality of life of the population. Design and protection of quality urban spaces and public infrastructure should be addressed through the cooperation of the public and private sectors with the public.
- (29) Pay particular attention to the connectivity of different modes of transport. Create territorial conditions for prioritizing public transport, cycling and walking. With this in mind, delimit the areas and corridors necessary for efficient integrated public transport systems or urban public transport, enabling the effective interconnection of residential and recreation areas, civic amenities, public spaces, production and other areas, with the requirements for
- a quality environment and thus creating conditions for the development of an efficient and accessible system that will provide the residents with equal opportunities for mobility and accessibility within the territory. With respect to it, create conditions for the construction and use of a suitable network of walking and cycling paths, including accompanying green spaces where appropriate.
- (30) The level of technical infrastructure, in particular water supply and wastewater treatment, needs to be designed to meet the requirements for a high quality of life now and in the future.
- (31) Create territorial conditions for the development of decentralized, efficient and safe production of energy from renewable sources which is environmentally friendly, with the aim of minimizing their negative impacts and risks while respecting the priority of providing a safe energy supply to the territory.
- (32) Article repealed.

3. DEVELOPMENT AREAS AND DEVELOPMENT AXES



3 DEVELOPMENT AREAS AND DEVELOPMENT AXES

3.1 RESOURCES

- (33) Development areas and development axes are delimited in territories in which, due to the concentration of activities of international and national importance, there are increased requirements for changes in the territory. Development areas and development axes are shown schematically in the SDP CR.
- (34) In development areas and development axes, it is necessary to create, maintain and coordinate territorial preparedness for increased requirements for changes in the territory and to enable adequate use of the territory and preservation of its values while respecting the national priorities of spatial planning.
- (35) Increased requirements for changes in the territory of development areas and development axes require active cooperation of all components of public administration, in particular the authorities concerned, protecting public interests according to special legal regulations and in addressing spatial planning tasks and implementing relevant recommendations.
- (36) Development areas include municipalities affected by the development dynamics of the main centre of the region with the possible co-influence of secondary centres.
- (37) Development axes can be characterized as strips of territory comprising municipalities or their parts, in which there are, or can realistically be expected, increased requirements for changes in the territory. They are characterized by a strong link to the existing settlement structure and are influenced by the development dynamics of the respective settlement centres. They connect development areas as the highest category of settlement centres and are characterised by similar features as development areas, however, with their lower intensity. Another feature of development axes is presence of existing, or planned high-quality and high-capacity transport infrastructure of a higher level. Municipalities that already form part of development areas are not included in the development axes.

3.2 CONCEPT

- (38) Criteria and conditions for a decision-making process on changes in the territory:
- When deciding and assessing plans for changes to the territory in all development areas and development axes, it is necessary to observe in particular:
- a) Possibility of using the existing public infrastructure and the need for its further development and completion, while respecting the natural, cultural and civilizational values of the territory⁵,
 - b) Development of housing, giving priority to development within the built-up area and avoiding spatial social segregation and fragmentation of the landscape by newly delimited buildable areas and occupation of areas of public green space and other natural features serving their purpose,
 - c) Provision of the new usage to unused industrial, storage, transport and other areas,
 - d) Dealing with reclamation and revitalization of abandoned areas and sites (e.g. previous mining, industrial or military use, etc.), efficient organization of material flows and waste management,
 - e) Preservation and development of the social function of traditional urban centres,
 - f) Protection and use of the recreational potential of the landscape,
 - g) Minimizing the impact on the natural and landscape values of the territory.
- (39) Tasks for spatial planning:
- a) Enable intensive use of the territory in the development areas and development axes in connection with the

⁵ Section 19 (1a-c) of the Building Act



development of public infrastructure while respecting the national priorities of spatial planning. For this reason, create conditions for the location of activities of international and national importance in developing areas and in development axes with requirements for changes in the territory and thus contribute to preserving the character of the territory outside the development areas and development axes.

- b) The tasks set for individual development areas and development axes must be taken over into the spatial planning documentation of regions and municipalities.
- c) The regions shall specify, if necessary, the delimitation of development areas and development axes in the spatial development principles, differentiated according to the territory of individual municipalities or individual cadastral areas, while respecting the reasons for the delimitation of the development areas and development axes concerned. In the case of development axes and areas, these axes or areas may also be defined only in the part of the cadastral area.
- d) In the spatial development principles or their updates, take into account the Strategy of Regional Development of the Czech Republic 2021+ and the delimitation of high-level settlement centres and settlement structures according to the spatial analytical documents following the specific conditions and possibilities of the territory.
- e) In the spatial development principles or their updates, proceed, among others, in accordance with the Programmes for Air Quality Improvement, if the authorization for the content of the spatial development principles specified in legal regulations allows it⁶.

Responsibility: Regions

Spatial Development Policy delimits the following development areas and development axes:

Development areas

- (40) **OB1** Metropolitan development area of Prague

Delimitation:

The Capital City of Prague, the territory of municipalities of the administrative districts of municipal authorities of municipalities with extended powers (hereinafter referred to as "MEP") of Benešov (excluding municipalities in the western and south-eastern part), Beroun (only municipalities in the central and northern part), Brandýs nad Labem-Stará Boleslav (excluding municipalities in the northern part), Černošice (excluding municipalities in the southern part), Český Brod (excluding municipalities in the south-eastern part), Dobříš (only municipalities in the north-western part), Kladno (excluding municipalities in the south-western part), Kralupy nad Vltavou (excluding municipalities in the north-eastern part), Lysá nad Labem, Neratovice (excluding municipalities in the north-western part), Říčany (excluding municipalities in the eastern part), Slaný (only municipalities in the southern and central part) and Rakovník (only municipalities in the eastern part).

Delimitation reasons:

The area affected by the development dynamics of the capital city of Prague with the co-influence of secondary centres, especially Kladno and Beroun. It represents the strongest concentration of the population in the Czech Republic, as well as the concentration of cultural, institutional, organizational, economic, educational and scientific research activities, which are largely of international importance; the fundamental development precondition is the connection to motorways, the completion of the D0 motorway (Prague ring road, the ring road around Prague), connection to rail transit corridors I, III and IV (hereinafter referred to as RTC) and the high-speed rail network, effective interconnection of individual modes of transport, including air transport and creation of an effective integrated public transport system.

Spatial planning tasks:

- a) Coordinate the development and the territory use of the capital city of Prague and the Central Bohemian Region with an emphasis on dealing with the issue of suburbanization, including the appropriate public infrastructure.

⁶ Annex No. 4 to Decree No. 500/2006 Coll., as amended

- b) Prepare spatial studies addressing in particular mutual connections of public infrastructure.
- c) Prepare, in mutual coordination, spatial studies addressing the issue of suburbanization, especially the hierarchization of the settlement structure and non-conceptual development.

Responsibility: Ministry of Regional Development, Capital City of Prague, Central Bohemian Region

(41) **OB2** Metropolitan development area of Ostrava

Delimitation:

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

Delimitation reasons:

The area affected by the development dynamics of the regional city of Ostrava and the many-sided impact of a dense network of secondary centres and urbanized settlements. It represents a very strong concentration of population and economic activities, which is characterized by the dynamic development of international cooperation with the neighbouring Polish region of Upper Silesia; a significant precondition for the development is the connection (currently under construction) to the motorway network of the Czech Republic and Poland, as well as the location on the RTC II and III.

(42) **OB3** Metropolitan development area of Brno

Delimitation:

Territories of municipalities from the MEP of Brno, Blansko (only municipalities in the central, south-eastern and south-western part), Kuřim, Pohodělce (only municipalities in the central and northern part), Rosice (only municipalities in the eastern

part), Slavkov u Brna (only municipalities in the northern part), Šlapanice, Tišnov (only municipalities in the south-eastern part), Židlochovice, Ivančice (only municipalities in the south-eastern part).

Delimitation reasons:

The area affected by the development dynamics of the regional city of Brno. It represents a very strong concentration of population, economic activities, as well as a concentration of cultural, institutional, organizational, educational and scientific research activities, which are largely of international importance; development support factor is a good accessibility by both motorways and RTC I; growing international cooperation alliances connect the territory especially to the areas of Vienna and Bratislava.

Spatial planning tasks:

Prepare spatial studies addressing in particular the mutual connections of public infrastructure.

Responsibility: South Moravian Region

(43) **OB4** Development area of Hradec Králové/Pardubice

Delimitation:

Territories of municipalities of MEP of Holic (excluding municipalities in the eastern part), Hradec Králové, Chrudim (only municipalities in the northern and north-eastern part), Jaroměř (only municipalities in the southern part), Kostelec nad Orlicí (only municipalities in the north-western part), Nový Bydžov (excluding municipalities in the western and northern part), Pardubice, Přelouč (only municipalities in the eastern part).

Delimitation reasons:

The area affected by the development dynamics of the regional cities of Hradec Králové and Pardubice with the co-influence of the secondary centre of Chrudim. It represents a strong two-nuclear concentration of population and economic activities, majority of which is of international importance. The development supporting factor is the location of Pardubice on the RTC I and III, the D11 motorway from Prague to Hradec Králové with a planned continuation towards Poland and the prospective connection of the D35 motorway to Olomouc, which will provide an alternative of the fast west-east road connection in the Czech



Republic besides the D1 motorway.

(44) **OB5** Development area of Plzeň

Delimitation:

Territories of municipalities from MEP of Nýřany (excluding municipalities in the north-western part), Plzeň, Přeřtice (only municipalities in the northern and central part), Rokycany (only municipalities in the western part), Stod (excluding municipalities in the south-western and north-western part).

Delimitation reasons:

The area affected by the development dynamics of the regional city of Plzeň. It represents a strong concentration of population and economic activities, much of which is of international importance; development is supported by the location on the D5 motorway and the RTC III.

(45) **OB6** Development area of Úřtí nad Labem

Delimitation:

Territories of municipalities from MEP of Teplice (excluding municipalities in the southern part), Úřtí nad Labem, Děčín (only municipalities in the north-western part).

Delimitation reasons:

The area is affected by the development dynamics of the regional city of Úřtí nad Labem with the co-influence of the secondary centre of Teplice and urbanized settlement. The development area represents a strong concentration of population and economic activities, most of which are of national importance; the supporting factor of development is the position on the RTC I and IV and connections of the D8 motorway to the statutory city of Děčín by a feeder from the motorway - corridor of the new track of the I/13 road referred to in Article (120).

(46) **OB7** Development area of Liberec

Delimitation:

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

Delimitation reasons:

The area affected by the development dynamics of the regional city of Liberec with the co-influence of the secondary centre of Jablonec nad Nisou. This represents a strong concentration of population and economic activities; the majority of economic activities are of national importance. The supporting factor of the development is the existing connection with the D10 motorway and the I/35 road with Prague and the planned connection with the I/35 road in the new route with Hradec Králové, following the planned D35 motorway while the connection to the modernized railway lines in the direction of Prague is also decisive.

Spatial planning tasks:

Resolve the territorial context of connecting the area to modernized railway lines in the direction of Prague.

Responsibility: Liberec Region

(47) **OB8** Development area of Olomouc

Delimitation:

The territory of municipalities from the MEP of Olomouc (excluding the military training area Libavá), Šternberk (only municipalities in the southern part).

Delimitation reasons:

The area affected by the development dynamics of the regional city of Olomouc. The development area is territorially linked to a strong concentration of population and economic activities, most of which are of national importance. The supporting factor of development is extension of the RTC II and III and the existing motorway connection with the cities of Brno (D46, D1) and Ostrava (D35, D1), as well as a prospective motorway connection with the city of Prague (D35, D11).

(48) **OB9** Development area of Zlín

Delimitation:

Territories of municipalities from MEP of Holeřov (only municipalities in the south-eastern part), Otrokovice (excluding municipalities in the western part), Vizovice (only municipalities in the western part), Zlín, Uherské Hradiřtě (only municipalities in the north-eastern part).

Delimitation reasons:

The area affected by the development

dynamics of the regional city of Zlín with the co-influence of secondary centres, especially Otrokovice and Holešov. It represents a strong concentration of population and economic activities, a large part of which is of national importance; supporting factor of development is the location (Otrokovice) on the RTC II and the proposed connections of Zlín via the D49 motorway with the D1 motorway near Hulín and Otrokovice via the D55 motorway from Hulín to Břeclav.

- (49) **OB10** Development area of České Budějovice

Delimitation:

The territory of municipalities from the MEP of České Budějovice, Český Krumlov (only municipalities in the north-eastern part).

Delimitation reasons:

The area affected by the development dynamics of the regional city of České Budějovice. The development area represents a strong concentration of population and economic activities, a large part of which is of national importance; The supporting factor of the development is the location on the planned D3 motorway from Prague to Austria and on the RTC IV.

- (50) **OB11** Development area of Jihlava

Delimitation:

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

Delimitation reasons:

The area affected by the development dynamics of the regional city of Jihlava. It represents a relatively strong concentration of population and economic activities, a large part of which is of national importance; the supporting factor for development is the location on the D1 motorway.

- (51) **OB12** Development area of Karlovy Vary

Delimitation:

Territories of municipalities from MEP of Karlovy Vary (only municipalities in the central part), Ostrov (excluding municipalities in the north-eastern and north-

western part), Sokolov (only municipalities in the central and north-eastern part).

Delimitation reasons:

The area affected by the development dynamics of the regional city of Karlovy Vary with the co-influence of the secondary centres of Ostrov and Sokolov. The development area is characterized by a strong concentration of population and economic activities, most of which are of national importance (spa resorts are of international importance); The supporting factor of the development is the location on the planned D6 motorway Prague – Karlovy Vary – Cheb – the Czech Republic/Germany (–Bayreuth) border).

Development axes

- (52) **OS1** Development axis Prague–Plzeň–Czech Republic/Germany (–Nürnberg) border

Delimitation:

Municipalities outside the development areas with a significant connection to an important transport route, i.e. the D5 motorway and part of the RTC III, in the Prague–Stříbro section.

Delimitation reasons:

The area affected by the D5 motorway, the railway line in the Prague–Stříbro section and the co-influence of the settlement centres of Hořovice, Rokycany, Stříbro and Tachov. It follows up on the development axis abroad.

- (53) **OS2** Development axis Prague–Ústí nad Labem–Czech Republic/Germany (–Dresden) border

Delimitation:

Municipalities outside the development areas with a significant connection to an important transport route, i.e. the D8 motorway and the RTC I and IV.

Delimitation reasons:

The area affected by the D8 motorway and the Prague–Roudnice nad Labem–Lovosice–Ústí nad Labem–Děčín–Czech Republic/Germany (–Dresden) border section, railway line with the co-influence of the Mělník, Roudnice nad Labem, Lovosice, Litoměřice and Děčín settlement centres; in the Ústí nad Labem–

- Děčín section, the development plan of the SDP CR is the I/13 road continuing to Liberec. It follows up on the development axis abroad.
- (54) **OS3** Development axis Prague–Liberec–Czech Republic/Germany border, Poland (–Görlitz/ Zgorzelec)
- Delimitation:
Municipalities outside the development areas, with a significant connection to major transport routes, i.e. the D10 motorway and the I/35 road.
- Delimitation reasons:
The area affected by the D10 motorway and the I/35 road with the co-influence of the Mladá Boleslav and Turnov centres.
- (55) **OS4** Development axis Prague–Hradec Králové/Pardubice (along the D11 motorway) –Trutnov–Czech Republic/Poland (–Wrocław) border. Another branch of the development axis is Prague–Kolín–Chvaletice–Pardubice (along the Prague–Kolín–Pardubice railway connection)
- Delimitation:
Municipalities outside the development areas, with a significant connection to important transport routes, i.e. the D11 motorway and its planned continuation to Poland and the RTC I and III in the Prague–Pardubice section.
- Delimitation reasons:
The area affected by the D11 motorway and its planned continuation Hradec Králové–Jaroměř–Trutnov–Czech Republic/Poland (–Wałbrzych) border, railway line in the Prague–Kolín–Pardubice section and co-influence of the centres of Nymburk, Poděbrady, Kolín, Jaroměř, Dvůr Králové nad Labem and Trutnov. It follows up on the development axis abroad.
- (56) **OS5** Development axis Prague–(Kolín)–Jihlava–Brno
- Delimitation:
Municipalities outside the development areas, with a significant connection to important transport routes, i.e. the D1 motorway, the I/38 and I/12 roads, affected by the development plans of the high-speed line.
- Delimitation reasons:
The area affected by the D1 motorway in the Jihlava–Brno section, in the Havlíčkův Brod–Jihlava section by the development plans of the high-speed line, the I/38 road and the centres of Kolín, Kutná Hora, Čáslav, Havlíčkův Brod and Velké Meziříčí.
- (56a) **OS5a** Development axis Prague–Jihlava
- Delimitation:
Municipalities outside the development areas with a significant connection to an important transport route, i.e. the D1 motorway in the Prague–Jihlava section.
- Delimitation reasons:
The area significantly affected by the development in the connection to the D1 motorway.
- (57) **OS6** Development axis Prague–Benešov–Tábor–České Budějovice–Czech Republic/Austria (–Linz) border
- Delimitation:
Municipalities outside the development areas, with a significant connection to major transport routes, i.e. the D3 motorway, I/3 road and the RTC IV.
- Delimitation reasons:
The area affected by the D3 motorway and its planned section in the territory of the Central Bohemian Region and further to the Czech Republic/Austria (–Linz) border, the Prague–Benešov u Prahy–Tábor–Veselí nad Lužnicí–České Budějovice–Czech Republic/Austria (–Linz) border, railway line and the co-influence of the Benešov, Tábor and Soběslav centres. It follows up on the development axis abroad.
- (58) **OS7** Development axis Ústí nad Labem–Chomutov–Karlovy Vary–Cheb–Czech Republic/ Germany (–Bayreuth) border
- Delimitation:
Municipalities outside the development areas, with a significant connection to important transport routes, i.e. in the western part to the D6 motorway and in the eastern part to the I/13 road.
- Delimitation reasons:
The area is affected by dense urbanized settlement with the centres of Most, Litvínov, Chomutov, Kadaň, Karlovy Vary,

- Ostrov, Klášterec nad Ohří, Sokolov and Cheb, the concentration of surface lignite mining with large impacts on changes in the territory; the western part is also affected by the planned completion of the D6 motorway in the section Cheb–Czech Republic/Germany (–Bayreuth) border; in the section Chomutov–Karlovy Vary, the development plan is the I/13 road. It follows up on the development axis abroad.
- (59) **OS8** Development axis Hradec Králové/Pardubice–Moravská Třebová–Mohelnice–Olomouc–Přerov
- Delimitation:
Municipalities outside the development areas and the development axis OS11, with a significant connection to important transport routes, i.e. the D35 motorway and its planned part, I/35 road and the RTC III, in the western part with the RTC I, in the eastern part with the RTC II.
- Delimitation reasons:
The area affected by the D35 motorway in the Mohelnice–Olomouc section and its planned part in the Sedlice–Moravská Třebová–Mohelnice section, prepared the D55 motorway in the Olomouc–Přerov section, by railway lines in the Pardubice–Ústí nad Orlicí–Česká Třebová–Zábřeh–Olomouc–Přerov section and co-influence of the centres of Vysoké Mýto, Litomyšl, Ústí nad Orlicí, Česká Třebová, Svitavy, Moravská Třebová, Zábřeh and Mohelnice.
- (60) **OS9** Development axis Brno–Svitavy/Moravská Třebová
- Delimitation:
Municipalities outside the development areas and the development axis OS8, with a significant connection to important transport routes, i.e. I/43 road, corridor of the planned capacity road SD20 and the RTC I Česká Třebová–Brno.
- Delimitation reasons:
The area affected by the I/43 road, the planned capacity road SD20, the railway line Brno–Blansko–Svitavy–Česká Třebová with the co-influence of the centres of Blansko, Boskovice, Svitavy and Moravská Třebová.
- (61) **OS10** Development axis (Katowice–) Poland/Czech Republic border–Ostrava–Lipník nad Bečvou–Olomouc–Brno–Břeclav–Czech Republic/Slovak Republic (–Bratislava) border
- Delimitation:
Municipalities outside the development areas, with a significant connection to important transport routes, i.e. the D1, D2, D35, D46 and D48 motorways and the RTC I in the section Brno–Břeclav and the RTC II and III in the Bohumín–Hranice na Moravě–Olomouc section.
- Delimitation reasons:
The area affected by the D1 motorway in the (Gliwice–) Poland/Czech Republic border–Ostrava–Brno section, the D2 motorway in the Brno–Břeclav–Czech Republic/Slovak Republic (–Bratislava) border section, the D35 motorway in the Lipník nad Bečvou–Olomouc section, the D46 motorway in the Olomouc–Vyškov section and the planned D48 motorway in the Frýdek–Místek–Bělotín section, the railway lines in the Bohumín–Ostrava–Hranice na Moravě –Přerov–(Olomouc)–Brno–Břeclav section and the co-influence of the Kopřivnice, Nový Jičín, Hranice, Prostějov, Vyškov and Břeclav centres.
- (62) **OS11** Development axis Lipník nad Bečvou–Přerov–Uherské Hradiště–Břeclav–Czech Republic/Austria border
- Delimitation:
Municipalities outside the development areas and the development axis OS10, with a significant connection to important transport routes, i.e. I/55 road, corridor of the planned D55 motorway and the RTC II and III in the Lipník nad Bečvou–Přerov section and the RTC II in the Přerov–Břeclav section.
- Delimitation reasons:
The area affected by the planned D55 motorway in the Přerov–Uherské Hradiště–Břeclav section, the railway lines in the Lipník nad Bečvou–Přerov–Břeclav section and the co-influence of the Přerov, Uherské Hradiště, Veselí nad Moravou, Hodonín and Břeclav centres.
- (63) **OS12** Development axis Zlín–Czech Republic/Slovak Republic (–Púchov) border
- Delimitation:
Municipalities outside the development



areas, with a significant connection to an important transport route, i.e. the corridor of the planned D49 motorway and the I/49 road.

Delimitation reasons:

The area affected by the planned D49 Hulín–Zlín–Vizovice motorway and the I/49 road Vizovice–Horní Lideč–Czech Republic/Slovak Republic (–Púchov) border.

- (64) **OS13** Development axis Ostrava–Třinec–Czech Republic/Slovak Republic (–Žilina) border

Delimitation:

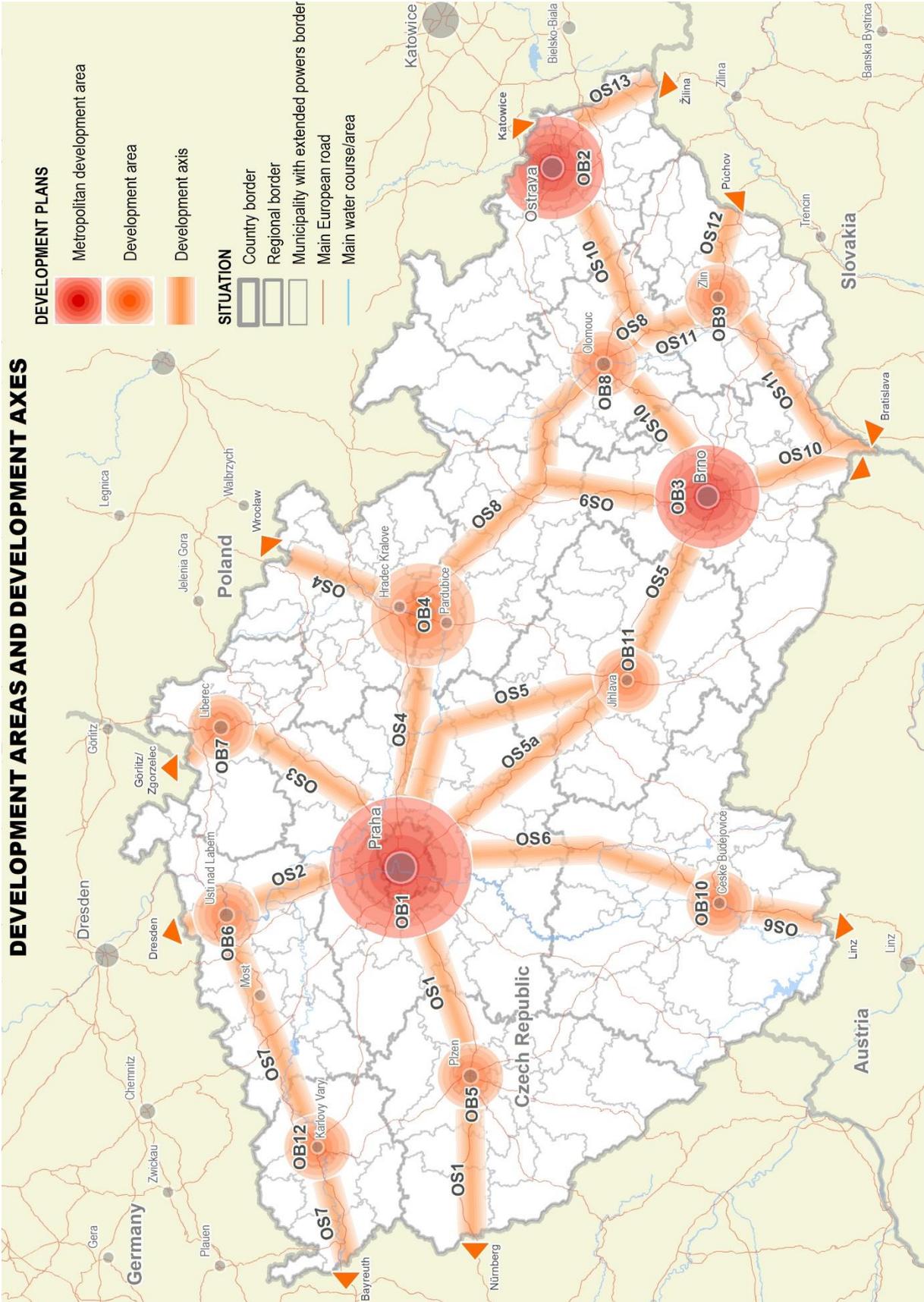
Municipalities outside the development areas, with a significant connection to

important transport routes, i.e. I/11, I/68 roads Třanovice–Mosty u Jablunkova–Czech Republic/Slovak Republic (–Žilina) border and the RTC III Český Těšín–Mosty u Jablunkova–Czech Republic/ Slovak Republic (–Žilina) border.

Delimitation reasons:

The area affected by dense urbanized settlement with the centres of Třinec and Jablunkov, railway lines in the Český Těšín–Mosty u Jablunkova–Czech Republic/Slovak Republic (–Žilina) border section; the I/11 and I/68 roads in the Třanovice–Jablunkov–Czech Republic/ Slovak Republic (–Žilina) border section. It follows up on the development axis abroad.

Chart 2 – Development areas and development axes



4. SPECIFIC AREAS



4 SPECIFIC AREAS

4.1 RESOURCES

- (65) Specific areas are delimited in territories in which, compared to other territories of the Czech Republic, there are long-term problems in terms of sustainable spatial development, i.e. problems in providing a balanced relationship between favourable environment, economic development and territorial cohesion of their inhabitants. (Listed in the reasons for the delimitation). At the same time, there are areas with specific values or with specific problems of international and national importance, or whose significance exceeds the territory of the region. See the Articles (69) to (75a) below.

Specific areas are further delimited in the territories in which current problems of national importance manifest themselves, or which, by their significance, exceed the territory of the region. See also Article (75b) below.

Specific areas are shown schematically in the SDP CR.

- (66) Specific areas include municipalities in which, according to the identified findings, the most urgent need is to address problems from the point of view of sustainable spatial development, or the need to address current problems. The purpose of the delimitation of specific areas is for regions, ministries and other central administrative authorities within their competences to create conditions for eliminating problems in order to enable sustainable spatial development in accordance with the objectives and tasks of spatial planning defined by the Building Act while respecting national priorities of spatial planning and protection of natural, cultural and civilizational values of the territory.

4.2 CONCEPT

- (67) Criteria and conditions for the decision-making process on the changes in the territory:

In the decision-making process and assessing plans for the changes in the territory in all specific areas, it is necessary to monitor in particular:

- a) Addressing already existing problems and conflicts and preventing potential problems and conflicts of various interests in land use,
 - b) Protection of specific natural, cultural and civilizational values of the territory,
 - c) Use of the specific potential of the area for its development,
 - d) Improvement of public, especially transport and technical infrastructure,
 - e) Strengthening and stabilizing socio-economic development,
 - f) Allocation of investments important for the area development.
- (68) Spatial planning tasks:
- a) The regions shall specify the delimitation of specific areas in the spatial development principles as necessary, differentiated according to the territory of individual municipalities, or with regard to the character of the territory according to individual cadastral areas and exceptionally, in particularly justified cases, according to the parts of cadastral areas, while respecting the delimitation reasons, criteria and conditions for the decision-making process in individual specific areas; the delimited specific areas may overlap with the delimited development areas or axes only exceptionally and only in particularly justified cases,
 - b) The regions and municipalities shall proceed in developing spatial planning documentation in accordance with the criteria and conditions for the deciding-making process on the changes in the territory,
 - c) The tasks set for individual specific areas must be taken over into the spatial planning documentation of regions and municipalities,
 - d) The regions shall examine the possibilities of further development of specific areas, among others, with regard to the peripheral location of the territory, in particular by improving the

transport accessibility of the interior peripheries and border areas.

Responsibility: Regions

The spatial development policy delimits the following specific areas in which, in comparison with other territories of the Czech Republic, problems in terms of sustainable spatial development have manifested themselves in the long-term perspective:

(69) **SOB1** Specific area of the Šumava Mountains

Delimitation:

The territory of municipalities from the MEP of Český Krumlov (western part), Klatovy (south-western part), Prachatice (south-western part), Sušice, Vimperk.

Delimitation reasons:

- a) The need to develop and use the high recreational potential of the landscape of the natural value, which is socially attractive areas of the Šumava Mountains being the largest national park in the Czech Republic, a protected landscape area and a UNESCO biosphere reserve, proportionally and evenly with regard to sustainable development. It represents an integral area with a quality environment and high natural and landscape values.
- b) The need to strengthen economic and social development in harmony with nature protection, in particular, development of small and medium-sized businesses in the field of local traditional production and tourism.
- c) The need for coordination of land use with the neighbouring countries of the Free State of Bavaria and the Federal State of Upper Austria.

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

In the decision-making process and assessing plans for the changes in the territory, it is necessary to monitor in particular:

- a) Use of the recreational potential of the area,
- b) Development of organic farming, forestry and wood processing industry in particular,
- c) Improving the transport accessibility of the territory, in particular cross-border transport connection.

Tasks for the ministries and other central administration authorities:

When creating departmental documents, take into account the specifics of the area and use targeted programmes to support primarily the development of organic farming, ecological forms of recreation, processing of local raw materials and local traditional crafts.

Responsibility: Ministry of Agriculture and Ministry of Industry and Trade in co-operation with the Ministry of Regional Development and the Ministry of the Environment

Deadline: Continuously

Spatial planning tasks:

Within the spatial planning activities of the region and the coordination of spatial planning activities of municipalities:

- a) Identify the main poles and centres of economic development of the area and create territorial conditions for the improvement and development of transport and technical infrastructure, housing and civic amenities,
- b) Create territorial conditions for the development of transport accessibility of the territory and the development of cross-border transport routes of international and national importance,
- c) Create territorial conditions for the interconnection of the system of walking and cycling paths with neighbouring states and the conceptual development of the system of long-distance routes,
- d) Create territorial conditions for the development of year-round recreation and tourism, wood processing industry and local traditional crafts, especially by delimitation of suitable locations and setting conditions for the incorporation of these activities in co-ordination with nature and landscape protection,
- e) Create territorial conditions for the development of ecological forms of transport, including rail transport,
- f) Create territorial conditions for the transport interconnection of touristic centres with each other, taking into account both the needs of spatial development and the objects and objectives of the protection of the Šumava National Park and Protected Landscape Area of Šumava.

Responsibility: South Bohemian Region, Plzeň Region

(70) **SOB2** Specific area of the Beskydy Mountains

Delimitation:

The territory of municipalities from the MEP of Frenštát pod Radhoštěm, Frýdek-Místek (southern outskirts), Frýdlant nad Ostravicí, Jablunkov (western outskirts), Rožnov pod Radhoštěm, Třinec (south-western outskirts), Vsetín (eastern part). The area limits the development area OB2 of Ostrava on the territory of the MEP of Frýdek-Místek and the development axis OS13 Ostrava–Třinec–Czech Republic/Slovak Republic (–Žilina) border on the territory of the MEP Jablunkov and Třinec.

Delimitation reasons:

- a) The need to correct the structural decline of the area where stagnation in the economic sectors important to the area has occurred.
- b) The need to develop and evenly use the high recreational potential of the naturally valuable and socially attractive area of the Beskydy Mountains, a protected landscape area with regard to the sustainable development of the area. This is an area with a high aesthetic value of the landscape and settlement and cultural and ethnographic traditions with a strong connection of the inhabitants to the place (Radhošť).
- c) The need to develop small and medium-sized businesses, especially in the sector of tourism. The need to make use of the development potential of one of the main transport routes to the Slovak Republic which passes through the area.
- d) The need to protect an important source of energy-important raw materials (the Frenštát deposit of high-quality black coal, located in a highly valuable natural area) as a reserve for possible use by future generations.

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

In the decision-making process and assessing plans for the changes in the territory, it is necessary to monitor in particular:

- a) Protection of the Frenštát deposit of high-quality black coal as a reserve for possible use by future generations in accordance with the needs of sustainable development of the territory,
- b) Development of recreation,

- c) Economy restructuring,
- d) Improving transport accessibility, especially in border areas,
- e) Better and sustainable use of natural conditions for territorial development (e.g. development of organic farming and wood processing industry),
- f) Territorial conditions for providing the coordination of sustainable development of tourism and protection of biological and landscape diversity of the Carpathians, especially in border areas.

Tasks for the ministries and other central administration authorities:

When creating departmental documents, take into account the specifics of the area and use targeted programmes to support primarily the restructuring of the economy, development of recreation, tourism and cycling, processing of local raw materials, development of crafts and folk art and local traditional craft production.

Responsibility: Ministry of Regional Development, Ministry of Industry and Trade in co-operation with the Ministry of the Environment

Deadline: Continuously

Spatial planning tasks:

Within the spatial planning activities of the region and the coordination of spatial planning activities of municipalities:

- a) Create territorial conditions for the location of activities connected with the restructuring of the economy,
- b) Create territorial conditions for improving the transport accessibility of border areas with the Slovak Republic,
- c) Create territorial conditions for the development of a system of cross-border walking and cycling paths,
- d) Create territorial conditions for the development of recreation,

Responsibility: Moravian-Silesian Region, Zlín Region

- e) Protect the area for the modernization and reconstruction of the I/11, I/68 road in the section of the D48 interchange – state border in the spatial planning documentation in accordance with the development activities of the area,
Responsibility: Moravian-Silesian Region
- f) Create territorial conditions for agricultural production of foothill and



mountain character, especially by the delimitation of suitable locations for grassing and grazing.

Responsibility: Moravian-Silesian Region, Zlín Region

(71) **SOB3** Specific area of the Jeseníky Mountains—the Králický Sněžník Mountains

Delimitation:

The territory of municipalities from the MEP of Bruntál, Jeseník, Králíky, Krnov (north-western part), Rýmařov, Šumperk.

Delimitation reasons:

- a) The need to strengthen the social and economic development lagging behind, which is one of the weakest in the Czech Republic, and to correct the structural decline of the economy with many stagnant sectors of the economy.
- b) The need to develop and use, with regard to the sustainable spatial development, the high potential of the naturally valuable and socially attractive area of the Jeseníky Mountains, which is a protected landscape area, for recreation and spa resorts.
- c) The need to improve the unsatisfactory transport accessibility of the majority of the area.

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

In the decision-making process and assessing plans for the changes in the territory, it is necessary to monitor in particular:

- a) Development of recreation and spa resorts,
- b) Better and sustainable use of natural conditions for spatial development (e.g. development of organic farming and wood processing industry),
- c) Improving the transport accessibility of the territory,
- d) Reduction of flood risks and drought.

Tasks for the ministries and other central administration authorities:

When creating departmental documents, take into account the specifics of the area and use targeted programmes to support primarily the restructuring of the economy, development of spa resorts, organic farming, recreation, tourism and cycling, processing of local raw materials, wood processing industry and development of

crafts and folk art and local traditional craft production.

Responsibility: Ministry of Agriculture and Ministry of Industry and Trade with co-operation with the Ministry of Regional Development and Ministry of the Environment

Deadline: Continuously

Spatial planning tasks:

Within the spatial planning activities of the region and the coordination of spatial planning activities of municipalities:

- a) Identify the main poles and centres of economic development of the area and create territorial conditions for the improvement and development of transport and technical infrastructure, housing and civic amenities,
Responsibility: Olomouc Region, Moravian-Silesian Region, Pardubice Region
- b) Create territorial conditions for the improvement of transport accessibility of the territory and cross-border transport routes, especially to Kladsko,
Responsibility: Olomouc Region, Pardubice Region
- c) Create territorial conditions for the development of the system of walking and cycling paths and the interconnection of the system with neighbouring Poland, conceptually develop the system of long-distance routes,
- d) Create territorial conditions for the development of recreation and tourism, the wood processing industry and organic farming,
- e) Create territorial conditions for agricultural production of foothill and mountain character, especially by the delimitation of suitable areas for grassing and grazing,
Responsibility: Olomouc Region, Moravian-Silesian Region, Pardubice Region
- f) Address the territorial context of the connection of the Jeseníky Mountains towards the city of Ostrava,
Responsibility: Moravian-Silesian Region
- g) Create territorial conditions for the location of buildings, technical and nature-friendly measures to reduce flood risks, including measures on the upper Opava River with the Nové Heřminovy valley reservoir.
Responsibility: Olomouc Region, Moravian-Silesian Region

(72) **SOB4** Specific area of Karviná

Delimitation:

The territory of municipalities from the MEP of Havířov (northern part), Karviná, Orlová (southern and eastern parts). The area forms part of the metropolitan development area OB2 of Ostrava.

Delimitation reasons:

- a) The need to correct the structural decline of the economy in the area, caused mainly by the decline of heavy industry and rationalization of coal mining and eliminate the consequences of this impact, especially the high unemployment rate in the context of the metropolitan development area OB2 of Ostrava.
- b) The need to correct the consequences, in particular, of past overburdening with industry and mining, in particular by revitalizing devastated areas and reducing existing high levels of air pollution.
- c) The need to use for further economic development the preconditions arising mainly from the potential of the advantageous traffic position of the heavily exposed area, through which the main railway and road connections to Poland and the Slovak Republic and the motorway connection with Poland pass.
- d) The need to address the use of significant sources of energy-important raw materials of transnational importance located in the area.

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

In the decision-making process and assessing plans for the changes in the territory, it is necessary to monitor in particular:

- a) The possibility of using raw material resources in accordance with sustainable spatial development,
- b) Development of short-term recreation,
- c) Restructuring the existing economy by using brownfields to accommodate other economic activities and create jobs,
- d) The air quality in the Karviná area.

Spatial planning tasks:

Within the spatial planning activities of the region and the coordination of spatial planning activities of municipalities:

- a) Create territorial conditions for the regeneration of settlements, especially for the reconstruction of the built-up area,
- b) Create territorial conditions for the reclamation and revitalization of devastated areas and brownfields in order to search for areas suitable for use for economic activities and recreation,
- c) Conceptually address the integration of areas reclaimed after mining, taking into account the possibility of integrating quality habitats into the territorial system of ecological stability,
- d) Protect the areas necessary for the creation of continuous publicly accessible green belts, suitable for undemanding forms of short-term recreation, as well as for the creation and development of forest stands and maintaining the permeability of the landscape from being built up,
- e) Examine the possibilities of locating an industrial zone with a size of approximately 100 ha to 200 ha, including examining the possibilities of using brownfields,
- f) Create, within the scope of spatial planning possibilities, territorial conditions for the improvement of air quality, taking into account air quality improvement programmes.

Responsibility: Moravian-Silesian Region

(73) **SOB5** Specific area of Most

Delimitation:

The territory of municipalities from the MEP of Bílina (northern part), Litvínov (south-eastern part), Most. The area lies on the development axis OS7 of Ústí nad Labem–Most–Chomutov–Karlovy Vary–Cheb–Czech Republic/Germany (–Bayreuth) border.

Delimitation reasons:

- a) The need to correct the structural decline of the economy and the serious economic and social problems caused in the past.
- b) The need to reduce or eliminate significant social and economic problems, as well as environmental problems,



- mainly related to coal mining, energy production and heavy industry.
- c) The need for reclamation and appropriate forms of the revitalization of areas affected by air pollution from energy and industrial facilities, including the need to continue further care and restoration of forest stands damaged by air pollution in the Krušné Mountains.
 - d) The need to address the use of significant sources of energy-important raw materials, which are located in the territory in accordance with respecting the carrying capacity of the territory – i.e. efforts to achieve a balance of the three pillars of sustainable spatial development.

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

In the decision-making process and assessing plans for the changes in the territory, it is necessary to monitor in particular:

- a) Resolving conflicts between the interests of coal mining, energy and industrial production and the endangering the territory by devastating the landscape,
- b) Reclamation of devastated landscape and its use for landscape, settlement, production and recreational functions for both long-term and short-term recreation,
- c) Restructuring and provide greater diversification of the existing economy, for the revitalization of brownfields, the construction of new industrial zones and the creation of further new jobs.

Tasks for the ministries and other central administration authorities:

When creating departmental documents, take into account the specifics of the area and use targeted programmes to support primarily the reuse of reclaimed areas after mining.

Responsibility: Ministry of Industry and Trade in co-operation with the Ministry of Regional Development, the Ministry of Agriculture and the Ministry of the Environment

Deadline: Continuously

Spatial planning tasks:

Within the spatial planning activities of the region and the coordination of spatial planning activities of municipalities:

- a) Create territorial conditions for the necessary renewal of the landscape, its

- water regime, renewal of the transport system and for multifunctional use of the territory (water management, agriculture, forest, recreation, sports, housing, etc.) with regard to specific conditions of individual territories,
- b) Create territorial conditions for the formation of lakes in the residual pits of surface coal mines, large continuous areas of greenery with a recreational function and specific agricultural areas with the aim of restoring the cultural landscape and multifunctional use of the territory,
- c) Establish frameworks for the bearing capacity and regulations to maintain the balance of the three pillars of sustainable spatial development and to protect the cultural, settlement, natural and landscape values for the overall stabilization of the settlement structure in the event of the expansion of surface lignite mining,
- d) Delimit and protect the areas necessary for the creation of continuous publicly accessible green belts, suitable for undemanding forms of short-term recreation, as well as for the creation and development of forest stands and maintaining the permeability of the landscape from being built up.

Responsibility: Ústí nad Labem Region

(74) **SOB6** Specific area of the Krušné Mountains

Delimitation:

The territory of municipalities from the MEP of Chomutov (northern part), Kadaň (northern part), Litvínov (northern part), Teplice (northern part), Ústí nad Labem (northern part), Cheb (northern part), Karlovy Vary (northern part), Kraslice, Ostrov (northern part), Sokolov (northern part). The area limits on the territory of MEP of Ústí nad Labem and Teplice the OB6 of Ústí nad Labem, on the territory of MEP of Litvínov the SOB5 of Most, on the territory of MEP of Karlovy Vary, Ostrov and Sokolov the OB12 of Karlovy Vary, on the territory of MEP of Karlovy Vary and Sokolov the SOB8 of Sokolov, on the territory of MEP of Chomutov, Kadaň, Karlovy Vary, Litvínov, Ostrov and Sokolov the OS7 of Ústí nad Labem–Chomutov–Karlovy Vary–Cheb–Czech Republic/Germany (–Bayreuth) border and on the territory of MEP of Ústí nad Labem the OS2 of

Prague–Ústí nad Labem–Czech Republic /Germany (–Dresden) border.

Delimitation reasons:

- a) The need to develop and use, with regard to the sustainable development of the territory, the high recreational potential of the only mountain area in the Czech Republic without large-scale nature and landscape protection, which fulfils a recreational function both for the Czech Republic and for Saxony. The area is also important in terms of natural values, especially the bird area of Novodomské rašeliniště (peat bog) – Kovářská and the Eastern Krušné Mountains and several national nature reserves and sites of European importance, especially the Krušné Mountains plateau.
- b) The need to reduce the still relatively high level of environmental pollution (soil, water, air) due to the impacts of industrial and energy production. The need to continue correcting the consequences of the crisis of forest stands from the second half of the 20th century, especially the completion of forest restoration, including the anticipated necessary restoration of a large part of temporary forest planting from the 1970s and 1980s, especially in the Ústí nad Labem Region.
- c) The need to reduce or eliminate the social and economic consequences of the structural decline of the economy of sparsely inhabited and little populated areas mainly caused by long-term unfavourable historical development in the area. In particular, there is a lack of local employment opportunities, a high unemployment rate and ageing and fluctuating of the population. Due to the character of the area, it is necessary to support the development of facilities and services for recreation and tourism as well as forestry and agriculture.
- d) The need to improve poor transport accessibility of the area both from the surroundings – especially cross-border transport connections, and within the area. The need to improve the lack of technical infrastructure implementation. The need for territorial regulation of the impending uncoordinated construction of wind power plants, especially in the Ústí nad Labem Region.

- e) The need to develop, use and protect the exceptional cultural values of the area with regard to the inclusion of selected parts of the territory as the Mining Region of the Erzgebirge/ Krušné Mountains on the UNESCO World Heritage List.

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

In the decision-making process and assessing plans for the changes in the territory, it is necessary to monitor in particular:

- a) Addressing existing and potential conflicts of mining activities with nature and landscape protection, agricultural and forest land fund and the protection and development of settlements,
- b) More intensive use of the recreational potential of the area,
- c) Reduction in the pollution of the environment,
- d) Continuation of the process of forest regeneration,
- e) Strengthening socio-economic development, restructuring and greater diversification of the economy and support for entrepreneurship,
- f) Development of forestry, organic farming, recreation and tourism,
- g) Effective territorial regulation of rapid development of wind power plant construction, especially in the Ústí nad Labem Region,
- h) Establishment of institutional protection of natural and landscape values,
- i) Protect specific natural, cultural and civilizational values of the territory.

Tasks for the ministries and other central administration authorities:

- a) When creating departmental documents, take into account the specifics of the area and use targeted programmes to support the development of recreation and tourism, ecological means of transport, services and renewal of forest stands and thus contribute to lower the unemployment rate in the area.

Responsibility: Ministry of Regional Development in co-operation with the Ministry of the Environment, Ministry of Agriculture, Ministry of Transport and Ministry of Labour and Social Affairs

Deadline: Continuously



- b) Support economic activities contributing to the stabilization and development of settlements, support the return of small businesses to the Krušné Mountains and the function of recreational facilities both for the inhabitants of the basin region and the neighbouring territory of Saxony.

Responsibility: Ministry of Regional Development in co-operation with the Ministry of Industry and Trade

Deadline: Continuously

Spatial planning tasks:

Within the spatial planning activities of the region and the coordination of spatial planning activities of municipalities:

- a) Identify the main poles of economic development of the area and create territorial conditions for the development of the recreational function of the Krušné Mountains and the improvement of transport and technical infrastructure, housing and civic amenities,
- b) Create territorial conditions for the development of transport accessibility of the territory and cross-border transport routes,
- c) Create territorial conditions for economic development, in particular, forestry, organic farming, recreation and tourism,
- d) Create territorial conditions for the continuation of the process of forest regeneration,
- e) Effectively regulate and prevent the risks of rapidly developing construction of wind power plants, including related facilities (access roads, the output of energy power, etc.), both in terms of minimizing the impact on the environment, landscape and settlement, and in terms of functionality of wind farms in the system of electricity supply, especially in the Ústí nad Labem Region,
- f) Create territorial conditions for strengthening the coordination of tourism in the SOB6 of Krušné Mountains and spa regions in the OB12 of Karlovy Vary.

Responsibility: Ústí nad Labem Region, Karlovy Vary Region

- (75) **SOB7** Specific area of the Krkonoše Mountains–the Jizerské Mountains

Delimitation:

The territory of municipalities from the MEP of Frýdlant, Jablonec nad Nisou (northern part), Jilemnice (northern part), Liberec (north-eastern part), Tanvald (without the municipalities in the western part), Trutnov (northern part), Vrchlabí (northern part). The area limits in the territory of the MEP of Jablonec nad Nisou, Liberec and Tanvald the OB7 of Liberec.

Delimitation reasons:

- a) The need to use the high recreational potential of the Krkonoše Mountains, which are a national park and UNESCO biosphere reserve and extend into the Hradec Králové and Liberec Regions and into neighbouring Poland and the Jizerské Mountains, which are protected landscape areas, proportionately and evenly with regard to sustainable spatial development. It is an integral area with a quality environment, high natural and landscape values and significant recreational potential.
- b) The need to address conflicts between recreation and tourist activities with natural and landscape values, due to the fact that the area is significantly burdened by recreation and domestic and foreign tourism (Poland, Germany) and is one of the most attractive tourist regions in the Czech Republic.
- c) The need to reduce the high and ever-increasing load or overload of the territory and the transport and technical infrastructure of the users, especially in places where this impact extends to protected nature areas.
- d) The need to strengthen the economic and social stability of the territory through the coordinated development of tourism and other environmentally friendly economic sectors. The need for cooperation of the territory with neighbouring Polish areas.

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

In the decision-making process and assessing plans for the changes in the territory, it is necessary to monitor in particular:

- a) Equal, differentiated, proportionate and balanced use of human, natural

- and economic, and especially the recreational potential of the area,
- b) Reducing conflicts of overburdening the territory by recreation and tourism in accordance with the interests of nature and landscape protection, particularly in the main centres, especially during the high season and creating conditions for the development of environmentally friendly forms of recreation and tourism outside the main centres,
 - c) Improving the transport accessibility of the territory and cross-border transport connections,
 - d) Coordinated development of economic activities, especially tourism, preference for environmentally friendly activities.

Tasks for the ministries and other central administration authorities:

When creating departmental documents, take into account the specifics of the area and use targeted programmes to support the development of organic farming, ecological forms of recreation, processing of local raw materials, local traditional crafts, etc.

Responsibility: Ministry of Agriculture, Ministry of Industry and Trade in co-operation with the Ministry of Regional Development and Ministry of the Environment

Deadline: Continuously

Spatial planning tasks:

Within the spatial planning activities of the region and the coordination of spatial planning activities of municipalities:

- a) Create territorial conditions for the improvement and development of transport and technical infrastructure, housing and civic amenities in other settlements outside the existing recreation centres,
- b) Create territorial conditions for the development of such sectors and activities for the use of the human, natural and economic potential of the whole territory and the peculiarities of its various parts in a differentiated and harmonious manner and in accordance with nature and landscape protection requirements and for alleviation of the conflicts of the excessive burden by tourism and the interests of nature protection,
- c) Create territorial conditions for ensuring the sustainable use of the recreational potential of the area, especially

- with regard to the regulation of the burden by tourism, especially for the development of the soft forms of recreation with regard to the possibility of year-round use,
- d) Create territorial conditions for improving the transport accessibility of the territory within and across borders,
 - e) Create territorial conditions for the improvement of technical and transport infrastructure, in particular for the development of ecological forms of transport,
 - f) Take into account the outputs of the approved Integrated Development Strategy of the Krkonoše Region.

Responsibility: Hradec Králové Region, Liberec Region

(75a) **SOB8** Specific area of Sokolov

Delimitation:

The territory of municipalities from the MEP of Sokolov and Karlovy Vary (western part). The area limits in the territory of the MEP of Karlovy Vary the OB12 of Karlovy Vary and in the territory of the MEP of Sokolov the OS7 of Ústí nad Labem–Chomutov–Karlovy Vary–Cheb–Czech Republic/Germany (–Bayreuth) border.

Delimitation reasons:

- a) The need to correct the structural decline of the economy and the economic and serious social problems caused, in particular, by the gradual decline in coal mining.
- b) The need to correct the consequences, in particular, of past overburdening by industry and mining, especially by revitalizing devastated areas.
- c) The need to reduce or eliminate social and economic problems.
- d) The need to eliminate the environmental problems of the territory.
- e) The need for reclamation and appropriate forms of land revitalization.

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

In the decision-making process and assessing plans for the changes in the territory, it is necessary to monitor in particular:

- a) The possibility of usage of raw material resources in accordance with the sustainable spatial development,
- b) Restructuring and greater diversification of the existing economy by using



- brownfields for the location of economic activities and job creation,
- c) Reclamation of the devastated landscape and its use for natural, production, residential and recreational functions,
 - d) The air quality.

Tasks for the ministries and other central administration authorities:

When creating departmental documents, take into account the specifics of the area and use targeted programmes to support the restructuring of the economy, development of the territory, multifunctional use of the renewed landscape and re-use of areas after mining.

Responsibility: Ministry of Industry and Trade in co-operation with the Ministry of Regional Development, Ministry of the Environment and Ministry of Agriculture

Deadline: Continuously

Spatial planning tasks:

- a) Create territorial conditions for reclamation and revitalization of devastated areas and brownfields in order to search for areas suitable for economic activities and recreational use,
- b) Create territorial conditions for the restoration of the landscape, including its natural values, its water regime, restoration and construction of the transport system, restoration of landscape permeability and multifunctional land use (water management, agriculture, forest stands, production, services, housing, recreation, sports, etc.), taking into account the specific conditions of each territory,
- c) Coordinate the extraction of raw materials with other functions of land use and minimize its negative impacts on the surrounding area within the scope of spatial planning possibilities,
- d) Create territorial conditions for the regeneration of settlements and the reconstruction of built-up areas,
- e) Create territorial conditions for the improvement of air quality within the scope of spatial planning possibilities.

Responsibility: Karlovy Vary Region

Spatial development policy delimits the following specific areas in which current problems of national significance manifest themselves:

- (75b) **SOB9** Specific area, in which the current problem of the drought threat has manifested

Delimitation:

Territories of the municipalities from the MEP of Benešov, Beroun, Bílina, Blansko, Boskovice, Brandýs nad Labem-Stará Boleslav, Brno, Břeclav, Bučovice, Bystřice nad Pernštejnem, Bystřice pod Hostýnem, Čáslav, Černošice, Česká Lípa, Česká Třebová, České Budějovice, Český Brod, Dačice, Děčín, Dobruška, Dobříš, Frýdlant, Havlíčkův Brod, Capital City of Prague, Hlinsko, Hodonín, Holešov, Holic, Hořice, Hořovice, Hradec Králové, Hustopeče, Chomutov, Chotěboř, Chrudim, Ivančice, Jičín, Jihlava, Jindřichův Hradec, Kadaň, Karlovy Vary, Kladno, Kolín, Konice, Kostelec nad Orlicí, Kralovice, Kralupy nad Vltavou, Krnov, Kroměříž, Kuřim, Kutná Hora, Kyjov, Lanškroun, Litoměřice, Litomyšl, Litovel, Litvínov, Louny, Lovosice, Luhačovice, Lysá nad Labem, Mariánské Lázně, Mělník, Mikulov, Milevsko, Mladá Boleslav, Mnichovo Hradiště, Mohelnice, Moravská Třebová, Moravské Budějovice, Moravský Krumlov, Most, Náměšť nad Oslavou, Neratovice, Nové Město na Moravě, Nový Bydžov, Nymburk, Nýřany, Olomouc, Otrokovice, Pardubice, Plzeň, Podbořany, Poděbrady, Pohořelice, Polička, Prostějov, Přelouč, Přerov, Příbram, Rakovník, Rokycany, Rosice, Roudnice nad Labem, Rychnov nad Kněžnou, Říčany, Sedlčany, Slaný, Slavkov u Brna, Soběslav, Sokolov, Stod, Stříbro, Svitavy, Šlapanice, Šternberk, Tábor, Telč, Teplice, Tišnov, Třebíč, Třeboň, Turnov, Týn nad Vltavou, Uherské Hradiště, Uherský Brod, Uničov, Ústí nad Labem, Ústí nad Orlicí, Valašské, Klobouky, Velké Meziříčí, Veselí nad Moravou, Vizovice, Vlašim, Votice, Vysoké Mýto, Vyškov, Zlín, Znojmo, Žamberk, Žatec, Žďár nad Sázavou, Železný Brod, Židlochovice.

Delimitation reasons:

- a) Specific area with specific problems of the territory of national importance.
- b) The need to address the problem of drought, which is caused by low total

- precipitation levels and high evaporation combined with a small supply of surface water and groundwater.
- c) The need to address the high vulnerability of groundwater, including natural healing resources and natural mineral water resources in times of drought.
 - d) The need to maintain a balance between the number of available water resources, the requirements for water abstraction and the requirements for minimum residual flows and minimum groundwater levels.
 - e) The need to provide sufficient drinking and service water for the population, agriculture, industry, spa resorts and services.
 - f) The need to provide water management infrastructure to meet water abstraction requirements taking into account changing hydrological conditions.
 - g) The need to pay more attention to drought (meteorological, soil, hydrological) due to the higher risk of water scarcity compared to other areas of the Czech Republic.
 - h) The need to address and provide a stable and resilient green infrastructure for adaptation of the territory to climate change.
 - i) The need to ensure effective water retention in the countryside.

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

In the decision-making process and assessing plans for the changes in the territory, it is necessary to monitor in particular:

- a) Support the natural water regime in the landscape,
- b) Strengthening resilience and developing water resources,
- c) Providing a balance between the use of water resources and their natural renewable ability,
- d) Effective reduction and elimination of water pollution from surface and point sources of pollution, which restrict the use of surface water and groundwater,
- e) Development and maintenance of water management infrastructure, to ensure the requirements for water supply in changing hydrological conditions (especially in case of lack of precipitation, reduction of flows in watercourses, decrease in the water level in the soil and decrease in the groundwater level),

- f) Prevent the deterioration of water bodies, the loss of wetlands, wind and water erosion of soil, soil degradation and desertification,
- g) Intensifying the coordination of spatial planning, landscape planning, water management planning and land management,
- h) Development of green infrastructure in both built-up and undeveloped areas of municipalities and subsequent care of them.

Tasks for the ministries and other central administration authorities:

- a) Examine the possibilities of developing water management infrastructure to ensure the requirements for water supply in the period of unfavourable hydrological conditions, including the possibility of building new, especially surface water sources and support the development and maintenance of this infrastructure through targeted programmes and subsidies,
- b) Support measures to increase the retention capacities of the landscape and urbanized areas through targeted programmes and subsidies,
- c) Support water regime-friendly management of the landscape through targeted programmes and subsidies, in particular, suitable sowing procedures, a suitable crop composition and a suitable way of cultivating the land,
- d) Support measures to reduce the size of soil blocks, in particular, arable land, as an important factor influencing runoff conditions in the territory, in particular the rate of water runoff from the landscape and soil erosion through targeted programmes and subsidies.

Responsibility: Ministry of Agriculture, Ministry of Regional Development, Ministry of the Environment, Ministry of Health

Deadline: Continuously

Spatial planning tasks:

Within the spatial planning activities of the region and the coordination of spatial planning activities of municipalities:

- a) Create territorial conditions for the support of the natural water regime in the landscape and increase its retention and accumulation properties, especially by creating territorial conditions for the creation and preservation

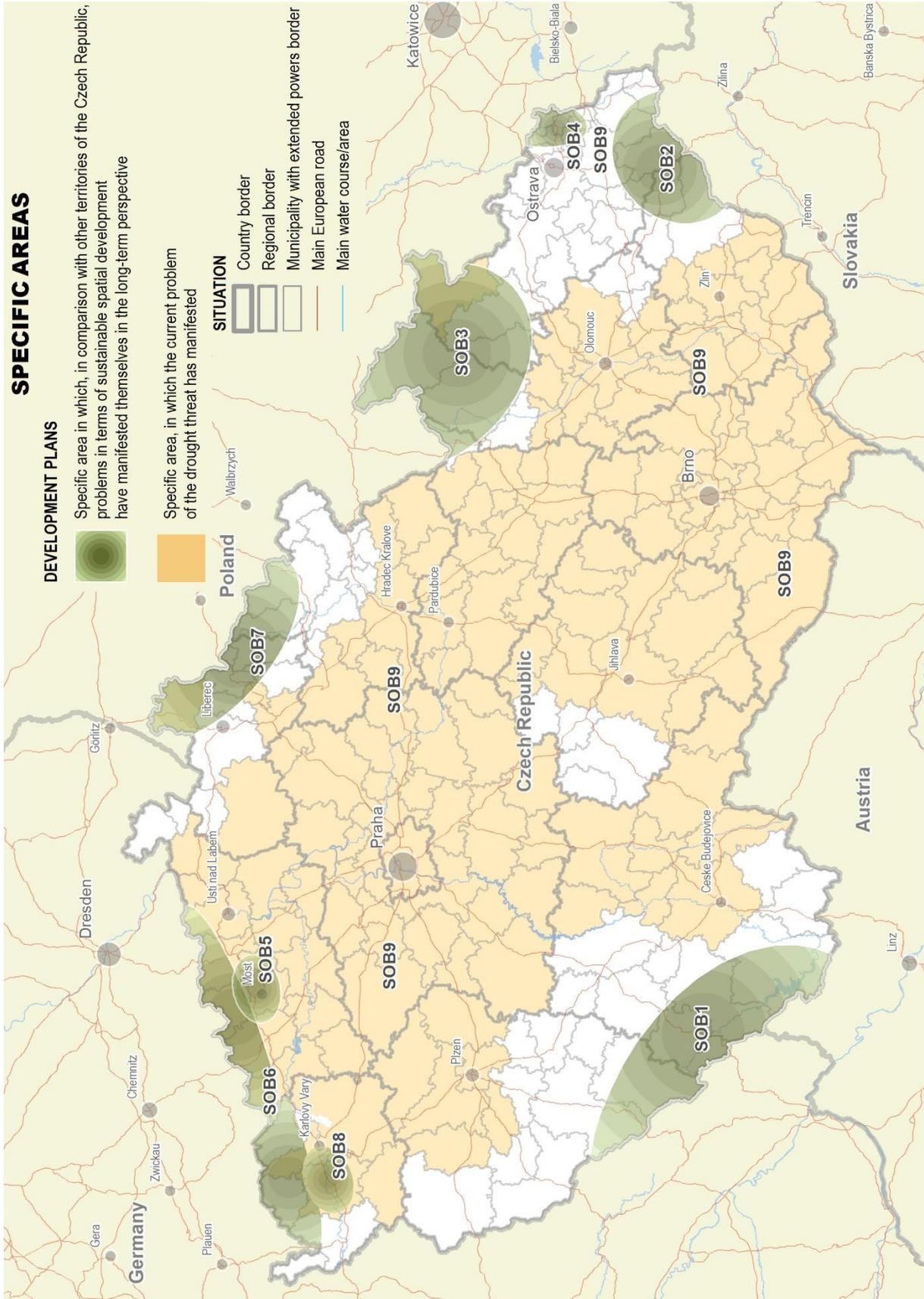


- of a durable stable balanced and rugged landscape, i.e. landscape with a suitable ratio of forest stands, baulks, meadows, water bodies and watercourses (especially unregulated watercourses with accompanying greenery), road networks (with accompanying greenery), and arable land (especially large areas of arable land divided by baulks, path network, infiltration grass strips),
- b) Create territorial conditions for the revitalization and renaturation of watercourses and floodplains and the restoration of other water elements in the landscape,
 - c) Create territorial conditions for the rain-water management in urbanized areas, i.e. provide sufficient areas of residential greenery and water areas intended for water retention and infiltration,
 - d) Create territorial conditions for increasing the resistance of soil to wind and water erosion, especially by grassing and establishing and maintaining other anti-erosion elements, such as windbreaks, baulks, seepage belts and ditches,
 - e) Create territorial conditions for the development and maintenance of water management infrastructure to ensure water supply requirements in times of unfavourable hydrological conditions, especially for the infrastructure to provide water supply from areas with more favourable water management situations and with regard to the local conditions to build new, especially surface water resources,
 - f) Use territorial studies of the landscape mainly for dealing with the issue of drought, especially as specified above in letters a) to e) (or propose other suitable measures for the restoration of the natural water regime in the landscape).

Responsibility: Capital City of Prague, Central Bohemian Region, Plzeň Region, Karlovy Vary Region, Ústí nad Labem Region, Liberec Region, Hradec Králové Region, Pardubice Region, Vysočina Region, South Bohemian Region, Olomouc Region, Zlín Region, South Moravian Region, Moravian-Silesian Region

Deadline: Continuously

Chart 3 – Specific areas



5. TRANSPORT INFRASTRUCTURE CORRIDORS AND AREAS



5 TRANSPORT INFRASTRUCTURE CORRIDORS AND AREAS

5.1 RESOURCES

- (76) Transport infrastructure as a part of public infrastructure is established and used in the public interest. The purpose of the delimitation of transport corridors in the Spatial Development Policy of the Czech Republic is to create territorial conditions for the location of e.g. roads, railways, waterways and airports, which have an impact on the development of the territory of the Czech Republic, their significance exceeds the territory of one region and enables the connection of the basic network of transport routes both within the Czech Republic and with the neighbouring countries. The binding delimitation of a transport infrastructure corridor in the Spatial Development Policy of the Czech Republic means the indication of the places to be connected by the project in its text part. Graphical diagrams or data on technical parameters of the project, if given, are of indicative significance. Transport infrastructure corridors and areas are shown in the SDP CR schematically. If a corridor or area for a project defined in the Spatial Development Policy CR overlaps with another project that has not been defined in the Spatial Development Policy CR or with a project, for which a territorial reserve is defined in the spatial planning documentation, conditions that would prevent or substantially complicate the implementation of the project defined in the Spatial Development Policy CR must not be set in the spatial planning documentation, unless these conditions result from the condition or limits of the territory use.
- (77) Various transport infrastructure systems necessarily require coordination of their location within the territory with regard to the protection and development of its values and, for this reason, searching for a qualitatively better and considerate passage through the territory. Transport infrastructure coordination both in the built-up and undeveloped areas is therefore essential.
- (78) In Chapter 5, the development plans for rail corridors and areas are referred to as "ŽD" (rail transport) and corridors of motorways, capacity roads and class I roads, as "SD" (road transport) supplemented by a serial number. The marking of the plans for water transport corridors and areas is referred to as "VD", public terminals and ports with a link to logistics centres as "VTP" and airports as "L". In the delimitation, the identification of the corridor is given by the number of the line, motorway and class I road. If the category has not been specified in road transport, it shall be called "capacity road".
- (78a) It is necessary to provide the delimitation of areas, corridors and territorial reserves for localization of transport infrastructure projects within the framework of spatial planning.

5.2 CONCEPT

- (79) Criteria and conditions for the decision-making process on the changes in the territory:
In the decision-making process and assessing development plans, it is necessary to monitor in particular:
- Providing a higher quality of transport, e.g. by increasing the transport speed and attractiveness of rail transport,
 - Minimising conflicts with nature and landscape protection, cultural and civilisation values in the territory,
 - Respecting the requirements of international agreements and the Regulation of the European Parliament and of the Council on Union Guidelines for
- the Development of the Trans-European Transport Network TEN-T.
- (80) Spatial planning tasks:
- Regions shall specify the delimitation of areas and corridors of transport infrastructure respecting the reasons for their delimitation and the criteria and conditions for the decision-making process in the spatial development principles,
 - Regions and municipalities shall provide territorial protection of the delimited corridors and areas in the subsequent spatial planning documentation by specifying the corridors and areas



- for the location of the project or by a territorial reserve⁷,
- c) Regions and municipalities shall proceed in accordance with the criteria and conditions for the decision-making process on the changes in the territory when developing spatial planning documentation,
 - d) Regions shall address the territorial context of the delimited corridors and areas when developing spatial planning documentation.

Responsibility: Regions

Spatial development policy delimits the following transport infrastructure corridors and areas:

- (81) Article repealed.
- (82) Article repealed.

Rail transport

High-speed rail transport corridors

- (83) Article repealed.
- (83a) **ŽD1**

Delimitation:

RS4 section of (Dresden–) Germany/CR border–Lovosice/Litoměřice–Prague.

Delimitation reasons:

Connection of the high-speed rail transport of the Czech Republic towards Germany, the connection of Prague and the cities of the Ústí nad Labem Region along the corridor. Section Prague–Lovosice/Litoměřice forms part of TEN–T.

Tasks for the ministries and other central administration authorities:

Prepare documentation for the delimitation of the high-speed rail transport corridor. Examine the possibility of connecting Ústí nad Labem to the high-speed rail transport corridor with a station for long-distance transport, resolve entrances/exits to/from Prague, address cross-border coordination with Germany. Check the connection of the branch Praha–Kralupy nad Vltavou–Most.

Responsibility: Ministry of Transport in co-operation with the Ministry of Regional Development, Ministry of the Environment, Capital City of Prague and with Central Bohemian Region, Ústí nad Labem Region

Deadline: 2021

Spatial planning tasks:

Delimit, based on the variants selected by the Ministry of Transport, a corridor in the section Prague–Lovosice/Litoměřice–Ústí nad Labem–CR/Germany border (–Dresden) for high-speed rail transport.

Responsibility: Capital City of Prague, Central Bohemian Region, Ústí nad Labem Region in co-operation with the Ministry of Transport

- (83b) **ŽD2**

Delimitation:

RS4 section of Prague–Kralupy nad Vltavou–Most.

Delimitation reasons:

Examine the delimitation of the high-speed rail transport corridor. Connection of Prague with Louny and Most area, shortening the travel times in the Podkrušnohoří area.

Tasks for the ministries and other central administration authorities:

Prepare documentation for the delimitation of the high-speed rail transport corridor.

Responsibility: Ministry of Transport in co-operation with the Ministry of Regional Development, Ministry of the Environment, Capital City of Prague and with Central Bohemian Region and Ústí nad Labem Region.

Deadline: 2023

Spatial planning tasks:

Delimit, based on the variants selected by the Ministry of Transport, a territorial reserve, or to delimit a high-speed rail transport corridor.

Responsibility: Central Bohemian Region and Ústí nad Labem Region in co-operation with the Ministry of Transport

⁷ See Section 36 (1) of Act No. 183/2006 Coll., as amended

(83c) **ŽD3**

Delimitation:

RS2 section of Brno–Šakvice–Břeclav–CR/Austria border, Slovak Republic (–Vienna/Bratislava).

Delimitation reasons:

The need to delimit a high-speed rail transport corridor in the Brno–Šakvice section and the existing corridor of the line Šakvice–Břeclav–CR/Austria border, Slovak Republic (–Vienna/Bratislava) section for possible territorial changes forced by increasing the speed on the existing corridor. Connection of the CR to the high-speed railway in Austria and connection to the Slovak Republic. Meeting TEN-T requirements.

Tasks for the ministries and other central administration authorities:

Prepare documentation for the delimitation of the Brno–Šakvice high-speed rail transport corridor and possible territorial changes to the existing corridor.

Responsibility: Ministry of Transport in co-operation with the Ministry of Regional Development, Ministry of the Environment and South Moravian Region.

Deadline: 2021

Spatial planning tasks:

Delimit, based on the variants selected by the Ministry of Transport, a high-speed rail transport corridor in the section Brno–Šakvice–Břeclav–CR/Austria border, Slovak Republic (–Vienna/ Bratislava).

Responsibility: South Moravian Region in co-operation with the Ministry of Transport

(83d) **ŽD4**

Delimitation:

RS1 section of Prague–Brno.

Delimitation reasons:

The need to delimit a high-speed rail transport corridor in the Prague–Brno section. Interconnection of the largest cities of the Czech Republic by backbone high-speed rail transport. Part of the TEN-T.

Tasks for the ministries and other central administration authorities:

Prepare documentation for the delimitation of the high-speed rail transport corridor Prague–Brno with the Jihlava

connection and with the specification of the Prague–Běchovice–Poříčany section.

Responsibility: Ministry of Transport in co-operation with the Ministry of Regional Development, Ministry of the Environment, Capital City of Prague and with Central Bohemian Region, Vysočina Region and South Moravian Region.

Deadline: 2021

Spatial planning tasks:

Delimit, based on the variants selected by the Ministry of Transport, a high-speed rail transport corridor in the section Prague–Poříčany–Brno.

Responsibility: Capital City of Prague, Central Bohemian Region, Vysočina Region, South Moravian Region in co-operation with the Ministry of Transport

(83e) **ŽD5**

Delimitation:

RS1 section of Prosenice–Ostrava–CR/Poland (–Katowice) border including collision-free connection of RS1 to the existing line in the direction of Ostrava–Vítkovice–Havířov–Český Těšín.

Delimitation reasons:

Interconnection of the largest cities of the Czech Republic by backbone high-speed rail transport. Ensure the implementation of high-speed rail transport in the section Prosenice–Ostrava–Svinov–CR/Poland border (–Katowice). Meeting TEN-T requirements.

Tasks for the ministries and other central administration authorities:

Prepare documentation for the delimitation of the high-speed rail transport corridor.

Responsibility: Ministry of Transport in cooperation with the Ministry of Regional Development, Ministry of the Environment, Olomouc Region and Moravian-Silesian Region.

Deadline: 2021

Spatial planning tasks:

- a) Delimit, based on the variants selected by the Ministry of Transport, a high-speed rail transport corridor in the section (Přerov–) Prosenice–Ostrava–Svinov.
- b) Delimit, based on the variants selected by the Ministry of Transport, a territorial reserve, or delimit a corridor for



high-speed rail transport in the section Ostrava–Svinov–CR/ Poland border (–Katowice).

Responsibility: Olomouc Region, Moravian-Silesian Region in co-operation with the Ministry of Transport

(83f) **ŽD6**

Delimitation:

RS1 section of Brno–(Přerov)–Prosenice.

Delimitation reasons:

Interconnection of the largest cities of the Czech Republic by backbone high-speed rail transport. Based on the solution of the need for high-speed rail transport in the section Brno–connection to the railway line Přerov– Olomouc or via Přerov.

Tasks for the ministries and other central administration authorities:

Prepare documentation for the delimitation of the high-speed rail transport corridor.

Responsibility: Ministry of Transport in co-operation with the Ministry of Regional Development, Ministry of the Environment, South Moravian Region and Olomouc Region, or Zlín Region.

Deadline: 2021

Spatial planning tasks:

Delimit, based on the variants selected by the Ministry of Transport, a territorial reserve, or to delimit a high-speed rail transport corridor.

Responsibility: South Moravian Region, Olomouc Region, or Zlín Region in co-operation with the Ministry of Transport

(83g) **ŽD7**

Delimitation:

RS3 section of Prague–Beroun.

Delimitation reasons:

Examine the need for high-speed rail transport to Plzeň, as part of a wider European rail transport corridor. The Prague–Beroun section forms part of the TEN-T.

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

Minimize the impacts on the Český kras Protected Landscape Area and other natural values in the territory.

Tasks for the ministries and other central administration authorities:

Prepare documentation for the delimitation of the high-speed rail transport corridor.

Responsibility: Ministry of Transport in co-operation with the Ministry of Regional Development, Ministry of the Environment, Capital City of Prague and with Central Bohemian Region.

Deadline: 2021

Spatial planning tasks:

Delimit, based on the variants selected by the Ministry of Transport, a high-speed rail transport corridor in the Prague–Beroun section.

Responsibility: Capital City of Prague, Central Bohemian Region in co-operation with the Ministry of Transport

(83h) **ŽD8**

Delimitation:

RS5 section of Prague–Hradec Králové–CR/Poland border (–Wrocław).

Delimitation reasons:

The need to connect high-speed rail transport with Poland. Part of the TEN-T network.

Tasks for the ministries and other central administration authorities:

Prepare documentation for the delimitation of the high-speed rail transport corridor.

Responsibility: Ministry of Transport in co-operation with the Ministry of Regional Development, Ministry of the Environment, Capital City of Prague, Central Bohemian Region, Hradec Králové Region and Pardubice Region.

Deadline: 2023

Spatial planning tasks:

Delimit, based on the variants selected by the Ministry of Transport, a territorial reserve, or to delimit a high-speed rail transport corridor.

Responsibility: Capital City of Prague, Central Bohemian Region, Hradec Králové Region, Pardubice Region in co-operation with the Ministry of Transport

Conventional rail transport corridors

(84) **ŽD9**

Delimitation:

Line section of Beroun–Prague.

Delimitation reasons:

Increasing the attractiveness and capacity of rail transport on the main international lines. Part of the TEN-T. The corridor is part of the Transit Railway Corridor III (hereinafter referred to as TRC).

(85) **ŽD10**

Delimitation:

Line section of Prague–Benešov–Veselí nad Lužnicí–České Budějovice–Horní Dvořiště–ČR/Austria border (–Linz).

Delimitation reasons:

Increasing the attractiveness and capacity of rail transport on major international routes. Part of the TEN-T. The corridor is part of RTC IV. These are the modernized line Prague–Benešov–Veselí nad Lužnicí–České Budějovice and the new capacity line corridor České Budějovice–Horní Dvořiště–Czech Republic/Austria border (–Linz).

(86) Article repealed.

(87) **ŽD11**

Delimitation:

- a) Line section of Dětmárovice–Karviná–Český Těšín.
- b) Line section of Hranice na Moravě–Valašské Meziříčí–Vsetín–Horní Lideč–CR/Slovak Republic border (–Púchov).

Delimitation reasons:

Part of the TEN-T. Increasing the speed and capacity of the line.

- a) Section of Dětmárovice–Karviná–Český Těšín forms part of RTC III.
- b) Section (branch from RTC II and III) of Hranice na Moravě–Valašské Meziříčí–Vsetín–Horní Lideč–CR/Slovak Republic border (–Púchov).

(88) **ŽD12**

Delimitation:

Line section of Děčín–Ústí nad Labem–Střekov–Lysá nad Labem–Kolín–Havlíčkův Brod, including the Libice connection.

Delimitation reasons:

Increasing the speed and capacity of the line. Part of the TEN-T. This is a line Děčín–Ústí nad Labem–Střekov–Lysá nad Labem–Kolín–Havlíčkův Brod and Libice connection, which represents a newly arranged more capacity connection of the national line from Hradec Králové to the corresponding corridor.

(89) **ŽD13**

Delimitation:

Line section of Brno–Blažovice–Přerov, branch line section Kojetín–Kroměříž–Hulín and section Otrokovice–Zlín–Vizovice.

Delimitation reasons:

Creation of a corridor for a fast capacity transport route, where a high intensity of passenger traffic is expected. Introduction of more environmentally friendly transport to areas with increased nature and landscape protection. Section Brno–Kojetín–Přerov, part of TEN-T, branch section of the regional line Kojetín–Kroměříž–Hulín, section of national line Otrokovice–Zlín centre and regional line Zlín centre–Vizovice.

(90) **ŽD14**

Delimitation:

Line section of Pardubice–Hradec Králové.

Delimitation reasons:

Leading the capacity transport route through the corridor due to the high intensity of passenger traffic. Section of the national line.

(91) **ŽD15**

Delimitation:

Line section of Karlovy Vary–Ostrov.

Delimitation reasons:

Complete modernization of the rail corridor in the line Karlovy Vary–Ostrov. Strengthening the servicing of the territory as an alternative to road transport. Support for the development of tourism through



- environmentally friendly transport in the territory with a high concentration of inhabitants, thus higher transport demands and an increased need for a quality environment. Creation of conditions for increasing the speed of the railway line forming part of the European railway network TEN-T, a section with demands for possible changes in the corridor management in the territory.
- (92) **ŽD16**
Delimitation:
Line section of Plzeň–Strakonice–České Budějovice–České Velenice–CR/Austria border (–Vienna).
Delimitation reasons:
Strengthening servicing of the territory. Support for the development of tourism through environmentally friendly transport. Creation of conditions for increasing the speed and capacity (double-tracking) of the railway corridor included in the European railway network TEN-T with demands for possible changes in the corridor management in the territory and as a connecting line of the RTC III and IV, as well as connections to Austria. Line Plzeň (RTC III)–Strakonice– České Budějovice (RTC IV)–České Velenice–CR/Austria border (–Vienna).
- (93) Article repealed.
- (94) **ŽD17**
Delimitation:
Line section of Plzeň–Domažlice–CR/Germany border (–Regensburg).
Delimitation reasons:
Support for the development of tourism through environmentally friendly transport, improvement of the railway connection of Prague–Plzeň–CR/Germany border (–Regensburg– Munich)–Moldaubahn). Possibility of faster and more capacity connection to the existing and planned high-speed railway network in Germany.
Strengthening servicing of the territory. Creating conditions for meeting the requirements of the TEN-T line Plzeň–Domažlice–CR/Germany border (–Regensburg) with demands for possible changes in the corridor management and its possible capacity increase in the area as a conventional line.
- Spatial planning tasks:
Delimit a corridor based on the variants selected by the Ministry of Transport.
Responsibility: Plzeň Region in cooperation with the Ministry of Transport.
- (95) **ŽD18**
Delimitation:
Line section of Choceň–Ústí nad Orlicí.
Delimitation reasons:
Creating conditions for increasing the speed (Ústí nad Orlicí area) in the section with its decline and increasing the capacity of the RTC I and III included in the European railway network TEN-T with demands for possible changes in the corridor management in the territory. Development of long-distance environmentally friendly transport (Prague–Brno/Ostrava).
- (95a) **ŽD19**
Delimitation:
Line section of (Zawidów–) Poland/CR border–Liberec–(Turnov)–Mladá Boleslav and selected connections in the section Mladá Boleslav–Prague.
Delimitation reasons:
Create conditions for increasing speed, improving connections and electrifying lines:
a) On the section of the existing line Prague–Všetaty, and
b) Using the line section of the Prague–Lysá nad Labem (part of the TEN-T) and the line to Milovice, with a new connection of a line section part of Nymburk–Mladá Boleslav.
Inspection of the line section of Mladá Boleslav–(Turnov)–Liberec–CR/Poland border (–Zawidów).
Tasks for the ministries and other central administration authorities:
Prepare documents for the delimitation of the rail connection corridor in the section of Mladá Boleslav–Liberec–CR/Poland border (–Zawidów).
Responsibility: Ministry of Transport
Deadline: 2022
Spatial planning tasks:
Delimit, based on the variants selected by the Ministry of Transport, a rail connection corridor in the section of Prague–Mladá

- Boleslav–Liberec–CR/ Poland border (–Zawidów).
Responsibility: Capital City of Prague, Central Bohemian Region, Liberec Region in co-operation with the Ministry of Transport
- (95b) **ŽD20**
Delimitation:
 Line section of Ostrava-Svinov–Havířov–Český Těšín.
Delimitation reasons:
 Corridor for the future line modernization within the framework of cohesion, inter-connection and interoperability, Part of the TEN-T.
- (95c) **ŽD21**
Delimitation:
 Line section of Česká Třebová–Brno.
Delimitation reasons:
 Preparation of the projection of territorial changes to achieve the required speed parameters and overtaking lengths of sidings for freight transport, the addition of sidings on other parts of the line to further increase the capacity and complete the platform construction in public transport stations and removal of some level crossings. Meeting the requirements of TEN-T for the RTC section I, line Česká Třebová–Svitavy–Blansko–Brno–Maloměřice.
Tasks for the ministries and other central administration authorities:
 Prepare materials for the delimitation of the corridor.
Responsibility: Ministry of Transport in co-operation with the Pardubice Region and the South Moravian Region
Deadline: 2021
Spatial planning tasks:
 Delimit a rail corridor based on the variants selected by the Ministry of Transport.
Responsibility: Pardubice Region and South Moravian Region in co-operation with the Ministry of Transport
- (95d) **ŽD22**
Delimitation:
 Line section of Velký Osek–Hradec Králové–Choceň.
- Delimitation reasons:
 Capacity building and increasing speed of the national railway line Velký Osek–Hradec Králové–Choceň, the extension of the freight corridor from the right-bank the Labe railway, alleviate the section of the parallel line Kolín–Pardubice–Choceň for the freight transport (parts of the RTC I and III and TEN-T), increasing attractiveness of the railway connection to the regional city of Hradec Králové from Prague, improvement of the connection of the Kvasiny industrial zone to rail transport.
Tasks for the ministries and other central administration authorities:
 Prepare materials for the delimitation of the corridor.
Responsibility: Ministry of Transport in co-operation with the Central Bohemian Region, Hradec Králové Region and Pardubice Region
Deadline: 2021
Spatial planning tasks:
 Delimit a rail corridor based on the variants selected by the Ministry of Transport.
Responsibility: Central Bohemian Region, Hradec Králové Region and Pardubice Region in co-operation with the Ministry of Transport
- (95e) **ŽD23**
Delimitation:
 Section of Prague–Benešov
Delimitation reasons:
 Creation of a corridor for a fast capacity transport line, where a high intensity of passenger traffic is expected, strengthening section of the RTC IV Prague–Benešov–Veselí nad Lužnicí– České Budějovice–Horní Dvořiště–CR/Austria border (–Linz).
Tasks for the ministries and other central administration authorities:
 Prepare materials for the delimitation of the corridor.
Responsibility: Ministry of Transport in co-operation with the Ministry of Regional Development, Ministry of the Environment, Capital City of Prague and with the Central Bohemian Region.
Deadline: 2021



Spatial planning tasks:

Delimit a rail corridor based on the variants selected by the Ministry of Transport.

Responsibility: Capital City of Prague, Central Bohemian Region in co-operation with the Ministry of Transport

Road transport

- (96) The task of the SDP CR in this part is, in particular, to create conditions for the completion of the basic network of motorways, other capacity roads and class I roads, enabling to transfer part of the intensive traffic load to them.

Motorway corridors

- (96a) **SD1**

Delimitation:

D1 section of Říkovice–Přerov.

Delimitation reasons:

Preparation of the completion of the basic network of motorways and realizing the transfer of the expected traffic intensity load to this qualitatively higher level of traffic. Part of the TEN-T.

- (97) **SD2**

Delimitation:

D11 section of Hradec Králové–Smiřice–Jaroměř–Trutnov–CR/Poland border (–Wałbrzych).

Delimitation reasons:

Preparation of the completion of the basic network of motorways and realizing the transfer of the expected traffic intensity load to this qualitatively higher level of traffic. Part of the TEN-T.

- (98) **SD3**

Delimitation:

D3 motorway sections of Prague–Tábor–Dolní Třebonín–Kaplice–Dolní Dvořiště–CR/Austria border (–Linz).

Delimitation reasons:

Preparation of the completion of the basic network of motorways and realizing the transfer of the expected traffic intensity load to this qualitatively higher level of traffic. Part of the TEN-T.

- (99) **SD4**

Delimitation:

The D0 motorway (Prague ring road, road ring around Prague) connects individual international and national routes to Prague at the borderline between the Capital City of Prague and the Central Bohemian Region.

Delimitation reasons:

Transfer of transit road traffic outside the intensively built-up part of the city, efficient distribution of source and destination traffic in the metropolitan area. Part of the TEN-T.

Spatial planning tasks:

Delimit the corridor in the spatial development principles.

Responsibility: Capital City of Prague, Central Bohemian Region

- (100) Article repealed.

- (101) **SD5**

Delimitation:

D49 section of Fryšták–Zlín–Vizovice.

Delimitation reasons:

Transfer of increased traffic capacity from the existing I/50 road passing through the Bílé Karpaty Protected Landscape Area. Link to the Slovak road network. Part of the TEN-T.

- (102) Article repealed.

- (103) **SD6**

Delimitation:

D6 sections of Nové Strašecí–Karlovy Vary, Cheb–CR/Germany border (–Bayreuth).

Delimitation reasons:

Improvement of the road connection Prague–Karlovy Vary–Cheb–Germany (–Bayreuth). Connection to the German road network. Part of the TEN-T.

Spatial planning tasks:

Examine, in co-operation with the Ministry of Transport and the Ministry of Culture, delimitation of the corridor for the Karlovy Vary bypass to alleviate the backbone transit of the I/6 and I/13 roads through Karlovy Vary. Take into account the

results of the examination in subsequent spatial planning documentation.

Responsibility: Karlovy Vary Region

(104) **SD7**

Delimitation:

D35 sections of Úlibice–Hradec Králové, Opatovice nad Labem–Vysoké Mýto–Moravská Třebová–Mohelnice and the D35 section of Křelov–Břuchotín–Olomouc (Slavonín).

Delimitation reasons:

Parallel route alleviating the D1 motorway. Part of the TEN-T.

(105) Article repealed.

(106) **SD8**

Delimitation:

D52 sections of D2 motorway–Rajhrad, Pohořelice–Mikulov–CR/Austria border (–Drasenhofen).

Delimitation reasons:

Improving the quality of the motorway connection Brno–Vienna. Connection to the Austrian motorway network. Part of the TEN-T.

(107) **SD9**

Delimitation:

D4 section of Příbram–Nová Hospoda.

Delimitation reasons:

Provision of one of the main transport routes within the territory of the state.

(108) **SD10**

Delimitation:

D7 section of Slaný–Louny–Postoloprty.

Delimitation reasons:

Provision of one of the main transport routes within the territory of the state.

(109) **SD11**

Delimitation:

D55 sections of Olomouc–Přerov and further Otrokovice–Napajedla–Uherské Hradiště–Hodonín–the D2 motorway.

Delimitation reasons:

Providing a qualitatively higher level of servicing the territory with a high concentration of settlements and inhabitants. Part of the TEN-T.

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

In the decision-making process and assessing plans for the changes in the territory, it is preferable to create conditions for the passage through the territory with minimal impacts on the environment, especially in the conflict area of Bzenecká Doubrava–Strážnické Pomoraví.

(109a) **SD12**

Delimitation:

D48 section of Běloutín–Frýdek-Místek–Český Těšín–CR/Poland border (–Kraków).

Delimitation reasons:

Completion of the modernization of the four-lane road on the motorway and addressing the Frýdek-Místek bypass. Part of the TEN-T.

Class I roads and capacity roads corridors

(110) Article repealed.

(110a) **SD13**

Delimitation:

I/49 class I road, section of Vizovice–Horní Lideč–CR/Slovak Republic border (–Púchov).

Delimitation reasons:

Transfer of increased traffic capacity from the existing I/50 road passing through the Bílé Karpaty Protected Landscape Area. Link to the Slovak road network. Part of the TEN-T.

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

In order to maintain the homogeneity of the class I transit road connected to the motorway section, it is necessary to ensure that crossings are constructed solely in the form of the interchange (motorways pass above or below each other), including crossings with railways. When connecting to the surrounding area, it is necessary to pay attention to the fact that it will be a road with access only for motor



- vehicles (restricted access). Minimize impacts on the landscape character and migratory permeability of the landscape.
- (111) **SD14**
- Delimitation:
- I/35 class I road, section of Palačov–Lešná–Valašské Meziříčí, I/57 road section of Valašské Meziříčí–Vsetín–Pozdřechov.
- Delimitation reasons:
- Transfer of the I/35 road to a new corridor from the D48 motorway (Palačov) to Valašské Meziříčí. Connection of the D48 motorway and the I/49 road. Better connection by the I/57 road in the southern part of large settlements in the east of the Zlín Region providing connections to the Slovak Republic to Pováží in the territory of Púchov and Trenčín and connection by other roads to the regional city, in the northern part replacement for the I/35 road route passing through the Protected Landscape Area (PLA).
- Criteria and conditions for the decision-making process on the changes in the territory:
- In the decision-making process and assessing plans for the changes in the territory, it is preferable to create conditions for the transfer of the traffic towards Valašské Meziříčí and alleviating of the spa area of Teplice nad Bečvou while minimizing the impact on the environment.
- (112) Article repealed.
- (113) Article repealed.
- (114) **SD15**
- Delimitation:
- I/35 class I road, section of Turnov–Rovensko pod Troskami–Úlibice.
- Delimitation reasons:
- Improving the quality of the road connection of Hradec Králové–Liberec. Part of the TEN-T.
- Spatial planning tasks:
- Delimit a defined corridor for the new I/35 capacity road.
- Responsibility: Liberec Region, Hradec Králové Region*
- (115) **SD16**
- Delimitation:
- I/11, I/59, I/67, I/68 class I roads, section of Bohumín–Karviná–Havířov–Třanovice–Mosty u Jablunkova–CR/Slovak Republic border (–Žilina).
- Delimitation reasons:
- Link to the development plan of the expressway in the Slovak Republic in the direction from Čadca. Connection to the development of the Nošovice industrial zone. Part of the TEN-T along the I/11 and I/68 roads from the D48 motorway to the Slovak Republic border. Improving the connection of the D1 and D48 motorways by relocating of the I/59 and I/67 roads in the section Bohumín–Karviná–Havířov.
- Criteria and conditions for the decision-making process on the changes in the territory:
- In the decision-making process and assessing plans for the changes in the territory, it is preferable to monitor the strengthening of the servicing of the territory (connection of the D1 and D48 motorways and the large cities of Bohumín, Karviná, Havířov and Třinec) and the connection to the Slovak Republic and its motorway network in the north, while minimizing the impact on the environment.
- (116) Article repealed.
- (117) **SD17**
- Delimitation:
- I/38 class I road, section of (Mladá Boleslav)–D10 motorway–Nymburk–Poděbrady–D11 motorway–Kolín–Čáslav–Golčův Jeníkov–Havlíčkův Brod–D1 motorway–Jihlava–Znojmo–Hatě–CR/ Austria border (–Vienna).
- Delimitation reasons:
- Improving the north-south south-east transport connection with Austria, (Vienna–) Austria/CR border–Znojmo–Jihlava–D1 motorway–Havlíčkův Brod–Golčův Jeníkov–Čáslav–Kolín–D11 motorway–Poděbrady–Nymburk–D10 motorway next to Mladá Boleslav towards Turnov and further to Liberec.
- Criteria and conditions for the decision-making process on the changes in the territory:
- In the decision-making process and assessing plans for the changes in the

territory, it is preferable to monitor strengthening the servicing of the territory, especially in the Vysočina Region while minimizing the impact on the environment.

(118) Article repealed.

(119) **SD18**

Delimitation:

I/13 class I road, section of Ostrov–Chomutov.

Delimitation reasons:

Transfer of increased traffic load between Karlovy Vary and Ústí nad Labem Regions, also in relation to transverse connections with the Free State of Saxony. Possibility to use a possible capacity connection to Saxony and towards Germany and Poland.

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

In the decision-making process and assessing plans for the changes in the territory, it is preferable to monitor improving the servicing of the territory with the towns of Ostrov–Kláštorec nad Ohří–Kadaň–Chomutov and connecting the D6 and D7 motorways while minimizing the impact on the environment.

Tasks for the ministries and other central administration authorities:

Prepare current documents for the delimitation of the corridor for the relocation of the class I road in the section Ostrov–border of the region, with regard to the complicated territorial conditions.

Responsibility: Ministry of Transport in co-operation with the Karlovy Vary Region

Deadline: 2021

(120) **SD19**

Delimitation:

I/13 class I road, section of the D8 motorway–Děčín–Česká Lípa–Svor–Bílý Kostel nad Nisou.

Delimitation reasons:

Transfer of the increased traffic load between the Ústí nad Labem and the Liberec Regions, also in relation to the transverse connections with the Free State of Saxony.

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

In the decision-making process and assessing plans for the changes in the territory, it is preferable to monitor the improvement of the servicing of the territory together with satisfactorily solving the problems of the passage of the I/13 road through the territory of two PLAs. Minimize interventions in the Labské pískovce Protected Landscape Area and the České Středohoří Protected Landscape Area.

(121) **SD20**

Delimitation:

Capacity road, section of Brno–Moravská Třebová.

Delimitation reasons:

Interconnection of the D1 and D35 motorways as a part of the TEN-T and improvement of road connection of the South Moravian, Pardubice, Hradec Králové and Olomouc Regions by capacity road.

(122) **SD21**

Delimitation:

- a) Capacity road section of (Plzeň)–D5 motorway–Nepomuk–Blatná–D4(Nová Hospoda)–Písek–Vodňany–České Budějovice;
- b) Capacity road section of Písek–Tábor–D3 motorway–Pelhřimov–D1 motorway.

Delimitation reasons:

Transfer of possible increased traffic load between the regions concerned. I/20 road section. I/29 road Písek–Oltyně, I/19 road Oltyně–Tábor–D3 motorway–Pelhřimov and I/34 Pelhřimov–D1 motorway.

Spatial planning tasks:

Examine, in co-operation with the Ministry of Transport, the possibility of addressing the section of the I/20 road Písek–Vodňany–České Budějovice as a capacity road.

Responsibility: South Bohemian Region in co-operation with the Ministry of Transport



Water transport

(123) VD1

Delimitation:

The Labe River: Pardubice–CR/Germany border (–Dresden).

Delimitation reasons:

Creation of territorial conditions for providing the navigability of the Labe River as a waterway of international importance. Part of the TEN-T.

Tasks for the ministries and other central administration authorities:

- a) Examine the reality and effectiveness of the navigability and the need to improve the parameters of waterways used, including the possible determination of conditions for the creation of territorial reserves.
- b) Examine the possibilities of minimizing the impacts of navigability on the environment.

Responsibility: Ministry of Transport in co-operation with the Ministry of the Environment

Deadline: till 2021

Spatial planning tasks:

Take into account the conclusions arising from the completed task for the ministries and other central administrative authorities.

Responsibility: Pardubice Region, Central Bohemian Region, Ústí nad Labem Region

(124) VD2

Delimitation:

Waterway used on the Vltava River in the section of Mělník (confluence with the Labe River)–Prague–Třebeň.

Delimitation reasons:

Provision of the parameters of waterways of transport importance used as part of inland waterway transport network and part of the TEN-T.

Spatial planning tasks:

Take into account the conclusions arising from the completed task for the ministries and other central administrative authorities.

Responsibility: Capital City of Prague, Central Bohemian Region

(124a) VD3

Delimitation:

Waterway used on the Vltava River in the section of Třebeň–České Budějovice.

Delimitation reasons:

Provision of the parameters of waterways of transport importance used as part of inland waterway transport network and for recreational navigation.

Spatial planning tasks:

According to the completed task of the Ministry of Transport in Chapter 7.3, the regions shall define a corridor for the waterway in the section Třebeň–České Budějovice.

Responsibility: Central Bohemian Region, South Bohemian Region

(125) Article repealed.

(126) Article repealed.

(127) Article repealed.

(128) Article repealed.

Combined transport

(129) Article repealed.

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

Delimitation:

- a) Freight transport terminals of Ostrava, Plzeň, Přerov, Brno (roads, railways, or airports),
- b) Inland river ports of Prague, Děčín, Ústí nad Labem, Lovosice, Mělník and subsequently Pardubice.

Delimitation reasons:

A gradual staged construction of the PLC network connected to rail, road and possibly also water and air transport, built according to a unified concept for the purpose of providing transshipment and a wide range of logistics services. The PLC network shall make it possible to optimize road transport and apply the principle of co-modality (efficient use of different modes of transport operated independently or within multimodal integration in order to achieve optimal and sustainable use of resources). Part of the

European network of public terminals and the TEN-T ports.

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

In the decision-making process and assessing plans for the changes in the territory, take into account the current availability of transport modes for the envisaged public terminals and also give priority to transport flows and the possibility of their transfer by the PLC outside the specially protected natural areas, NATURA 2000 sites and significant residential accumulation.

Spatial planning tasks:

Examine the territorial conditions for the location of the development plan and, according to the results of the verification, delimit the territory or provide the protection of the territory by delimitation of territorial reserves, or delimitation of areas for inland river ports in Prague, Děčín, Ústí nad Labem, Lovosice, Mělník and subsequently Pardubice.

Responsibility: Capital City of Prague, Pardubice Region, Central Bohemian Region, Ústí nad Labem Region

Airports

(131) L1

Delimitation:

New parallel take-off and landing runway (VPD), take-off and approach areas (VPP) of Prague-Ruzyně Airport, including related check-in capacities, modernization of facilities and safety of airport operation.

Delimitation reasons:

Increasing the capacity of the international airport, improving the safety of air traffic (in terms of operational safety and protection of aviation against acts of unlawful interference). Part of the TEN-T.

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

Coordinate the plan of the new parallel take-off and landing runway with the plan of connecting the Prague-Ruzyně Airport to the railway network. After the implementation of the new parallel take-off and landing runway, examine the possibility of further use of the 12/30 runway.

Spatial planning tasks:

a) Depending on the development needs of the Prague-Ruzyně Airport, address

the territorial development of the affected municipalities.

b) Address the connection of the airport to other modes of transport (preferably the railway network).

Responsibility: Capital City of Prague, Central Bohemian Region

(132) L2

Delimitation:

Extension and widening of the existing take-off and landing runway, take-off and approach areas of the Karlovy Vary Airport, including the necessary extension of the airport facilities themselves.

Delimitation reasons:

Increasing the capacity of the international airport, improving air traffic safety.

Spatial planning tasks:

a) Depending on the development needs of the Karlovy Vary Airport, address the territorial development of the affected municipalities.

b) Address the connection of the airport to other modes of transport.

Responsibility: Karlovy Vary Region in co-operation with the Ministry of Transport

(133) Article repealed.

(133a) L3

Delimitation:

Extension and widening of the existing take-off and landing runway, take-off and approach areas of the Brno-Tuřany Airport, including the necessary extension of the airport facilities themselves.

Delimitation reasons:

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

Spatial planning tasks:

a) Depending on the development needs of the Brno-Tuřany Airport, address the territorial development of the affected municipalities.

b) Address the connection of the airport to other modes of transport.

Responsibility: South Moravian Region in co-operation with the Ministry of Transport



Chart 4 – Rail transport

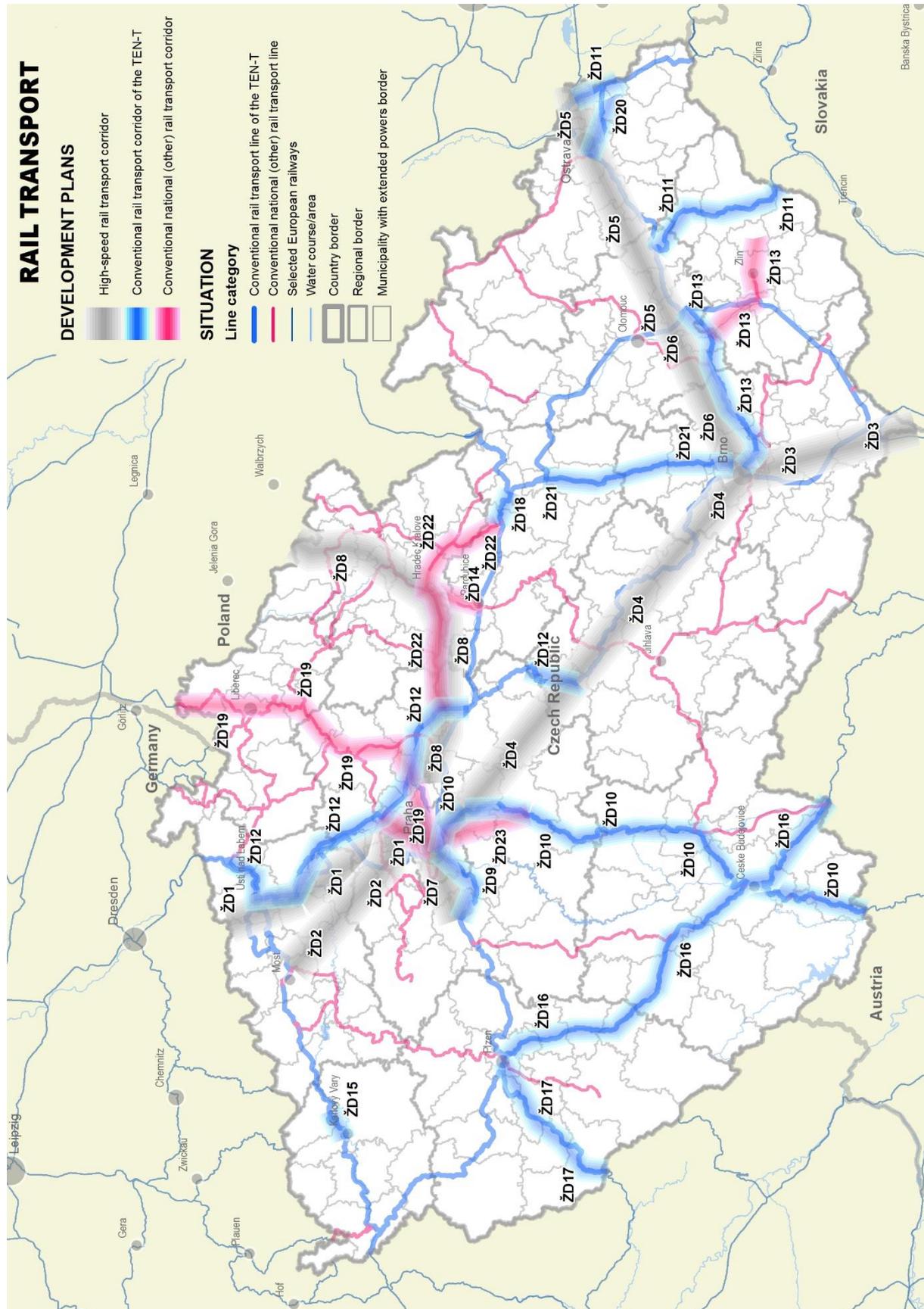
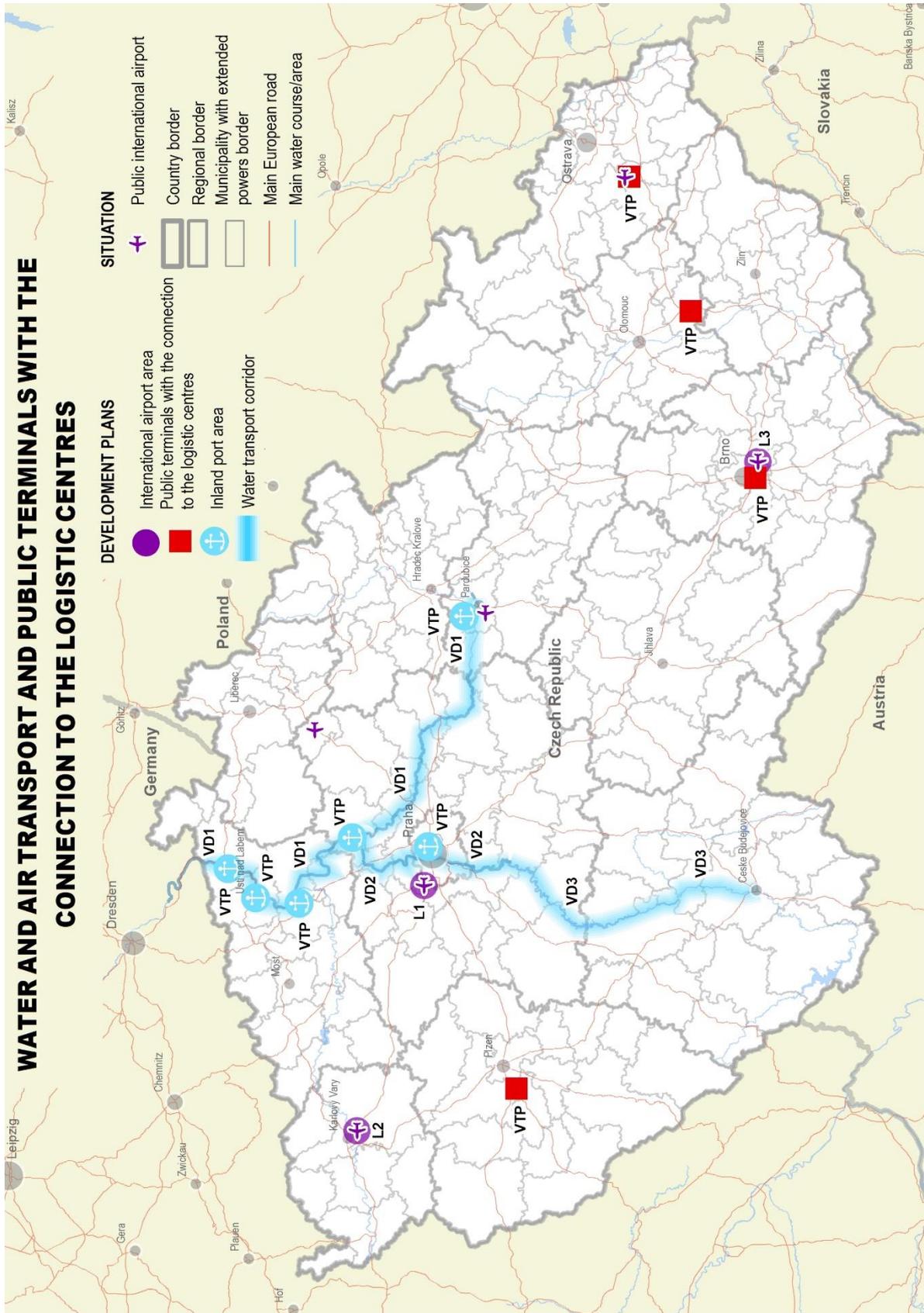




Chart 6 – Water and air transport and public terminals with the connection to the logistic centres



6. TECHNICAL INFRASTRUCTURE CORRIDORS AND AREAS AND RELATED DEVELOPMENT PLANS



6 TECHNICAL INFRASTRUCTURE CORRIDORS AND AREAS AND RELATED DEVELOPMENT PLANS

6.1 RESOURCES

- (134) Technical infrastructure as a part of public infrastructure is set up and used in the public interest. Systems of operational sets, lines, buildings, equipment and technical infrastructure areas necessarily require coordination in the territory, especially with regard to the protection of this territory for subsequent use by future generations. The purpose of delimitation of technical infrastructure corridors and areas in the Spatial Development Policy CR is to create territorial conditions for the location of power and gas networks, long-distance pipelines (oil pipelines, product pipelines), water and sewage networks, areas for waste management and protected areas of surface water sources which have an impact on the development of the territory of the Czech Republic, their importance extends beyond the territory of one region and enable the interconnection of technical infrastructure systems with neighbouring countries. Technical infrastructure corridors and areas are shown schematically in the SDP CR.
- (135) The networks of individual technical infrastructure systems are, among others, the bearers of land use limits (protection regimes) and therefore coordination in their location is necessary, both in relation to the built-up and undeveloped areas, especially in relation to transport infrastructure.
- (136) Sources of individual systems of technical infrastructure (power plants, power stations, heating plants, heating facilities, gas storage tanks, compressor stations, crude oil storage tanks, crude oil pumping stations, water tanks, springs, water treatment plants, wastewater treatment plants, landfills/waste storage facilities, waste incineration plant and others) are costly in terms of both financial and territorial requirements. It is necessary to carry out the delimitation of areas, corridors and territorial reserves for the location of technical infrastructure development plans within the framework of spatial planning. Binding delimitation of the technical infrastructure corridor in the Spatial Development Policy CR means the indication of the places to be connected by the plan in its text part. Graphic diagrams, or data on the technical parameters of the plan, if any, are of informative importance. If there is an overlap of an area or a corridor for a plan delimited in the Spatial Development Policy CR with another plan that is not delimited in the Spatial Development Policy CR or with a plan for which a territorial reserve has been delimited in the spatial planning documentation, no conditions which would make it impossible or made it significantly more difficult to implement the plan delimited in the SDP CR can be specified in spatial planning documentation if these conditions do not result from the state or limits of land use.

6.2 CONCEPT

- (137) Criteria and conditions for the decision-making process on the changes in the territory:
In the decision-making process and assessing development plans, it is essential to monitor especially:
- a) Meeting international and national requirements for the diversification of transport routes,
 - b) Providing adequate parameters of transmission systems and their reliability and security, including safe storage,
 - c) Providing coordination with foreign systems in the case of cross-border development plans,
 - d) Minimizing conflicts with nature and landscape protection and cultural and civilizational values of the territory,
 - e) Compliance with the requirements of international treaties and the Regulation of the European Parliament and of the Council on guidelines for trans-European energy infrastructure networks TEN-E and the Union list of projects of common interest.
- (138) Spatial development tasks:
- a) Regions shall specify the delimitation of technical infrastructure corridors and areas in the spatial development principles while respecting the



- reasons for the delimitation and the criteria and conditions for the decision-making process,
- b) Regions and municipalities shall provide the territorial protection of delimited corridors and areas in the subsequent spatial planning documentation by specifying the corridors and areas for the location of the project or the territorial reserve⁸,
- c) Regions shall deal with the territorial context of delimited corridors and areas when developing spatial planning documentation.

Responsibility: Regions

Spatial development policy delimits the following technical infrastructure corridors and areas and related development plans:

Electric power sector

(139) E1

Delimitation:

Corridor for the 400 kV Otrokovice–Vizovice–Střelná–CR/Slovak Republic border (–Povážska Bystrica) power line.

Delimitation reasons:

Connection of the Czech electricity power system to the European power system to provide security of electricity supply.

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

Create conditions for the passage through the territory with the minimization of impacts on the environment, especially in the Vizovické vrchy–Střelná–CR/Slovak Republic border (– Považská Bystrica) section in the decision-making process and assessing the development plans.

Spatial planning tasks:

Examine the territorial conditions for the location of the development plan based on the completed task of the ministries and provide protection of the territory for this development plan by delimitation of territorial reserves, or delimitation of corridors and areas according to the results of the examination.

Responsibility: Zlín Region

(140) E2

Delimitation:

Area for the 400/110 kV Vítkov electric power station and corridors for the 400 kV Hradec–Vernéřov, Vernéřov–Vítkov, Vítkov–Přeštice double power line.

Delimitation reasons:

Providing the 400/110 kV Vernéřov and Vítkov transformation connection and their connection to the 400 kV Hradec–Vernéřov, Vernéřov–Vítkov a Vítkov–Přeštice transmission system. Part of the TEN-E.

(141) E3

Delimitation:

Corridor for the 400 kV Prosenice–Nošovice double power line with a branch to the Kletné power station, including related areas for the extension of the Prosenice, Nošovice and Kletné electrical stations.

Delimitation reasons:

Corridor and areas to enable an increase in the transmission capacity of the north-south profile in Moravia and the electric power system reliability. Improvement of the transit function of the transmission system within the European energy system.

(142) E4a

Delimitation:

Area for extension including corridors for the power and heat output including the necessary infrastructure of the Temelín, Ledvice, Počeradý, Prunéřov, Tušimice, Dětmarovice, Mělník and Dukovany power plants, including the area of the water reservoir to provide the long-term operation of the Dukovany power plant (if necessary) and corridors for interconnection with the nearest substation.

Delimitation reasons:

Area and corridors for the renewal of existing or new resources in locations with suitable territorial conditions and the necessary public infrastructure, together with the conditions for their output transfer to the transmission system.

⁸ See Section 36 (1) of Act No. 183/2006 Coll. as amended

Tasks for the ministries and other central administration authorities:

Check the reality or feasibility of the location development plan for the placement of the water reservoir area to provide long-term operation of the Dukovany power plant.

Responsibility: Ministry of Industry and Trade in co-operation with the Ministry of the Environment, Ministry of Agriculture, administrative authorities concerned, Vysočina Region and South Moravian Region.

Deadline: 2025

Spatial planning tasks:

- a) Create territorial conditions for the development of public infrastructure, related and conditional changes in the territory caused by the extension of the Temelín and Dukovany power plants.
- b) Examine the territorial conditions for the location of the water reservoir development plan to provide long-term operation of the Dukovany power plant with regard to minimizing impacts on nature and landscape protection and to provide delimitation of territorial reserves according to the results of the examination based on the fulfilment of the Ministry of Industry and Trade task.

Responsibility: South Bohemian Region, Vysočina Region, South Moravian Region

(143) **E4b**

Delimitation:

Area for the Blahutovice power plant, including a corridor for the electrical power output and the necessary water reservoir.

Delimitation reasons:

Long-term territorial protection of areas for the future construction of power plants as a replacement of those power plants whose service life is ending.

Tasks for the ministries and other central administration authorities:

- a) Check the feasibility of the development plan, including the area for the reservoir location.

Deadline: 2025

- b) Subsequently examine the possibility of power output.

Deadline: 2025

Responsibility: Ministry of Industry and Trade in co-operation with the Ministry of

Agriculture, Ministry of the Environment, administrative authorities concerned and corresponding regions

Spatial planning tasks:

Retain the territorial reserve for the development plan in the spatial development principles and, after examination by the Ministry of Industry and Trade, define the territorial reserve for the heat output.

Responsibility: Moravian-Silesian Region, Olomouc Region

(144) **E5**

Delimitation:

Area for a new 400/110 kV Prague-north power station and a corridor for its connection to the transmission system by its looping onto the existing 400 kV Výchkov-Bohemia-centre line.

Delimitation reasons:

Area for a power station and a corridor for its connection to the transmission system that shall contribute to increasing reliability and strengthening the power supply from the transmission system to the centres of cumulative and growing consumption with importance exceeding the territory of one region.

(145) Article repealed.

(146) **E7**

Delimitation:

Corridor for the 400 kV Kočín–Mírovka double line, including related areas for extension of power stations.

Delimitation reasons:

Corridors that shall enable an increase in the output of the resources to the transmission system of the Czech Republic. Part of the TEN-E.

(147) **E8**

Delimitation:

Area for the new 400/110 kV Rohatec power station and a corridor for the connection of power output from the power station to the transmission system by the 400 kV Otrokovice–Rohatec line and its looping onto the Sokolnice–CR/Slovak Republic borderline (–Křižovany) to the Rohatec power station.



Delimitation reasons:

Enabling the increase in the reliability of the power supply for the consumption area within the territory of several regions and providing the supply in case of consumption increase for the South Moravia area.

(148) Article repealed.

(149) **E10**

Delimitation:

Corridors for the 400 kV Výchov–Chotějovice line and corridors for the 400 kV double lines in the Výchov–Babylon and Babylon–Bezděčín routes, including the related area for the extension of the Výchov power station.

Delimitation reasons:

Corridors and areas enabling the connection of the Chotějovice and Výchov power stations and thus providing the power output from the new planned sources (power plants) to the Czech transmission system in order to increase the reliability of the system in the area of northern Bohemia.

Spatial planning tasks:

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

Responsibility: Liberec Region

(150) Article repealed.

(150a) **E12**

Delimitation:

Corridor for the 400 kV double line in parallel with the existing Slavětice–Sokolnice line and related areas for the extension of the Slavětice and Sokolnice power stations.

Delimitation reasons:

Areas for the extension of power stations and the corridor to strengthen the reliability of the transmission system.

(150b) **E13**

Delimitation:

Corridor for the 400 kV Sokolnice–CR/Austria border double line and related areas for the extension of the Sokolnice power station.

Delimitation reasons:

Strengthening connections in the direction of Austria.

Spatial planning tasks:

Examine the territorial conditions for the location of the development plan and, according to the results of the examination, provide the protection of the territory for this development plan to minimize the impact on the values of the territory, for which it was declared a UNESCO biosphere reserve, and minimize the impact on the protection subjects and objectives of the Pálava Protected Landscape Area by the delimitation of the corridor and areas.

Responsibility: South Moravian Region

(150c) **E14**

Delimitation:

Corridors for the 400 kV Bohemia-centre–Chodov and Bohemia-centre–Týnec double line and related areas for the extension of the 400/110 kV Týnec and Bohemia-centre power stations.

Delimitation reasons:

Areas and corridors enabling an increase in the output of the resources, transport of output from the production areas to the consumption areas in the west-east direction and providing an increase in reliability in the area of Central Bohemia.

(150d) **E15**

Delimitation:

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

Delimitation reasons:

Corridors and areas enabling an increase in the output of resources, transport of output from the production areas to the consumption areas and providing an increase in reliability in the area of Central and Northern Moravia.

(150e) **E16**

Delimitation:

Corridor for the 400 kV Nošovice–CR/Slovak Republic border (–Varín)

double line including related areas for the extension of the Nošovice electric station.

Delimitation reasons:

Corridor and area enabling to strengthen connections and cooperation within European interconnected networks.

(150f) **E17**

Delimitation:

Corridors for the 400 kV Hradec–Chrást and Chrást–Přeštice double lines, including related areas for the extension of the 400/110 kV Hradec, Chrást and Přeštice power stations.

Delimitation reasons:

Areas and corridors enabling an increase in the output of resources, transport of output from the production areas to the consumption areas and providing an increase in reliability in the area of Western Bohemia.

(150g) **E18**

Delimitation:

Corridors for the 400 kV Hradec–Výškov, Hradec–Řeporyje and Hradec–Mírovka double lines and areas for extension of the 400/110 kV Hradec, Výškov, Řeporyje and Mírovka electric stations.

Delimitation reasons:

Corridors for lines and areas of power stations enabling an increase in the power of sources, transport of power output from the production areas to the consumption areas in the west-east direction and providing an increase in the reliability of the transmission system transit capacity.

(150h) **E19**

Delimitation:

Corridors for the 400 kV Otrokovice–Sokolnice and Prosenice–Otrokovice double lines and related areas for extension of the 400/110 kV Prosenice, Otrokovice and Sokolnice electric stations.

Delimitation reasons:

Corridors for lines and areas of power stations enabling the transport of power from the production areas to the consumption areas in a north-south direction and providing an increase in the reliability of the transmission system transit capacity.

Spatial planning tasks:

Examine the territorial conditions for the location of the development plan based on the completed task of the ministries and provide protection of the territory for this development plan by delimitation of territorial reserves, or delimitation of corridors and areas according to the results of the examination.

Responsibility: Zlín Region

(150i) **E20**

Delimitation:

Corridors for the 400 kV Kočín-Dasný, Kočín–Slavětice and Slavětice–Čebín double line and related areas for the extension of the 400/110 kV Dasný, Kočín, Čebín and Slavětice power stations.

Delimitation reasons:

Corridors for lines and areas of power stations enabling an increase in the power of sources, transport of power output from the production areas to the consumption areas and providing reliability in consumption in the area of South Moravia.

Spatial planning tasks:

Examine the territorial conditions for the location of the development plan based on the completed task of the ministries and provide protection of the territory for this development plan by delimitation of territorial reserves, or delimitation of corridors and areas according to the results of the examination.

Responsibility: Vysočina Region, South Bohemian Region

(150j) **E21**

Delimitation:

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

Delimitation reasons:

Corridors and areas that shall enable the performance of resources connected to the transmission system and increase the reliability of transmission. Part of the TEN-E.



(150k) **E22**

Delimitation:

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

Delimitation reasons:

Area and corridor for the power station and lines enabling an increase in reliability and strengthening of electricity supply from the transmission system in the Ostrava territory. Connection of the new station to the transmission system to be realized by the connection to the existing Albrechtice–Dobruška resp. Nošovice–Wielopole line.

(150l) **E23**

Delimitation:

Area of the 400/110 kV Lískovec power station, including corridors for its connection to the transmission system and area for the extension of the Nošovice and Kletné power stations.

Delimitation reasons:

Area and corridor for the power station and lines, which shall increase the reliability and strengthen the power supply from the transmission system in the Ostrava territory.

(150m) Article repealed.

(150n) **E25**

Delimitation:

Corridor for the 110 kV line in the Nový Bor–Nová Huť–electric station Varnsdorf route.

Delimitation reasons:

Provide reliable and capacity power supply to the Šluknovský výběžek area.

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

Minimize the impact on the environment, especially in the section passing through large specially protected areas.

Spatial planning tasks:

Delimit a corridor for the development plan in the spatial planning principles based on the conclusions of the spatial study *Examination of a possible variant of the 110 kV line supplying the Šluknovský výběžek area*, carried out by the Ministry of Regional Development and follow-up

procedures within the territorial preparation of the development plan.

Responsibility: Ústí nad Labem Region, Liberec Region

(150o) **E26**

Delimitation:

Area of the 400/110 kV Opočíněk power station, including the corridor for its connection to the transmission system and corridors for the 400 kV Bohemia centre–Opočíněk and Opočíněk–Sokolnice double lines, including related areas for the extension of the Bohemia centre and Sokolnice power stations.

Delimitation reasons:

Area and corridors for the power station and lines enabling an increase in reliability and strengthening of electricity supply from the transmission system to the Pardubice and Hradec Králové Regions and increase the transit function of the transmission system within the European energy system.

Tasks for the ministries and other central administration authorities:

Examine the effectiveness and reality of the development plan.

Responsibility: Ministry of Industry and Trade in co-operation with the administrative authorities concerned and the Pardubice, Vysočina and South Moravian Regions

Deadline: 2023

(150p) **E27**

Delimitation:

Corridors for the 400 kV double lines in the Přeštice–Milín, Milín–Chodov, Milín–Sokolnice, Milín–Orlík power plant sections and related areas for the extension of the Milín, Přeštice, Chodov and Sokolnice power stations.

Delimitation reasons:

Corridors and areas that shall enable the provision of the performance of the sources connected to the transmission system and increase in the transmission reliability, even in connection with the planned gradual run-down of the 220 kV network.

Tasks for the ministries and other central administration authorities:

Examine the effectiveness and reality of the development plan.

Responsibility: Ministry of Industry and Trade in co-operation with the administrative authorities concerned and the Central Bohemian, South Bohemian, Vysočina and South Moravian Regions

Deadline: 2023

(150q) **E28**

Delimitation:

Area of the 400/110 kV power station in the Chýnov–Pelhřimov location, including the corridor for its connection to the transmission system and the corridor for the connection of the 400 kV Milín–Sokolnice line.

Delimitation reasons:

Area and corridors for the power station and lines enabling an increase in reliability and strengthening the power supply from the transmission system to the South Bohemian Region and the Vysočina Region, despite the planned gradual attenuation of the 220 kV network.

(150r) **E29**

Delimitation:

Area of the 400/110 kV Malešice power station, including the corridor for its connection to the transmission system.

Delimitation reasons:

Area and corridor for the power station and lines enabling increased reliability and strengthening of power supply from the transmission system to the Capital City of Prague despite the planned gradual attenuation of the 220 kV network.

Natural gas sector

(151) Article repealed.

(152) **P2**

Delimitation:

Corridor for the gas pipeline of the transmission system in the South Moravian Region, leading from the vicinity of the Břeclav compression station on the Czech/Austria border (–Baumgarten) and

the area for the new Poštorná border transfer station.

Delimitation reasons:

Providing a corridor for the interconnecting gas pipeline of transmission systems in the Czech Republic and Austria in the South Moravian Region, including the Poštorná border transfer station.

(153) **P3**

Delimitation:

Corridor for the gas pipeline of the transmission system in the Moravian-Silesian Region, leading from the vicinity of the municipality of Děhylov to the municipality of Hať on the CR/ Poland border.

Delimitation reasons:

Enabling the future interconnection of transmission systems in the Czech Republic and Poland.

(154) Article repealed.

(155) Article repealed.

(156) Article repealed.

(157) Article repealed.

(158) Article repealed.

(159) **P9**

Delimitation:

Corridor for the gas pipeline of the transmission system called "Moravia-high-pressure gas pipeline", leading from the vicinity of the municipality of Tvrdonice in the South Moravian Region through the territory of Zlín and Olomouc Regions to the municipality of Libhošť in the Moravian-Silesian region, including the area for construction of a new compressor station near the Libhošť municipality.

Delimitation reasons:

Providing a corridor for strengthening and backing up a national gas transmission route through several regions.

(160) Article repealed.



(160a) **P12**

Delimitation:

Corridor for the gas pipeline of the transmission system leading from the vicinity of the municipality of Libhošť to the Třanovice underground storage facility.

Delimitation reasons:

Providing a corridor to strengthen the national gas transmission route.

(160b) **P13**

Delimitation:

Corridor for the gas pipeline of the transmission system leading from the vicinity of the municipality of Libhošť to the municipality of Děhylov.

Delimitation reasons:

Providing a corridor to strengthen the national gas transmission route.

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

Minimization of impacts on nature protection, especially on the Poodří Protected Landscape Area.

(160c) **P14**

Delimitation:

Area for gas storage in the Břeclav location.

Delimitation reasons:

Area of the underground gas storage to ensure the provision of natural gas supply.

(160d) Article repealed.

(160e) **P16**

Delimitation:

Corridor for the transit high-pressure gas pipeline of the transmission system leading from the (Sayda-) Germany/CR border-Hora Svaté Kateřiny-Přimda-CR/Germany border (-Waidhaus).

Delimitation reasons:

The high-pressure gas pipeline DN 1400 of the transmission systems leading from the vicinity of municipality of Hora Svaté Kateřiny (CR/Germany border) to the municipality of Přimda forms part of the Capacity4Gas project, which aims to increase the security of gas supply in the Czech Republic and the whole region of Central and

Eastern Europe and strengthen its strategic role in the Czech Republic. in the field of international gas transit. The pipeline route runs mainly in parallel with the already existing gas infrastructure

(161) Article repealed.

Long-distance product pipelines

(162) **DV1**

Delimitation:

Corridor for doubling the pipeline to the Družba oil pipeline in the central axis of the Morava River between the municipalities of Rohatec and Holíč-Klobouky, Klobouky-Rajhrad, Radostín-Kralupy- central oil tank farm (hereinafter referred to as "COTF") Nelahozeves, COTF Nelahozeves-Litvínov. Area for the construction of a new oil pumping station in the municipality of Golčův Jeníkov. Area for the construction of new Velká Bíteš oil storage tanks.

Delimitation reasons:

Providing the transport of strategic raw material for the Czech Republic and thus ensuring an increase in oil transport from Russia to the Czech Republic (possible increase in oil processing at the Litvínov and Kralupy refineries). It is an independent transport of various types of crude oil (REB, MND, Caspian crude oil) including diversification of oil transportation through the territory of the Czech Republic.

(163) **DV2**

Delimitation:

Corridor for doubling the pipeline to the IKL oil pipeline between the COTF Nelahozeves- Rozvadov and the area for the construction of storage tanks near the municipality of Benešovice on the IKL oil pipeline.

Delimitation reasons:

Providing the transport and increasing the storage capacity of strategic raw material for the Czech Republic. Diversification of crude oil transportation through the Czech Republic.

(164) **DV3**

Delimitation:

Corridor for the extension of the product pipeline in the Loukov–Sedlnice and Sedlnice–Mošnov Airport sections.

Delimitation reasons:

Providing the transport of strategic oil products – fuel in the Czech Republic in the Loukov–Sedlnice section. Corridor for the product pipeline in the section Sedlnice–Mošnov Airport section.

(165) **DV4**

Delimitation:

Corridor for the product pipeline to the Potěhy warehouse complex in the Horky cadastral area with a connection to the city of Kolín bypass in the Polepy cadastral area (parallel to the oil pipeline).

Delimitation reasons:

Providing transport of strategic oil products - fuel in the Czech Republic.

(165a) **DV5**

Delimitation:

Litvínov–CR/Germany border (–Spergau) oil pipeline: project to extend the Družba oil pipeline, transporting crude oil from the South Branch system from the Litvínov refinery to the TRM Spergau refinery, across the CR/Germany border.

Delimitation reasons:

Providing transport of strategic raw material by connecting the Southern (Czech Republic via the Slovak Republic) and Northern (Germany via Poland) branches of the Družba oil pipeline and thus enabling two-way oil pumping between the two refineries. The project means a significant strengthening of energy security in both the Czech Republic and Germany, especially in reducing the transport capacity of one of the branches of the Družba pipeline. It shall also enable the capacity partial supply of oil to the Spergau refinery via Italy, Germany and the Czech Republic via the TAL/IKL pipeline from the Trieste marine terminal. Part of the TEN-E.

Tasks for the ministries and other central administration authorities:

Prepare documents for territorial changes necessary for the implementation of the development plan.

Responsibility: Ministry of Industry and Trade

Spatial planning tasks:

Examine the territorial conditions for the location of the plan and according to the results of the examination to provide the protection of the territory for this development plan in the territory of the Ústí nad Labem Region.

Responsibility: Ústí nad Labem Region

(166) Article repealed.

Water management

(167) **LAPV**

Delimitation:

Areas morphologically, geologically and hydrologically suitable for surface water accumulation (Surface Water Accumulation Protected Areas – LAPV).

Delimitation reasons:

Territorial protection of locations suitable for surface water accumulation for possible addressing the climate change impacts, especially for the reduction of adverse effects of floods and droughts in the long-term horizon (in the next fifty to one hundred years).

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

Providing long-term territorial protection of areas suitable for surface water accumulation from other activities that could significantly complicate or prevent their future use for this purpose on the basis of the developed *General plan of surface water accumulation protected areas and the basic principles for the use of these areas*.

Tasks for the ministries and other central administration authorities:

Prepare materials for the delimitation of the areas.



Responsibility: Ministry of Agriculture in co-operation with the Ministry of the Environment

Deadline: Continuously

Spatial planning tasks:

The regions shall delimit in the spatial development principles the areas specified in the *General plan of surface water accumulation protected areas and the basic principles for the use of these areas* as territorial reserves or as delimited areas; delimited areas only in case when the possibilities of other measures to provide water services have already run out and the impacts of climate change cannot be addressed by other means due to their impracticability or disproportionate costs and set out the basic principles for the use of these areas.

Responsibility: Regions concerned in co-operation with the Ministry of Agriculture and the Ministry of the Environment

(167a) VoD1

Delimitation:

Area for the Nové Heřminovy reservoir, including other necessary areas and corridors for measures to reduce flood risks in the Opava River basin.

Delimitation reasons:

Provide areas for the Nové Heřminovy reservoir and protection of the area for the location of the constructions, technical and nature-friendly measures to reduce flood risks in the upper Opava River with cross-border significance.

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

In the decision-making process and assessing plans, create conditions for related areas and corridors of public infrastructure. Provide territorial protection of locations for the implementation of technical and nature-friendly measures to reduce flood risks.

(167b) SNT

Delimitation:

Area for the Teplice dry reservoir, including other necessary areas and corridors for the constructions and measures to reduce flood risks in the Bečva River basin.

Delimitation reasons:

Provide areas for the Teplice dry reservoir and protection of the area for the location of the constructions, technical and nature-friendly measures to reduce flood risks in the Bečva River basin in the territory of several regions.

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

In the decision-making process and assessing plans, create conditions for the related areas and public infrastructure corridors. Provide territorial protection of locations for the implementation of the constructions, technical and nature-friendly measures to reduce flood risks.

Spatial planning tasks:

Create territorial conditions for the implementation of flood protection in the Bečva River basin by means of the constructions and technical and nature-friendly measures, including the Teplice dry reservoir. Provide areas and corridors for the location of the related public infrastructure.

Responsibility: Olomouc Region and Zlín Region in co-operation with the Ministry of Agriculture and the Ministry of the Environment

(168) Article repealed.

Deposition and storage of radioactive waste and spent nuclear fuel

(169) Sk1

Delimitation:

A potential area for a deep repository for high-level radioactive waste and spent nuclear fuel. A selection of the two most suitable (candidate) locations for the implementation of the deep repository shall be made from the potentially suitable areas with suitable properties of the rock massif and with suitable infrastructure for the construction of the repository.

Delimitation reasons:

Protection of potentially suitable areas for subsequent selection. The state is responsible under the conditions stipulated by law for the safe disposal of all radioactive

waste, including monitoring and checking the repositories even after their closure⁹.

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

- a) Take into account the conditions of territorial protection (in the sense of the Building Act) In potentially suitable areas with suitable properties for the construction of a repository.
- b) Take into account the conditions of territorial protection in two candidate locations.

Tasks for the ministries and other central administration authorities:

Make a selection of the final and backup location, taking into account the legitimate interests of the municipalities and regions concerned with their participation.

Responsibility: Ministry of Industry and Trade in co-operation with the Radioactive Waste Repository Authority

Deadline: 2030 at the latest

Spatial planning tasks:

- a) Do not change the current land use in a way that would make it impossible for the plan to be implemented in potentially suitable areas.
- b) Provide territorial protection of selected locations based on the fulfilment of the task for ministries.

Responsibility: Regions concerned

(169a) **Sk2**

Delimitation:

Area for the Central Spent Nuclear Fuel Storage Facility Skalka.

Delimitation reasons:

Providing storage capacity for spent nuclear fuel from nuclear power plants

⁹ Section 107 (4) of Act No. 263/2016 Coll., as amended.



Chart 7 – Electric power sector

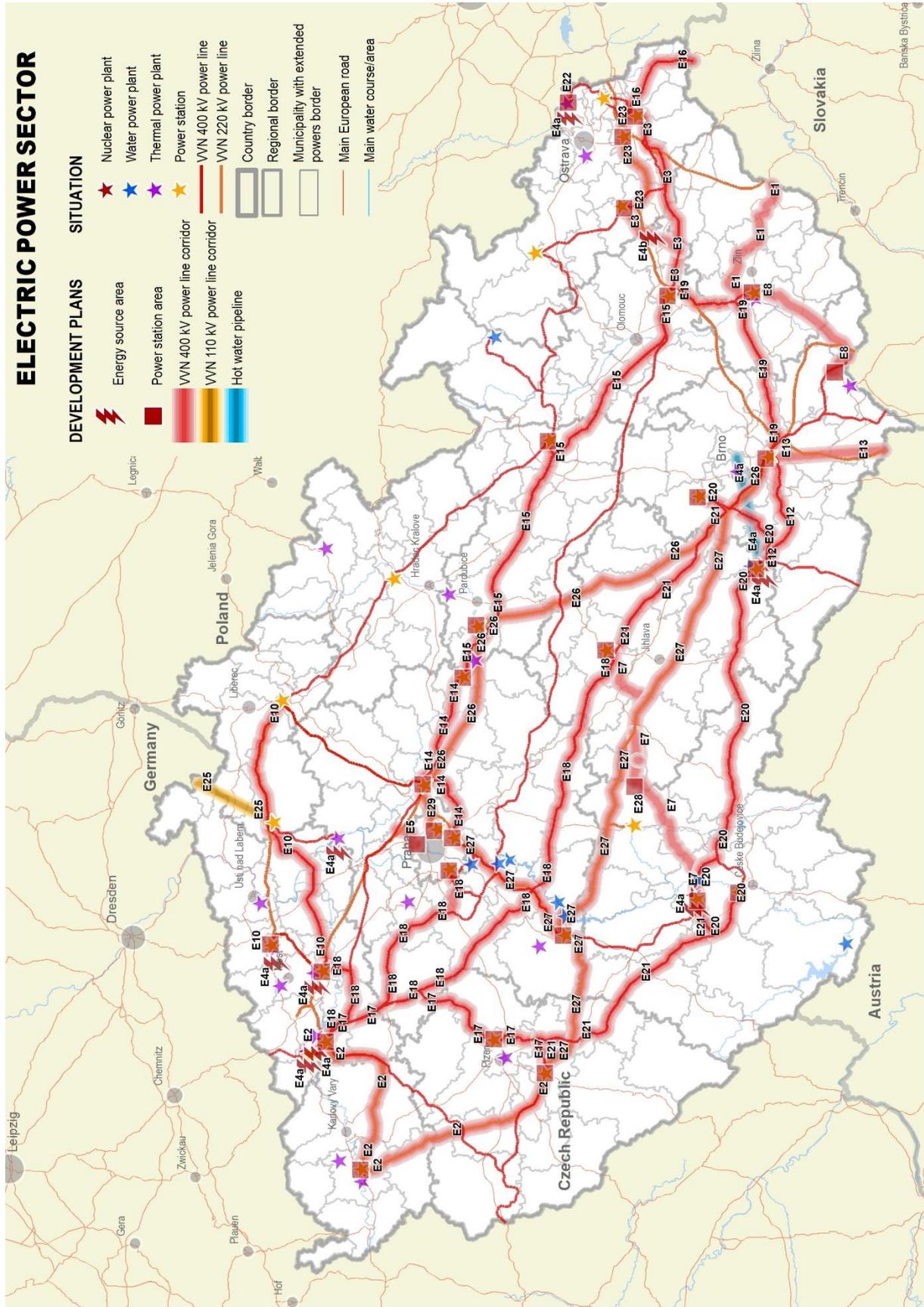


Chart 8 – Natural gas sector

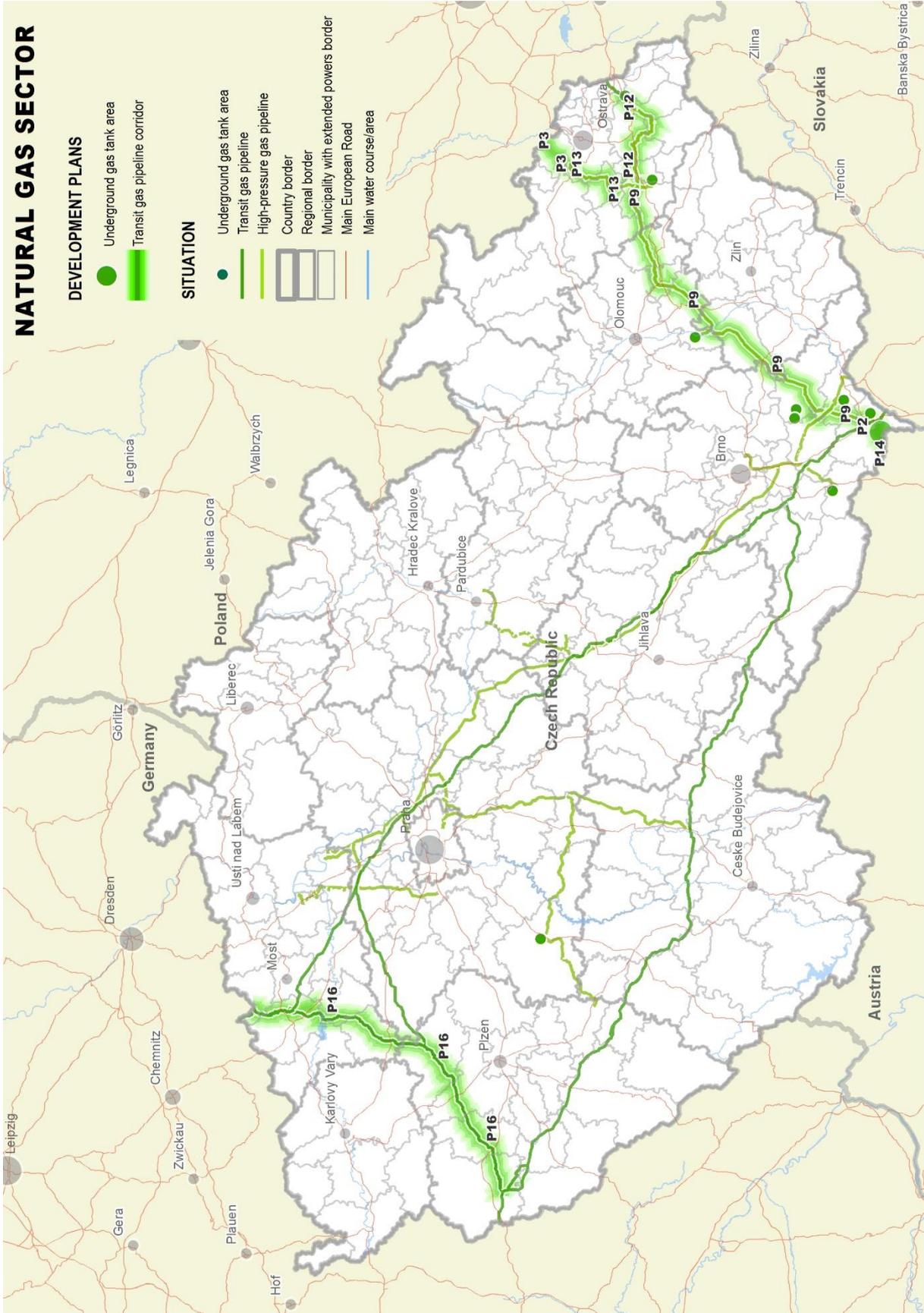
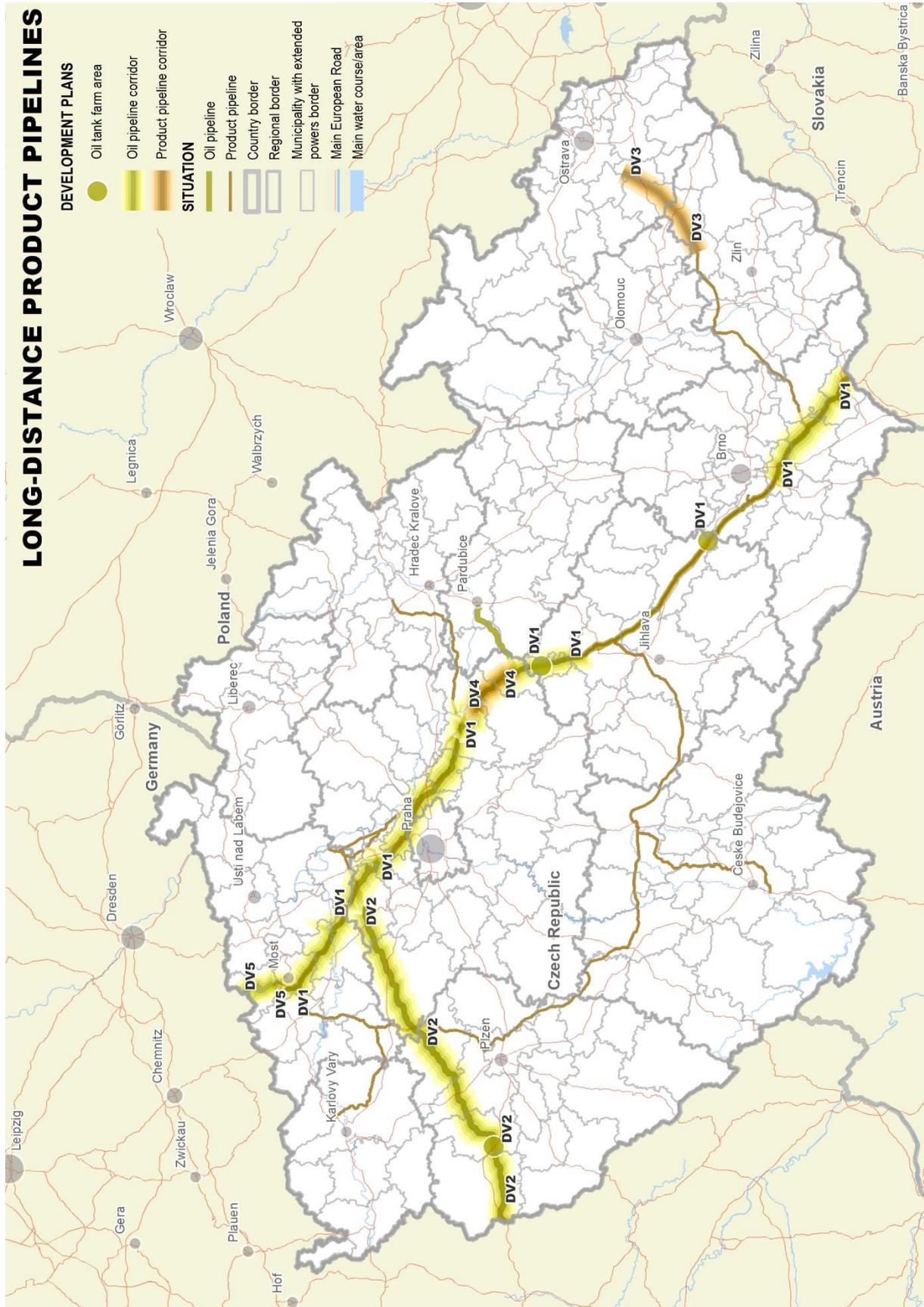




Chart 9 – Long distance product pipelines



**7. FURTHER TASKS FOR THE
MINISTRIES, OTHER CENTRAL
ADMINISTRATIVE AUTHORITIES
AND SPATIAL PLANNING**

7 FURTHER TASKS FOR THE MINISTRIES, OTHER CENTRAL ADMINISTRATIVE AUTHORITIES AND SPATIAL PLANNING

7.1 RESOURCES

(170) Article repealed.

(171) Article repealed.

7.2 CONCEPT

(172) Article repealed.

(173) Article repealed.

(174) Article repealed.

(175) Article repealed.

7.3 TASKS FOR THE MINISTRIES AND OTHER CENTRAL ADMINISTRATIVE AUTHORITIES

(176) Article repealed.

(177) Article repealed.

(178) Article repealed.

(179) Article repealed.

(180) Examine the effectiveness and feasibility of the Danube-Odra-Elbe (D-O-L) River canal connection in order to assess the issues of its possible implementation (including environmental aspects), transport efficiency and investment intensity of individual branches in a trans-European context.

Responsibility: Ministry of Transport in co-operation with the Ministry of the Environment, Ministry of Culture and Ministry of Agriculture

Deadline: 2023

(181) Article repealed.

(182) Article repealed.

(183) Article repealed.

(184) Develop spatial studies addressing problems beyond the borders of one region and, if necessary, develop spatial studies

examining the effectiveness, reality and spatial demands of development plans, or to design and examine possible corridor variants for technical and transport infrastructure development plans.

Responsibility: Ministry of Regional Development in co-operation with the ministries and regions concerned

Deadline: Continuously

(184a) Design conditions and develop expert background material for the delimitation of the site for exploration and prospecting of uranium deposits in the area south of the city of Přebyslav. Determine the conditions for the protection and possible use of the territory of the deposit in case of approval of the extension of the exclusive uranium deposit in this area.

Responsibility: Ministry of Industry and Trade in co-operation with the Ministry of the Environment

Deadline: 2022

7.4 SPATIAL PLANNING TASKS

Regions in the spatial planning documentation or its updates:

(185) Examine the possibilities of locating an industrial zone of approximately 100 ha to 200 ha, including examining the possibilities of using brownfields within the SOB4 specific area or the OB2 development



- area. Air pollution limits must be taken into account during this examination.
Responsibility: Moravian-Silesian Region
- (186) Article repealed.
- (187) Examine the territorial conditions for the location of the development plan for the Vizovice railway connection–Hranice na Moravě–CR/Slovak Republic border (–Půchov) line in the Vsetín–Horní Lideč section and provide protection of the territory for this development plan by the delimitation of the territorial reserve or possibly a corridor.
Responsibility: Zlín Region
- (188) Delimit a rail corridor for the connection of:
a) Chrudim–Pardubice,
b) Hradec Králové–Jaroměř.
Responsibility: Hradec Králové and Pardubice Region
- (189) Article repealed.
- (190) Article repealed.
- (191) Delimit a corridor for increasing the capacity and improving the Nymburk–Mladá Boleslav railway connection.
Responsibility: Central Bohemian Region in co-operation with the Ministry of Transport
- (192) Delimit a corridor for the railway connection in the Prague-Prague-Ruzyně Airport; Prague – Kladno sections.
Responsibility: Capital City of Prague and Central Bohemian Region in co-operation with the Ministry of Transport
- (193) Delimit a corridor for the capacity road in the Mohelnice–Jeseník section
Responsibility: Olomouc Region
- (194) Article repealed.
- (195) Examine the possibilities of improving the passability of the České Budějovice–Jindřichův Hradec–Třebíč–D1 road, in particular by implementing by-passes of towns and municipalities. Provide territorial protection to improve the passability of the delimited corridors for partial changes of the road route based on the examination.
Responsibility: South Bohemian Region
- (196) Article repealed.
- (197) Article repealed.
- (198) Delimit the territorial reserve for the Danube-Odra-Elbe River canal connection (D-O-L) and provide territorial protection until the government decides on further action.
Responsibility: Pardubice Region, Olomouc Region, South Moravian Region, Zlín Region and Moravian-Silesian Region
- (199) Article repealed.
- (200) Delimit a corridor for a gas pipeline for the Mělník steam-gas source.
Responsibility: Central Bohemian Region
- (201) Article repealed.
- (202) Delimit the area and determine the territorial conditions for the exploration, protection and possible use of the area for the uranium mining in the area south of the city of Přebyslav [following the fulfilment of the task referred to in Article (184a)].
Responsibility: Vysočina Region in co-operation with the Ministry of Industry and Trade and the Ministry of the Environment
- (203) Article repealed.
- (204) Delimit the area enabling the use of the territory for the Vlachovice waterworks as a water source for supplying the population with drinking water, including other necessary areas and corridors for constructions and accompanying technical and nature-friendly measures to reduce water scarcity, supply the population with drinking water, reduce flood risks and optimization of the water regime of the area in the Vlára River basin, including areas and corridors for the location of related public infrastructure.
Responsibility: Zlín Region
- (205) Delimit areas enabling the use of territory for the Kryry, Senomaty and Šanov waterworks and corridors for water feeders from the Ohře River to the Blšanka River and Rakovnický Brook basins with connection to the Kolečovice Brook, including other necessary areas and corridors for constructions and accompanying technical and nature-friendly measures to reduce water scarcity,

to reduce flood risks and to optimize the water regime of the area in the Blšanka River basin and the Rakovnický Brook basin, including areas and corridors for the location of related public infrastructure.

Responsibility: Ústí nad Labem Region and Central Bohemian Region in co-operation with the Ministry of the Environment, Ministry of Agriculture and the Ministry of Regional Development

- (206) Examine the possibilities of resolving the conflict between the transit traffic and the protection of the spa and natural healing resources of the city of Luhačovice.

Responsibility: Zlín Region

- (207) Delimit areas and corridors enabling the use of the territory for water feeder from the system of existing Slezská Harta-Kružberk waterworks, including areas and corridors for related constructions and accompanying technical and nature-friendly measures to reduce water scarcity and provide strengthening of water resources

in the Upper Morava River basin by the water from the Odra River basin, including areas and corridors for the location of related public infrastructure.

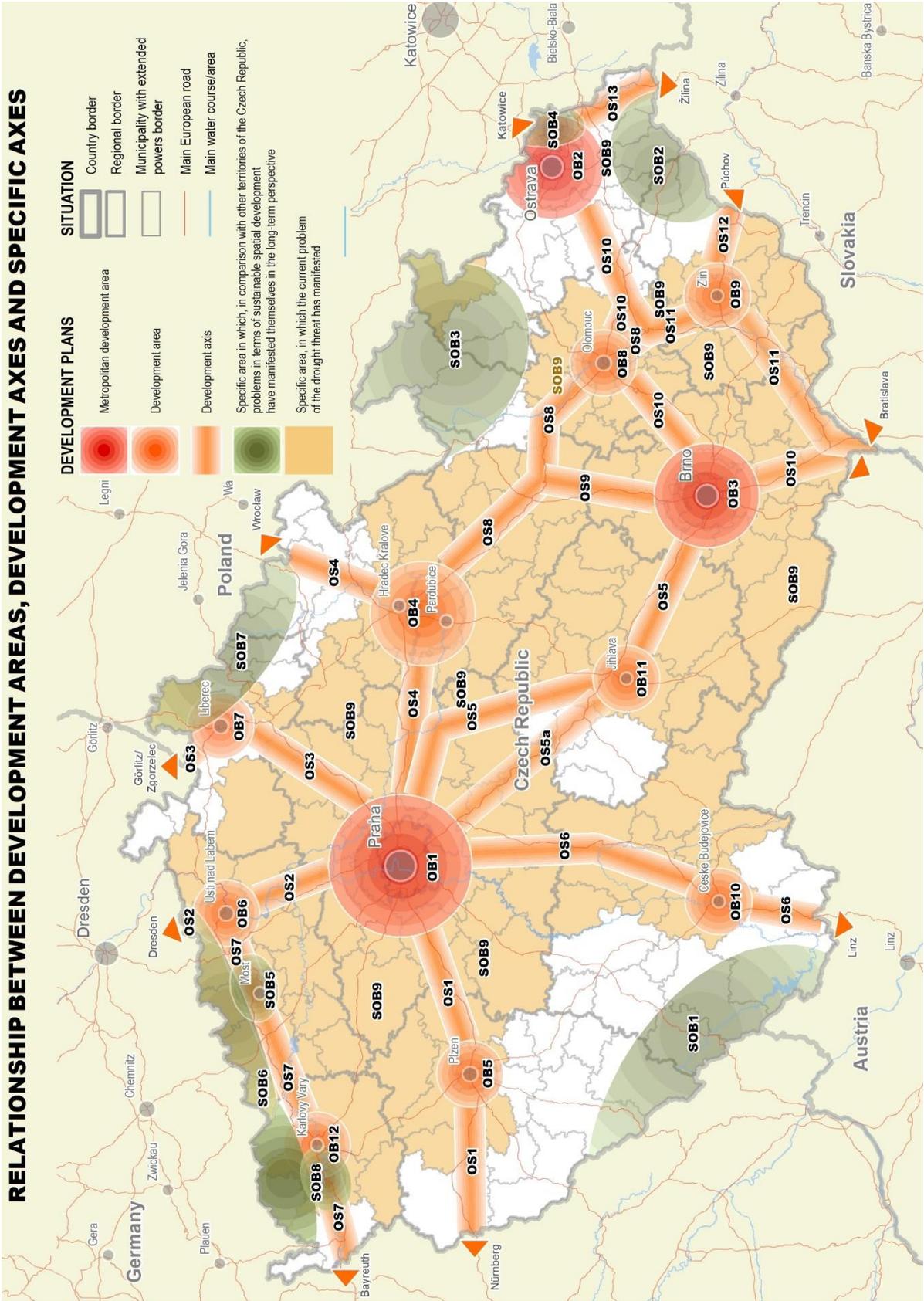
Responsibility: Moravian-Silesian Region and Olomouc Region in co-operation with the Ministry of the Environment, Ministry of Agriculture and Ministry of Regional Development

- (208) Examine the possibilities of expanding the take-off and landing runway of Ostrava-Mošnov Airport, including the necessary facilities to ensure the operation of the airport and related infrastructure.

Responsibility: Moravian-Silesian Region in co-operation with the Ministry of Transport and Ministry of the Environment

8. RELATIONSHIP BETWEEN DEVELOPMENT AREAS, DEVELOPMENT AXES AND SPECIFIC AREAS

Chart 11 – Relationship between development areas, development axes and specific axes



LIST OF ABBREVIATIONS

CLLD	Community-Led Local Development
COTF	Central Oil Tank Farm
PLA	Protected Landscape Area
IKL	IKL Oil Pipeline (Ingolstadt–Kralupy nad Vltavou–Litvínov)
ITI	Integrated Territorial Investments
LAU	Local Administrative Unit
MND	Moravian Oil Mines
ITCH	Interchange
NATURA 2000	Network of Protected Areas of European Significance
NUTS	Nomenclature of Territorial Units for Statistics
OECD	Organisation for Economic Co-operation and Development
MEP	Municipality with Extended Powers
UN	United Nations Organization
SDP CR	Spatial Development Policy of the Czech Republic
REB	Russian Export Blend
RS	Rapid Services
SNT	Teplice dry reservoir
TEN-E	Trans-European Networks for Energy
TEN-T	Trans-European Transport Network
TŽK	Transit railway corridor
VTL	High pressure gas pipeline
VTP	Public terminals and ports with connection to the logistics centres
SDP	Spatial Development Principles

EDITORS' NOTE

The authorized version of Spatial Development Policy of the Czech Republic (as amended, in effect on 1st September 2021) and related documents are to be found at:

www.mmr.cz

Ministerstvo > Stavební právo > Koncepce a strategie > Politika územního rozvoje České republiky

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