COMMON SPATIAL DEVELOPMENT DOCUMENT OF THE V4+2 COUNTRIES

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Teritorial cohesion in Central and South-Eastern Europe – Challenges ahead for strategic planning and urban-regional governance
Belgrade, 22-24 September 2010
OBJECTIVES OF THE FIRST PART OF THE DOCUMENT

- Coordination of spatial development.

- Delineation and a unified expression of development poles, development axes and transport networks.

- Identification of interstate no-continuations of development axes and of interstate no-continuations in terms of the individual transport networks.

- Document = „METHOD“ for the identification of no-continuations.

- First part = „BACKGROUND“ for second part of the document
OBJECTIVES OF THE SECOND PART OF THE DOCUMENT

- Common approach towards the withdrawal of barriers in spatial development of V4+2 countries

- Further cooperation in the field of spatial development.

- Question of financing the future cooperation of the V4+2 countries in the field of spatial development aiming at the withdrawal of barriers in spatial development and the strengthening of spatial cohesion.

- Utilization of the results of further cooperation of V4+2 countries in the field of spatial development.
DEVELOPMENT POLES can be generally characterized as parts of spatial/settlement structures that are attractive for investments and inhabitants because of certain properties.

It concerns, for instance higher number and density of population, above-average economic capacity, modern transport and technical infrastructure, highly qualified workforce

representation of sectors with high added value, concentration of research and development capacities and institutions of tertiary education (colleges and universities), potential of creating innovations.
DEVELOPMENT AXES

- DEVELOPMENT AXES can be generally characterized as strips of territory/an area connecting development poles and disposing of similar (same) properties as development poles.

- However, with a lower intensity of representation of these features. A characteristic feature of development axes is the occurrence of quality and capacity (transport and technical) infrastructure of a higher rank that influences the intensity of links among development poles.
At the present time, in Bulgaria, there is not a specialized and valid spatial development document on the national level.

However, the National Regional Development Strategy 2005–2015 includes a general concept for the national territory development.

For the purposes of the Common document and on the basis of the performed analyses, development poles and development axes on the territory of Bulgaria have been delineated by the procurer of the national document.

The development poles of the 0. and 1. categories are formed by the most intensively developing urban centres with a significant economic, social, administrative, business, cultural and scientific function.
(0. category) Capital city of Sofia

(1. category) 9 main development poles and axes of transnational importance based on the TEN-T corridors and on other transport infrastructure of European importance - Plovdiv, Burgas, Varna, Stara Zagora, Ruse, Pleven, Vidin, Blagoevgrad, Veliko Tarnovo

(2. category) secondary development axes based on other transport infrastructure of European importance - (10) Vratsa, Gabrovo, Silistra, Dobrich, Shumen, Sliven, Haskovo, Kardzhali, Smolyan, Kyustendil
CZECH REPUBLIC

- One of the spatial development priorities of the Spatial development policy of the Czech Republic 2008, ratified by the government in the year 2009, is the support of a polycentric residential structure development.

- It delineates the so-called development areas and development axes that are defined as a territory in which – due to concentration of activities of international, national and transregional importance – enhanced requirements on changes within an area exist.

- Development areas and development axes are not being hierarchized (only one category exists). That creates a relatively higher number of the main development poles in the Czech Republic in comparison to other V4+2 countries.
HUNGARY

The National Spatial Development Concept ratified by the Hungarian Parliament in the year 2005 emphasises a balanced, polycentric development of Hungary. In order that development is not limited to the area of the capital city, the whole country requires development poles to catalyze competitiveness, and which are organic elements of a harmonious, polycentric, cooperative urban network system.

(0. category) Budapest
(1. category) Debrecen, Győr, Miskolc, Pécs, Szeged, and Székesfehérvár-Veszprém
(2. category) - (15) Sopron, Szombathely, Zalaegerszeg, Nagykanizsa...

The regional level axes cross in many cases state borders (in this sense they are also international or cross-border axes), whereas the international axes refer to connections with other capital cities.
National Spatial Arrangement Policy from the year 2001 delineates the so-called poles of development (several categories) and straps of accelerated development (several categories).

- (0. category) Warsaw


- (2. category) Straps of accelerated development of national and transnational importance: (21) Biała Podlaska, Bielsko-Biała, Częstochowa, Elbląg, Gorzów Wielkopolski, Chełm, Jelenia Góra, Kalisz/Ostrów Wielkopolski, Kielce, Koszalin...
At the present time, in Romania, there exists no official spatial development document regarding the development axes on the national level, however, it is being prepared. For the purposes of the Common document and on the basis of the performed analyses, development poles and development axes on the territory of Romania have been delineated by the procurer of the national document.

- (0. category) the capital city of Bucureşti

- (1. category) Main development axes defined on the basis of links among development poles - Braşov, Iaşi, Cluj-Napoca, Constanţa, Craiova, Ploieşti, Timişoara

- (2. category) 13 settlements of transregional importance - Arad, Baia Mare, Bacău, Brăila, Deva, Galaţi, Oradea, Piteşti, Râmnicu Vâlcea, Satu Mare...
SLOVAKIA

- **Document of the Slovak Spatial Development Perspective 2001**
  ratified by the government in the year 2001 lays stress also on the polycentric development of an area. Out of all the V4+2 documents, the Slovakian document is the one that deals in the most detailed manner with spatial/residential structure. The most important parts of the residential system are the so-called settlement core areas (of three levels), presented by agglomerations, settlement clusters and development axes (of three degrees)

- (1. category) **6 settlement core areas of the first level** - Banská Bystrica-Zvolen, Bratislava-Trnava, Košice-Prešov, Nitra, Trenčín, Žilina-Martin

- (2. category) **7 settlement core areas of the second level tied to the settlement centres** - Liptovský Mikuláš, Lučenec, Michalovce, Nové Zámky, Poprad, Považská Bystrica, Prievidza
APPEARANCE LEVEL OF THE MAIN CONCERNED SPATIAL DEVELOPMENT APPROACHES IN THE ANALYSED DOCUMENTS

<table>
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<tr>
<th>Themes</th>
<th>Slovak SDP</th>
<th>Czech SDP</th>
<th>Polish NSAP</th>
<th>Hungarian SDC</th>
<th>Romanian ROP</th>
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*Colours: red - very emphatic; orange - emphatic; yellow - less emphatic attendance*
THE OCCURRENCE OF NO-CONTINUATIONS IS GIVEN BY TWO REASONS:

- absence of a development axis on one side of state border
- interference of various level axes on state borders.
INTERSTATE NO-CONTINUATIONS of DEV. AXIS

■ Absence of a development axis on one side of state border:
  A. BG x RO: Vidin – Craiova/Timișoara,
  B. SK x PL: Žilina – Katowice,
  C. SK x PL: Ružomberok – Kraków,
  D. SK x H: Lučenec – Salgotarján,
  E. BG x RO: Varna – Constanța.

■ Interference of various categories of development axes on state border:
  1. PL x SK: Rzeszów - Prešov,
  2. CZ x SK: Zlín – Žilina,
  3. SK x H: Bratislava – Györ,
  4. SK x H: Košice – Miskolc,
  5. RO x H: Oradea – Debrecen,
  6. RO x H: Arad – Szeged.
FIRST SUGGESTIONS ON NEW DEVELOPMENT AXES

I. PL x CZ: Wrocław – Brno (Polish suggestion),

II. H x SK: Budapest – Banská Bystrica (Hungarian suggestion),

III. H x RO: Nyíregyháza – Satu Mare (Hungarian suggestion),

IV. H x RO: Szeged – Timișoara (Hungarian suggestion).
METODOLOGY OF THE DELINEATION OF TRANSPORT NETWORKS ON THE TERRITORY OF V4+2 COUNTRIES

- adoption/undertaking of transport networks delineated within the framework of international agreements (AGC, AGTC, AGR a AGN), within the framework of the Trans-European Transport Network (TEN-T) and also the national spatial development documents or the development of transport infrastructure.

- Selection of road sections which are included into the category "other main roads" (transnational roads) was within the competence of each of the individual states.
RAILWAY NETWORK

INTERSTATE NO-CONTINUATIONS:

Absence of a transport network on one side of state border (planned railway vs. without intention):

A. CZ x PL: Ostrava – Katowice (high speed line),
B. H x SK: Györ – Bratislava (high speed line),
C. H x RO: Szeged – Arad/Timișoara (high speed line).
INTERSTATE NO-CONTINUATIONS:

Interference of different categories of transport network on state border (planned road of the ↑ category vs. existing road of the ↓ category):

A. CZ x PL: Mohelnice – Opole,
B. H x SK: Esztergom – Štúrovo,
C. H x RO: Nyíregyháza – Satu Mare,
D. H x RO: Békéscsaba – Chișineu Criș,
E. BG x RO: Shumen – Călărași.
INLAND WATERWAYS+PORTS+SEAPORTS, AIRPORTS

INLAND WATERWAYS NETWORK, INLAND PORTS AND SEA PORTS

Legend

Inland waterways TEN-T, AGN
Existing
Existing inland ports TEN-T, AGN
Existing sea ports TEN-T
Borders, countries, waters
State borders
EU borders
VA+2 countries
EU countries
Non EU countries
Waters

AIRPORTS

Legend

Existing airports
TEN-T international airport system
TEN-T community connecting points
TEN-T regional and accessibility points
Other - transnational airports
Countries, borders, waters
State borders
EU borders
VA+2 countries
EU countries
Non EU countries
Waters
FURTHER COOPERATION resulting from MINISTERIAL CONCLUSIONS

- Solution of no-continuations of development axis and of transport network identified in the document.
- Formulation of the V4+2 countries’ spatial development strategy in European context.

APPEAL to other countries:
Cooperation may be extended to other neighbouring states.
FURTHER COOPERATION IN THE FIELD OF SPATIAL DEVELOPMENT

1. Raising awareness for the national approaches and processes in the field of spatial development (whose results are the national spatial development documents), with a view to facilitate further cooperation. To this the following should help:

- elaboration of an overview about the spatial development systems in individual states and glossaries of special terms according to an example made by the Hungarian side (see Annex 5 of the Common document);

- constant exchange of information about works on development documents of the individual countries;

- shared Internet websites for internal needs of concerned parties and public Internet websites on the Common document.
FURTHER COOPERATION IN THE FIELD OF SPATIAL DEVELOPMENT

2. Formulation of a common spatial development strategy in European context for the territory of the V4+2 countries.

3. Assignment of themes, which would be a subject of further cooperation (e.g. energetic infrastructure, climate change, demography, polycentric settlement, cultural heritage, forest…)

4. Common discussion on European planning processes in the field of spatial development (within the framework of the discussion about the updating and revision of the TEN-T network, Territorial Agenda of the European Union, Territorial State and Perspectives of the European Union, ESDP etc.).
QUESTION OF FINANCING THE FUTURE COOPERATION OF THE V4+2 COUNTRIES IN THE FIELD OF SPATIAL DEVELOPMENT

- Existing cooperation (works on the Common spatial development document of V4+2 countries) has been financed from national resources, so each state ensured its own attendance.

- However, together with the preparation of future cooperation raises the question of its financing. It is necessary to consider the option to participate in some of the European territorial cooperation programmes, from which a part, eventually all of the proposed cooperation of V4+2 countries in the field of spatial development aimed at the withdrawal of barriers in spatial development (for strengthening of spatial cohesion), could be financed.
UTILISATION of the DOCUMENT

- Background for the updating of national spatial development documents, but also of regional development and development of transport networks.

- Background for the activities on the EU and V4+2 level as:
  - a source of arguments for V4+2 countries in the debate regarding the question of spatial development policy, cohesion policy and transport policy,
  - background for the updating of European documents – e.g. TEN-T, Territorial State and Perspectives of the European Union, ESDP etc.,
  - an example of the implementation of the Territorial Agenda of the European Union in a certain part of Europe.
The plan of relocation of the Brno railway station - connection to the trans-European rail corridors IV. (Berlin – Wien) and VI. (Gdansk - Venezia)
HISTORY and FUTURE

- Czech idea
- March 2008 – beginning
- Juni 2008 – ministerial conclusions
- March 2010 – end
- March 2010 – ministerial conclusions
- May 2010 – start of further cooperation
DOCUMENT was ELABORATED by

Steering group:

- Ministry for Regional Development, Czech Republic
- Ministry of Regional Development and Public Works, Bulgaria
- Ministry for National Development and Economy, Hungary
- Ministry of Regional Development, Poland
- Ministry of Infrastructure, Poland
- Ministry of Regional Development and Tourism, Romania
- Ministry of Construction and Regional Development, Slovak Republic
DOCUMENT was ELABORATED by

Working group:

- Institute for Spatial Development, Czech Republic
- National Centre for Regional Development, Bulgaria
- VÁTI Hungarian Public Nonprofit Limited Liability Company for Regional Development and Town Planning, Hungary
- Regional Bureau of Spatial Planning in Wroclaw, Poland
- Ministry of Regional Development and Tourism, Romania
- ISAX Ltd., Slovak Republic
Thank you for your attention!

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