

# Common spatial development document of the V4 + 2 countries



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of the Visegrad Group countries, Bulgaria and Romania  
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## PREFACE

The Common spatial development document of the V4+2 countries (hereinafter Common document) has been elaborated as a result of the cooperation of six countries – Bulgaria, the Czech Republic, Hungary, Poland, Romania and Slovakia – in the field of spatial development. Its objective is the coordination of spatial development; in concrete it concerns the solution of no-continuations of so-called development poles and development axes and coherent transport networks.

Initiator of the cooperation has been the Czech Republic (Ministry for Regional Development). The idea itself, as well as the interest of the partner states to join in stems however from the same problems and the same needs of their solution.

The Common document is, among others, being shielded also by bilateral ministerial commissions focused on spatial development.

The works on the document began in March 2008. Its elaboration also received political support in terms of the common meeting of ministers of V4+2 countries, responsible for regional development and spatial planning, which was held on June 3.–4. 2008 in Prague. At this meeting Romania and Bulgaria had enrolled for the elaboration of the Common document as well (that explains the V4+2). In the conclusions from the ministerial meeting in the article 8 it reads among others: *“We recognize the importance of spatial planning in strengthening territorial cohesion and are committed to elaborate a common document on spatial development of the Visegrad group countries, which also includes Bulgaria and Romania and which may be extended to other neighbouring Member States in the future.”*

The preparation of the Common document is being realised through the so-called Steering group, composed of the representatives of ministries of the individual countries responsible for spatial development, and further on within the framework of the so-called Working group, which is composed of individual countries' experts on the problems of spatial development and spatial planning. The Working group is the compiler of the Common document and prepares the background papers for the meeting of the Steering group. This group has decision making and approval competencies, it formulates assignments and regulates works on the document. During the elaboration of the Common document seven meetings of the Steering group have been held (March 2008 – Bratislava, May 2008 – Brno, October 2008 – Budapest, July 2009 – Warsaw, October 2009 – Bratislava, December 2009 – Prague, February 2010 – Budapest) and two meeting of the Working group (October 2008 – Brno, July 2009 – Brno).

The Common document will be the groundwork for the update of the national spatial development documents (but also of regional development and development of transport networks) and further on it will be utilized as a groundwork for the activities of V4+2 countries on the European level. The document can also be branded as an example of good practice within the framework of the implementation of the Territorial Agenda of the European Union.

Existing works on the Common document have fulfilled the given goals, however, on the other hand have brought up new questions and requirements. The most outstanding is the need of the withdrawal of barriers in spatial development and its coordination with the goal of strengthening the spatial cohesion of the European territory.

## OBJECTIVE AND UTILIZATION OF THE DOCUMENT

The Common spatial development document of V4+2 countries (hereinafter also “Common document”) is an attempt of a common view on spatial development of six states. In concrete of the Czech Republic, Hungary, Poland and Slovakia – of the so called Visegrad countries or the Visegrad group denoted as V4 – and Bulgaria and Romania – whence the denotation +2 comes from.

The document deals with the most significant parts of spatial (settlement) structure, which is characterized by a high concentration of inhabitants and an increased dynamics of socio-economical activities, which are the development poles and development axes. Further, it will concentrate on transport networks, which play a vital role in the formation of links between these poles and which are crucial for their accessibility.

The settlement structure presents the substance of the existence and interaction of human’s society. The most efficient utilization of the territorial resources, including the potential of development poles is significantly assisted by the polycentric development that takes into account a healthy competition as well as through the cooperation of important settlement centres. The polycentric development concept of states’ settlement structures in national as well as in European contexts creates the appropriate expectations for lowering of existing regional differences and for the creation of equal conditions for a common economical and social development. The conspicuous contribution is the existence of quality and capacitance interconnections. The development of a balanced and functional polycentric system of towns is the anticipation, and at the same time, the purpose sustainable spatial development (represented in European level by territorial/spatial development documents such as the ESDP, the Territorial Agenda of European Union and the Leipzig Charter).

The objective of the elaboration of the Common document is:

- Delineation and a unified expression of development poles, development axes and transport networks on the territory of V4+2 countries resulting from valid national and European development documents and international agreements;
- Identification of cross-border no-continuations of development axes and cross-border no-continuations in terms of the individual transport networks on the territory of V4+2 countries, pointing out barriers disrupting the polycentric development and spatial cohesion on the territory of V4+2 countries;

Fulfilling of these two objectives forms Part 1 of the Common document.

Removing of identified no-continuations and also the existence of other barriers in spatial development arouses the need for further activities. On the basis of a common willpower of all six countries to continue in the initiated effort to coordinate spatial development on the territory of V4+2 countries the Common document contains a draft of future 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), which forms Part 2 of the Common document.

The document contains five annexs. The elaboration of the Common document has required an analysis of quite a number of development documents and international agreements. It can be said that the annexs briefly and transparently approximate the executed analyses; all without supporting texts (which was not considered necessary). The annexs are as follows:

Annex 1 – List of analysed valid national spatial development documents of V4+2 countries

- Annex 2 – Chosen results of the analysis of national spatial development documents of V4+2 countries
- Annex 3 – Outline of each of V4+2 country's approaches used for the delineation of development poles and development axes in national spatial development documents
- Annex 4 – Delineation of transport networks according to their classification to international agreements on the territory of V4+2 countries
- Annex 5 – References to available information on spatial planning systems in individual countries

The Common document can be used particularly as:

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



## **PART 1**

# **Delineation of development poles, development axes and transport networks on the territory of V4+2 countries and the detection of their no-continuations**

## **Objective**

The objective of Part 1 of the Common document is:

- to delineate and in a unified manner to express the existing and planned development poles, development axes and transport networks on the territory of the V4+2 countries;
- to identify cross-border no-continuations both among the development axes and within the framework of singular means of transport networks on the territory of V4+2 countries.

## **Delineation of development poles and development axes on the territory of V4+2 countries based on the analysis of the national spatial development documents**

### **Methodology of the delineation of development poles and development axes on the territory of V4+2 countries**

**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.

The combination of these properties presents a development potential of development poles and gives them a high measure of competitiveness: it is a precondition for a long-term growth and prosperity. Talking of them, one can imagine cores of metropolitan regions or agglomerations as well as entire metropolitan regions or agglomerations. Development poles play a thoroughly crucial role in the connection to their wider surroundings, which encompass suburban and also rural areas. The poles create development impulses, which they transmit into its environment and by this effect its evolvement. By its influence, they contribute to a functional integration of an area, to an efficient division of roles between the centre and hinterland.

**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.<sup>1</sup>

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<sup>1</sup> This definition of development axes is used in national documents and refers to a national scale. In case of defining development axes for the purpose of a structure vision for a larger territory, the definition is interpreted in a more symbolic way.

In each V4+2 country's national spatial development document<sup>2</sup> are expressed development areas (development poles and development axes) showing the above mentioned properties. However, their apprehension is not always the same; they are delineated in various ways (on the basis of various criteria and methods) and also their names differ. Some countries have defined just one category of poles and axes; some have created their hierarchization (distinguished are the poles and axes of the European, national, trans-/interregional and regional importance or of the first, the second, possibly the third category), whereas the same category in one country, does not have to agree with the same category in another country. Some countries delineate only poles and axes that exist, some the potential ones as well.<sup>3</sup>

To delineate development poles and development axes on the V4+2 countries' territory in the Common document, an approach has been used reposing on the takeover of development poles and development axes from individual national spatial development documents, whereas the poles and also axes have been divided into two groups. The first group, the so-called "Main development poles and main development axes" comprises poles and axes of the first (highest) category from the individual national documents, including the particular capital city – which sometimes forms a so-called "zero category"). Another group, so-called "Secondary development poles and secondary development axes" is formed by poles and axes of the second (lower) category from the individual national documents.

## **Development poles and development axes in valid national spatial development documents of V4+2 countries**

### Bulgaria:

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.

The main development poles and development axes in the Common document are formed by:

- metropolitan area of the Capital city of Sofia (0. category);
- 9 main development poles of transnational importance: Plovdiv, Burgas, Varna, Stara Zagora, Ruse, Pleven, Vidin, Blagoevgrad, Veliko Tarnovo (1. category);
- main development axes (1. category) based on the TEN-T corridors and on other transport infrastructure of European importance.

The secondary development poles and development axes in the Common document are formed by:

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

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<sup>2</sup> see Annex 1 – List of valid national spatial development documents of V4+2 countries

<sup>3</sup> see Annex 3 – Outline of each V4+2 country's approach towards the delineation of development poles and development axes in national spatial development documents

### 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.

The main development poles and development axes in the Common document are formed by:

- 12 development areas: Brno, České Budějovice, Hradec Králové/Pardubice, Jihlava, Karlovy Vary, Liberec, Olomouc, Ostrava, Plzeň, Praha, Ústí nad Labem, Zlín (only one category exists - it means 1. category);
- Development axes (only one category exists - it means 1. category).

### 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.

The main development poles and development axes in the Common document are formed by:

- metropolitan region of Budapest (0. category);
- 5+1 development poles: Debrecen, Győr, Miskolc, Pécs, Szeged, and Székesfehérvár-Veszprém joint centre (1. category);
- international development axes (1. category);

The secondary development poles and development axes in the Common document are formed by:

- 15 secondary development centres: Sopron, Szombathely, Zalaegerszeg, Nagykanizsa, Kaposvár, Szekszárd, Dunaújváros, Tatabánya, Kecskemét, Szolnok, Eger, Salgótarján, Nyíregyháza, Békéscsaba, Hódmezővásárhely (2. category);
- regional development axes (2. category).

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.

### Poland:

National Spatial Arrangement Policy from the year 2001 delineates the so-called poles of development (several categories) and straps of accelerated development (several categories).

The main development poles and development axes in the Common document are formed by:

- The capital city of Warsaw (0. category);
- 11 poles of development of European importance: Białystok, Bydgoszcz-Toruń, Kraków, Łódź, Lublin, Poznań, Rzeszów, Upper Silesia /Katowice/, Szczecin, „Three-cities“ /Gdansk, Gdynia, Sopot/, Wrocław (1. category);
- Straps of accelerated development of European importance: (1. category).

The secondary development poles and development axes in the Common document are formed by:

- 21 poles of development of national and transnational importance : Białą Podlaska, Bielsko-Białą, Częstochowa, Elbląg, Gorzów Wielkopolski, Chełm, Jelenia Góra, Kalisz/Ostrów Wielkopolski, Kielce, Koszalin, Legnica, Olsztyn, Opole, Piotrków Trybunalski, Przemyśl, Radom, Siedlce, Suwałki, Wałbrzych, Zamość, Zielona Góra (2. category);
- Straps of accelerated development of national and transnational importance (2. category).

#### Romania:

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.

The main development poles and development axes in the Common document are formed by:

- the capital city of București (0. category);
- 7 settlements of national importance (so-called growth poles): Brașov, Iași, Cluj-Napoca, Constanța, Craiova, Ploiești, Timișoara (1. category);
- main development axes defined on the basis of links among development poles (1. category).

The secondary development poles and development axes in the Common document are formed by:

- 13 settlements of transregional importance (so-called urban development poles): Arad, Baia Mare, Bacău, Brăila, Deva, Galați, Oradea, Pitești, Râmnicu Vâlcea, Satu Mare, Sibiu, Suceava, Târgu Mureș (2. category).

#### 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).

The main development poles and development axes in the Common document are formed by:

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

The secondary development poles and development axes in the Common document are formed by:

- 7 settlement core areas of the second level tied to the settlement centres: Liptovský Mikuláš, Lučenec, Michalovce, Nové Zámky, Poprad, Považská Bystrica, Prievidza (2. category);
- development axes of the second level (2. category).

Delineation of development poles and development axes on the territory of V4+2 countries based on the analysis of the national spatial development documents is depicted on Fig. 1.

## Cross-border no-continuations among development axes on the territory of V4+2 countries

Cross-border no-continuations of development axes can be identified within the framework of the performed delineation of development poles and development axes on the territory of V4+2 countries based on the analysis of the national spatial development documents.

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.

Due to the absence of a development axis on one side of a state border, the following no-continuations have been identified:

- between Bulgaria and Romania, direction Vidin – Craiova/Timișoara (no Romanian axis is connected to the main Bulgarian axis);**
- Between Slovakia and Poland, direction Žilina – Katowice (no Polish axis is connected to the Slovakian secondary axis)<sup>4</sup>;**
- between Slovakia and Poland, direction Ružomberok – Kraków (no Polish axis is connected to the Slovakian secondary axis)<sup>5</sup>;**
- between Slovakia and Hungary, direction Lučenec – Salgotarján (no Hungarian axis is connected to the Slovakian secondary axis);**
- between Bulgaria and Romania, direction Varna – Constanța (no Romanian axis is connected to the Bulgarian secondary axis).**

The no-continuations are depicted on Fig. 1 with little red crosses and the relevant letters.

Within the investigated area it is also possible to identify the following no-continuations caused by the interference of various categories of development axes on state borders:

- between Poland and Slovakia, direction Rzeszów – Prešov (only a Slovakian secondary axis is connected to the Polish main axis);**
- between the Czech Republic and Slovakia, direction Zlín – Žilina (only a Slovakian secondary axis is connected to the Czech main axis);**
- between Slovakia and Hungary, direction Bratislava – Győr (only a Hungarian secondary axis is connected to the Slovakian main axis);**
- between Slovakia and Hungary, direction Košice – Miskolc (only a Hungarian secondary axis is connected to the Slovakian main axis);**
- between Romania and Hungary, direction Oradea – Debrecen (only a Hungarian secondary axis is connected to the Romanian main axis)<sup>6</sup>;**
- between Romania and Hungary, direction Arad – Szeged (only a Hungarian secondary axis is connected to the Romanian main axis)<sup>7</sup>.**

The no-continuations are depicted on Fig. 1 with little orange crosses and marked with the relevant numbers.

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<sup>4</sup> Commentary of Hungary: "We highlight the importance of point B because the connection between Slovakia and Poland will affect the international axis between Warszawa and Budapest, important for Hungarian spatial planning."

<sup>5</sup> Commentary of Hungary: "We highlight the importance of point C because the connection between Slovakia and Poland will affect the international axis between Warszawa and Budapest, important for Hungarian spatial planning."

<sup>6</sup> Commentary of Romania: "We highlight the importance of point 5 because the connections between Oradea – Debrecen will affect the international axis between Bucharest – Budapest – Prague, important for Romanian spatial planning."

<sup>7</sup> Commentary of Romania: "We highlight the importance of point 6 because the connections between Arad – Szeged will affect the international axis between Bucharest – Budapest – Prague, important for Romanian spatial planning."

## DEVELOPMENT POLES AND DEVELOPMENT AXES incl. NO-CONTINUATIONS



**Fig. 1:** Delineation of development poles and development axes on the territory of V4+2 countries based on the analysis of the national spatial development documents + identified cross-border no-continuations of development axes

# **Delineation of transport networks on the territory of V4+2 countries based on the analysis of international agreements, TEN-T, national spatial development documents and national documents of transport networks development**

## **Methodology of the delineation of transport networks on the territory of V4+2 countries**

The subjects of interest are the networks regarding railway, road and inland water transport, further seaports and the airports.

For the delineation of transport networks on the territory of V4+2 countries an approach has been used consisting in the 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.

In each of the sections of the transport networks is differentiated whether it concerns a state (existing section) or an intention (planned section).

Presence of the individual sections to the given agreement is displayed in maps that form Annex 4. 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.

Singular transport networks comprise of the following means of transport infrastructure:

### Railway network:

- classical conventional railways, but only those, that are a part of TEN-T and/or AGC and/or AGTC;
- high speed railways;
- broad-gauged railways.

### Road network (sectioned according to capacity) :

- all motorways, highways, and in Poland also expressways;
- main roads, but only those, that are a part of TEN-T and/or AGR agreement (international main roads);
- other main roads of transnational importance (transnational main roads).

### Inland waterway incl. inland port and sea port network:

- inland waterways, but only those, that are a part of TEN-T and/or AGN agreement;
- inland water ports that are a part of TEN-T and/or AGN agreement;
- seaports that are a part of TEN-T.

### Airports:

- airports that are a part of TEN-T (distinguished three levels);
- other airports.

The delineation of the railway network, road network, inland waterways, including the inland ports and seaports and airports on the territory of V4+2 countries based on the analysis of the international agreements, TEN-T, national spatial development documents and development of transport networks are depicted on Fig. 2, 3,4, and 5.

## **Cross-border no-continuations among transport networks on the territory of V4+2 countries**

Cross-border no-continuations of transport networks can be identified within the framework of the performed delineation of transport networks on the territory of V4+2 countries based on the analysis of the international agreements, TEN-T, national spatial development documents and development of transport networks.

The occurrence of no-continuations is given by two reasons:

- absence of transport network on one side of state border;
- interference of various categories of transport network on state borders.

Due to the absence of a transport network on one side of state border, the following no-continuations have been identified in terms of railway network:

- between the Czech Republic and Poland, direction Ostrava – Katowice (no Polish high speed line is connected to the Czech planned high speed line);**
- between Hungary and Slovakia, direction Győr – Bratislava (no Slovakian high speed line is connected to the Hungarian planned high speed line);**
- between Hungary and Romania, direction Szeged – Arad/Timișoara (no Romanian high speed line is connected to the Hungarian planned high speed line)<sup>8</sup>.**

The no-continuations are depicted on Fig. 2 with little red crosses and the relevant letters.

Due to the interference of different categories of transport networks state borders, the following no-continuations have been identified in terms of road network:

- between the Czech Republic and Poland, direction Mohelnice – Opole (a Polish road of lesser importance is connected to a Czech planned transnational main road);**
- between Hungary and Slovakia, direction Esztergom – Štúrovo (a Slovakian road of lesser importance is connected to the Hungarian planned highway);**
- between Hungary and Romania, direction Nyíregyháza – Satu Mare (a Romanian road of lesser importance is connected to the Hungarian planned highway);**
- between Hungary and Romania, direction Békéscsaba – Chișineu Criș (a Romanian road of lesser importance is connected to the Hungarian planned highway);**
- between Bulgaria and Romania, direction Shumen – Călărași across Silistra (a Romanian road of lesser importance is connected to a Bulgarian transnational main road).**

The no-continuations are depicted on Fig. 3 with little green crosses and the relevant letters.

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<sup>8</sup> Commentary of Romania: "There is a plan for a high-speed line connecting Budapest and Bucharest, however the exact itinerary has not been yet decided by the Romanian authorities - this is why we have marked it as a possible no-continuation."

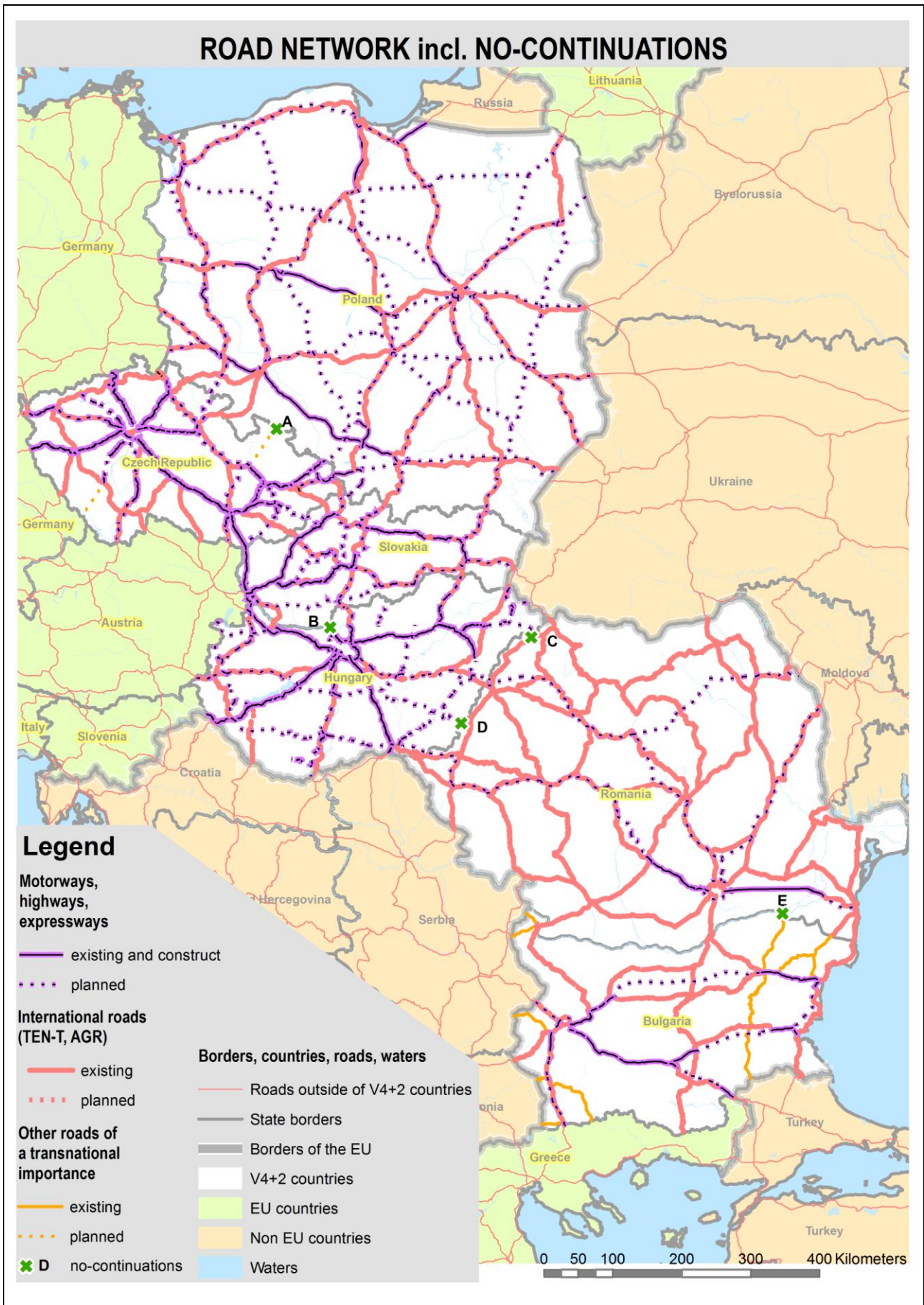


## RAILWAY NETWORK incl. NO-CONTINUATIONS



**Fig. 2:** Delineation of railway network on the territory of V4+2 countries based on the analysis of the international agreements, TEN-T, national spatial development documents and national documents of transport network development + identified cross-border no-continuations of railway network





**Fig. 3:** Delineation of road network on the territory of V4+2 countries based on the analysis of the international agreements, TEN-T, national spatial development documents and national documents of transport network development + identified cross-border no-continuations of road network



**Fig. 4:** Delineation of inland waterways, including inland water ports and seaports on the territory of V4+2 countries based on the analysis of the international agreements, TEN-T, national spatial development documents and national documents of transport network development





**Fig. 5:** Delineation of airports on the territory of V4+2 countries based on the analysis of the international agreements, TEN-T, national spatial development documents and national documents of transport network development

## **PART 2**

# **Proposal for further works on the Common spatial development document of V4+2 countries aimed at the withdrawal of barriers in spatial development and for strengthening spatial cohesion**

## **Introduction**

From the findings and experiences, acquired in terms of works on Part 1 of the Common document it emerges that it is necessary to have a common approach towards the withdrawal of barriers in spatial development, being a precondition for strengthening spatial cohesion.

In compliance with article 8 of the Conclusions from the meeting of ministers of V4+2 countries responsible for regional development and spatial planning, which took place on 3.- 4. June 2008 in Prague, future cooperation can be extended also to other neighbouring states, situated inside or outside the EU.

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

In Part 1 of the Common document mutual cross-border no-continuations of development axes (see Fig. 6) and also mutual cross-border no-continuations in terms of the individual transport networks (see Fig. 2 on page 16 and Fig. 3 on page 17) have been identified on the grounds of an analysis of the national spatial development documents and other official documents. Stated no-continuations represent the barriers of spatial development, they negatively affect the socio-economical processes running in an area, including the functioning of the European single market and the Economic Union of the EU.

In the course of the works on Part 1 also some thoughts have emerged on the need to complete the existing delineation of development poles, development axes and transport networks by "new partitions" of development axes or transport networks on the territory of V4+2 countries. Mostly, it would concern partitions that would interconnect two development poles on opposite sides of the border. Some countries have given their suggestions on new development axes (see Fig. 6) that however, have not been discussed sufficiently with the relevant neighbouring state, yet. It concerns the following partitions of development axes:

- I. between Poland and the Czech Republic, direction Wrocław – Brno (Polish suggestion);
- II. between Hungary and Slovakia, direction Budapest – Banská Bystrica (Hungarian suggestion)<sup>9</sup>;
- III. between Hungary and Romania, direction Nyíregyháza – Satu Mare (Hungarian suggestion);
- IV. between Hungary and Romania, direction Szeged – Timișoara (Hungarian suggestion).

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<sup>9</sup> Commentary of Hungary: "There is no axis on the Hungarian side and there is a 3<sup>rd</sup> level/category axis in Slovakia according to valid Hungarian and Slovak national spatial development documents; this suggestion on new development axe has been discussed with Ministry of Construction and Regional Development of the Slovak Republic in September 2008."

The suggestion to the solution of no-continuations and impulses for new development axes, eventually for partitions of transport network should take into account:

- whole European context of delineation of development poles, development axes and transport networks (whole European links, links of V4+2 countries to neighbouring states, may it concern EU member states or non-members, position of V4+2 countries' territory between the Baltic and the Black sea);
- significance and mutual links of capital cities, eventually the most significant development poles within the framework of V4+2 countries' territory.

The solution of no-continuations will often require a bilateral communication and an agreement using knowledge and a proposal for a detailed solution on regional level (so-called bottom-up approach), as well as knowledge and a proposal for solution from the view of the European level (so-called top-down approach). It is necessary to point out that both approaches can sometimes be in mutual conflict and it will have to be coordinated.

## **Further cooperation in the field of spatial development**

Further cooperation in the field of spatial development should also be:

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.
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, forests and ecological structures and others). That could eventually lead to a new form of cooperation, for example to a new project.
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 aiming at the withdrawal of barriers in spatial development and the strengthening of spatial cohesion**

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.

### **Utilization of the results of further cooperation of V4+2 countries in the field of spatial development**

- The results of cooperation should be utilized during the updating of the national spatial development documents, their coordination and the coordination of the development of transport networks.
- Acquired findings and experiences should enable V4+2 countries to participate more intensively in the EU activities in the field of spatial development.

## DEVELOPMENT POLES AND DEVELOPMENT AXES incl. NO-CONTINUATIONS and SUGGESTIONS



**Fig. 6:** Delineation of development poles and development axes on the territory of V4+2 countries based on the analysis of the national spatial development documents + identified cross-border no-continuations of development axes + suggestions on new development axes



## **ANNEX 1**

### **List of analysed valid national spatial development documents of V4+2 countries**

## **Bulgaria:**

*National Regional Development Strategy of the Republic of Bulgaria for the period 2005-2015. Adopted by Council of Ministers Decision No. 294 from 21 April 2005.*

English version can be found at the following web address:

<http://www.mrrb.government.bg/index.php?lang=bg&do=law&type=4&id=222>

## **Czech Republic:**

*Spatial Development Policy of the Czech Republic, 2008* (Politika územního rozvoje České republiky, 2008).

*Adopted by Resolution of the Government of the Czech Republic of July 20th, 2009, No. 929 on the Spatial Development Policy of the Czech Republic 2008.*

English version can be found at the following web address:

<http://www.mmr.cz/Uzemni-planovani-a-stavebni-rad/Koncepce-Strategie/Politika-uzemniho-rozvoje-Ceske-republiky/Politika-uzemniho-rozvoje-CR-2008>

there is a link: "Politika územního rozvoje České republiky 2008 - brožura v anglickém jazyce"

## **Hungary:**

*National Spatial Development Concept, 2005* (Országos Területfejlesztési Konceptió, 2005).

*Approved by the Hungarian Parliament's, Parliamentary Decree No. 97/2005. (XII. 25.) on the National Spatial Development Concept.*

English version can be found at the following web address:

<http://www.eukn.org/binaries/hungary/bulk/policy/2006/10/205-nationalspatialdevelopmentconcept2005eng.pdf>

[http://www.eukn.org/hungary/themes/Urban\\_Policy/National-Spatial-Development-Concept-2005\\_1782.html](http://www.eukn.org/hungary/themes/Urban_Policy/National-Spatial-Development-Concept-2005_1782.html)

*National Spatial Plan, 2003* (Országos Területrendezési Terv, 2003): Act XXVI of 2003 on the National Spatial Plan

Hungarian version is available at: <http://www.vati.hu/main.php?folderID=2017>

## **Poland:**

*National Spatial Arrangement Policy, 2001* (Konceptcja polityki przestrzennego zagospodarowania kraju, 2001).

English abbreviated version can be found at the following web address:

[http://www.mrr.gov.pl/rozwoj\\_regionalny/poziom\\_krajowy/polska\\_polityka\\_przestrzenna/konceptcja\\_polityki\\_przestrzennego\\_zagospodarowania\\_kraju/Documents/e38efc190a3548c8a3708a248d551aa2AngielskiskrtKPPZKFORMAT20504\\_2.pdf](http://www.mrr.gov.pl/rozwoj_regionalny/poziom_krajowy/polska_polityka_przestrzenna/konceptcja_polityki_przestrzennego_zagospodarowania_kraju/Documents/e38efc190a3548c8a3708a248d551aa2AngielskiskrtKPPZKFORMAT20504_2.pdf)

**Slovakia:**

*Slovak Spatial Development Perspective, 2001* (Konceptcia územného rozvoja Slovenska, 2001).

Slovak version is available at:

<http://www.build.gov.sk/mvrrsr/index.php?id=1&lang=sk&cat=222>

**Romania:**

*National Spatial Plan* (approved sections, 1997-2006). *Passed as law through the Parliament.*

English version can be found at the following web address:

<http://www.mdr.ro/index.php?p=1081&lang=en>

## **ANNEX 2**

**Chosen results emergent from the analysis of national spatial development documents of V4+2 countries**

**Tab. 1: Analysed valid national spatial development documents of V4+2 countries**

Country	Document	Date of adoption	Recipient
Slovakia	Slovak Spatial Development Perspective	2001	Government
Czech Republic	Spatial Development Policy of the Czech Republic	2008	Government
Poland	National Spatial Arrangement Policy	2000	Parliament
Hungary	National Spatial Development Concept	2005	Parliament
Romania	National Spatial Plan (1997-2006)	1997-2006	Parliament
	Strategic Concept of Territorial Development - Romania 2030 (public consultation document)	2008	-----
Romania	Regional Operational Programme 2007-2013	2007	Government
Bulgaria	National Regional Development Strategy of the Republic of Bulgaria for the period 2005-2015	2005	Government

**Tab. 2: Principles and main objectives contained in national spatial development documents of V4+2 countries**

Country	Document	Principles	Main objectives
Slovakia	Slovak Spatial Development Perspective	Sustainability Partnership	<ul style="list-style-type: none"> <li>- Promotion of the development of the economic basis and the strengthening of its competitiveness and effectiveness</li> <li>- Promotion of balanced settlement development, including the development of the countryside</li> <li>- Provision of equal access to infrastructure</li> <li>- Protection and creation of environmental, natural and cultural heritage</li> <li>- Promotion of integration and cohesion</li> <li>- Provision of sustainable development</li> </ul>

Country	Document	Principles	Main objectives
Czech Republic	Spatial Development Policy of the Czech Republic	Sustainability Partnership	<ul style="list-style-type: none"> <li>- To create the prerequisites for sustainable spatial development</li> <li>- Czech Republic integration into the Central European EU area</li> <li>- Polycentric development of the settlement structure</li> <li>- To protect and develop natural, civilization and cultural values</li> <li>- Cooperation with population and other users of the territory</li> <li>- To create conditions for economical use of the built up in the regions structurally lagging and economically weak, and so to help the solution of the high unemployment rate in these areas</li> <li>- Secure the protection of unbuilt areas and to create prerequisites new use of abandoned areas</li> <li>- To create ecological stability</li> <li>- To create conditions for development and use of territory prerequisites for various types of tourism</li> <li>- To create prerequisites for better area accessibility, and for improvement of transport and technical infrastructure</li> <li>- To create conditions for preventive area protection against potential risks and natural disasters</li> <li>- To determine the conditions for land use and arrangement of delimited areas, axes</li> </ul>
Hungary	National Spatial Development Concept	Subsidiarity Decentralization Sustainability Openness and partnership Focussing and efficiency System approach, programming, integrated development Transparency, monitoring and evaluation Landscape and territorial approach	<ul style="list-style-type: none"> <li>- Regional competitiveness</li> <li>- Territorial convergence</li> <li>- Sustainable territorial development and protection of heritage</li> <li>- Spatial integration into Europe</li> <li>- Decentralization and regionalism</li> </ul>

Country	Document	Principles	Main objectives
Romania	Strategic Concept of Territorial Development - Romania 2030	<p>Sustainability</p> <p>Balanced and harmonious development</p> <p>Preservation of specificity</p> <p>Territorial partnership</p> <p>Transparency and confidence</p> <p>Consultation and co-ordination</p> <p>Institutional development</p> <p>Solidarity</p> <p>Susidiarity</p>	<ul style="list-style-type: none"> <li>- Capitalizing peripherality by developing Romania's role as connector at continental and inter-continental level</li> <li>- Connecting to the European network of spatial development corridors and poles</li> <li>- Structuring and developing a balanced network of rural settlements</li> <li>- Asserting the urban-rural solidarity</li> <li>- Rural development</li> <li>- Strengthening and developing the inter-regional connectivity networks</li> <li>- Suitable development of the different types of territories</li> <li>- Increasing territorial competitiveness</li> <li>- Protecting, developing and valuing the natural and cultural heritage</li> </ul>
Poland	National Spatial Arrangement Policy	<p>Sustainability</p> <p>Democracy</p> <p>Decentralization</p> <p>Diversification</p> <p>Subsidiarity</p>	<ul style="list-style-type: none"> <li>- Stimulating and strengthening Poland's integration with EU</li> <li>- Shaping mechanisms that generate effective socio-economic development</li> <li>- Improving the society's civilisation standard (quality of life)</li> <li>- Protection and rational shaping of natural environment</li> <li>- Protection of cultural heritage</li> <li>- Improvement of state security</li> </ul>
Bulgaria	National Regional Development Strategy of the Republic of Bulgaria for the period 2005-2015	<p>Programming</p> <p>Additionality</p> <p>Sustainability</p> <p>Partnership</p> <p>Transparency</p>	<ul style="list-style-type: none"> <li>- Attainment of a breakthrough in the development of Bulgarian regions through investments in the physical and human capital and approximation to the average levels of development of the EU regions;</li> <li>- Minimizing of interregional and intra-regional differences through development of the domestic potential at the regional and local level;</li> <li>- Development of spatial co-operation for attainment of cohesion in the EU space and broadening of good neighbourly relations and partnership.</li> </ul>

**Tab. 3: Appearance level of the main concerned spatial development approaches in the analysed documents.**

Themes	Slovak SDP	Czech SDP	Polish NSAP	Hungarian SDC	Romanian ROP	Bulgarian NRDS
Tourism	Orange	Orange	Orange	Red	Red	Red
Environment	Red	Red	Red	Red	Orange	Red
Cultural heritage	Red	Red	Red	Red	Orange	Red
Public utility	Orange	Yellow	Orange	Red	Red	Red
Development of economy	Red	Red	Red	Orange	Red	Red
Human infrastructure	Orange	Red	Red	Red	Red	Orange
Innovation politics	Yellow	Yellow	Yellow	Orange	Red	Orange
Social problems	Orange	Orange	Orange	Orange	Orange	Orange

*Colours: red - very emphatic; orange - emphatic; yellow - less emphatic appearance*

**Tab. 4: Appearance level of the main concerned spatial development approaches in the analysed documents.**

Themes	Slovak SDP	Czech SDP	Polish NSAP	Hungarian SDC	Romanian ROP	Bulgarian NRDS
Development poles	Red	Red	Orange	Red	Red	Orange
Development axis	Red	Red	Orange	Red	Red	Orange
Town development	Red	Orange	Red	Orange	Orange	Red
Urban-rural relations	Red	Orange	Orange	Red	Red	Orange
Levelling up regions	Orange	Orange	Orange	Red	Red	Red
Development of rural areas	Red	Yellow	Red	Red	Red	Yellow
Transport connections	Orange	Red	Orange	Orange	Red	Red
Territorial cohesion	Orange	Red	Red	Orange	Orange	Orange
Polycentric development	Red	Red	Red	Red	Orange	Red
Sustainable territorial development	Red	Red	Red	Red	Red	Red

*Colours: red - very emphatic; orange - emphatic; yellow - less emphatic attendance*



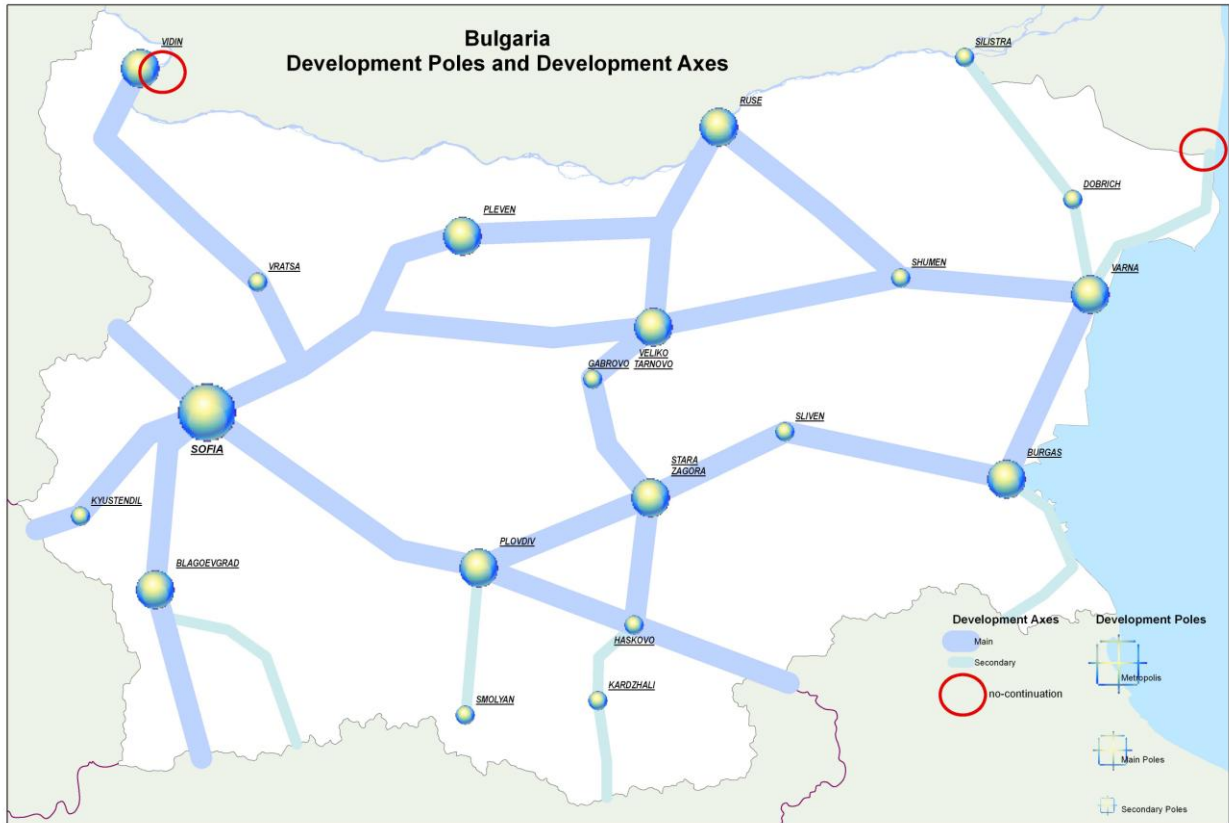
## **ANNEX 3**

**Outline of each V4+2 country's approaches used for the delineation of development poles and development axes in national spatial development documents<sup>10</sup>**

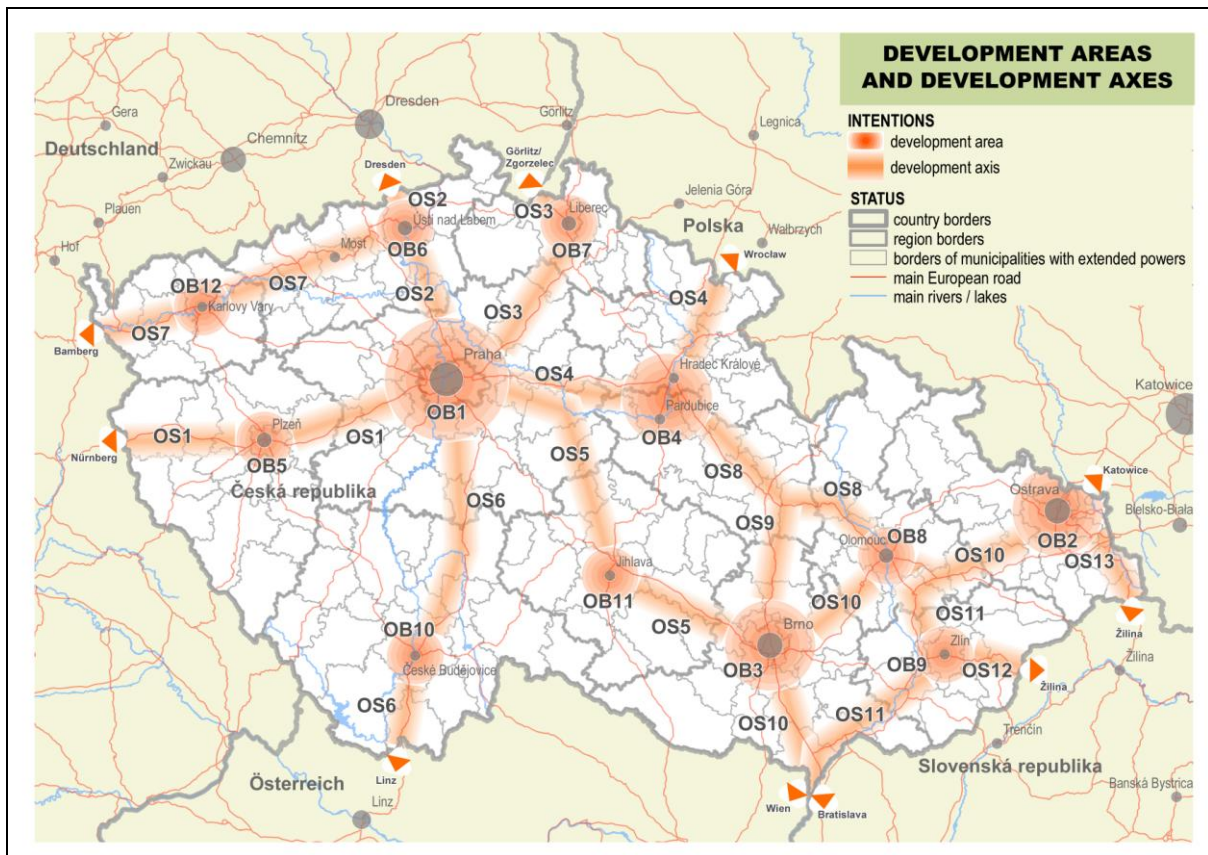
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<sup>10</sup> The titles of national spatial development documents are mentioned in the Annex 1.

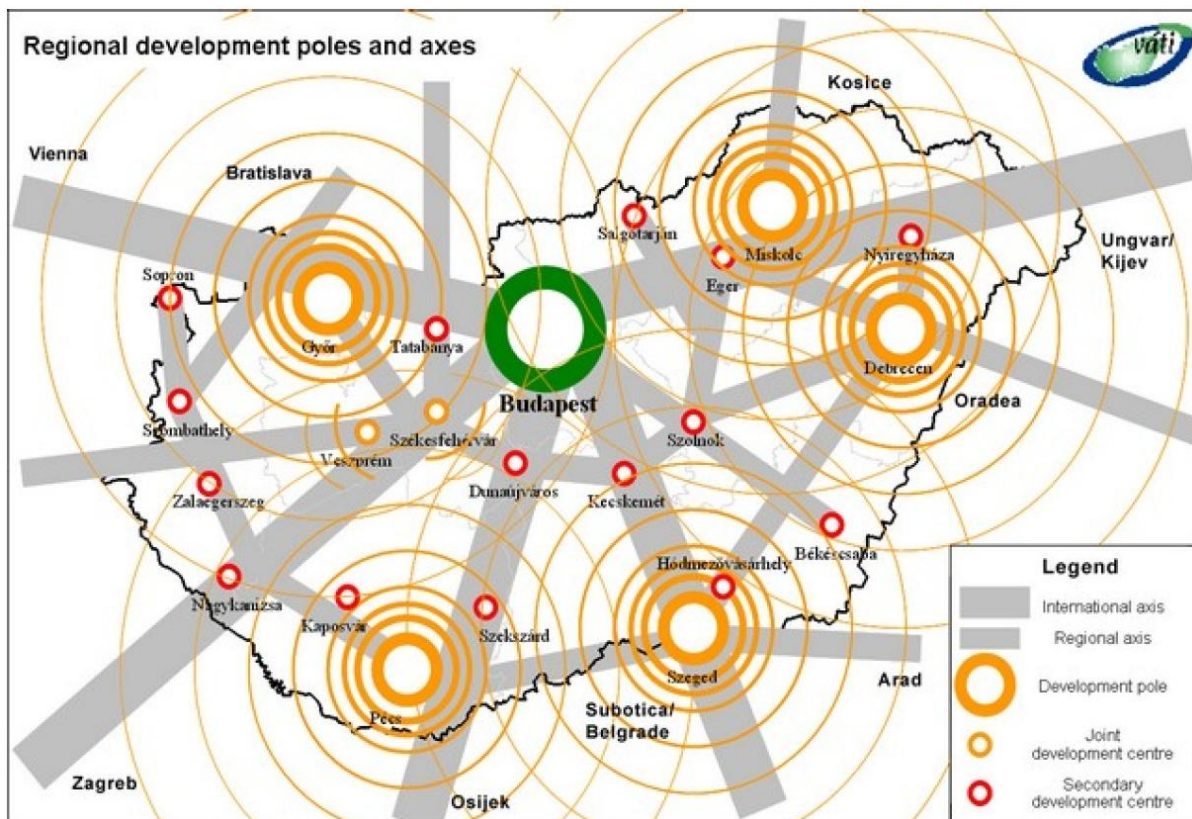
# Bulgaria



# Czech Republic

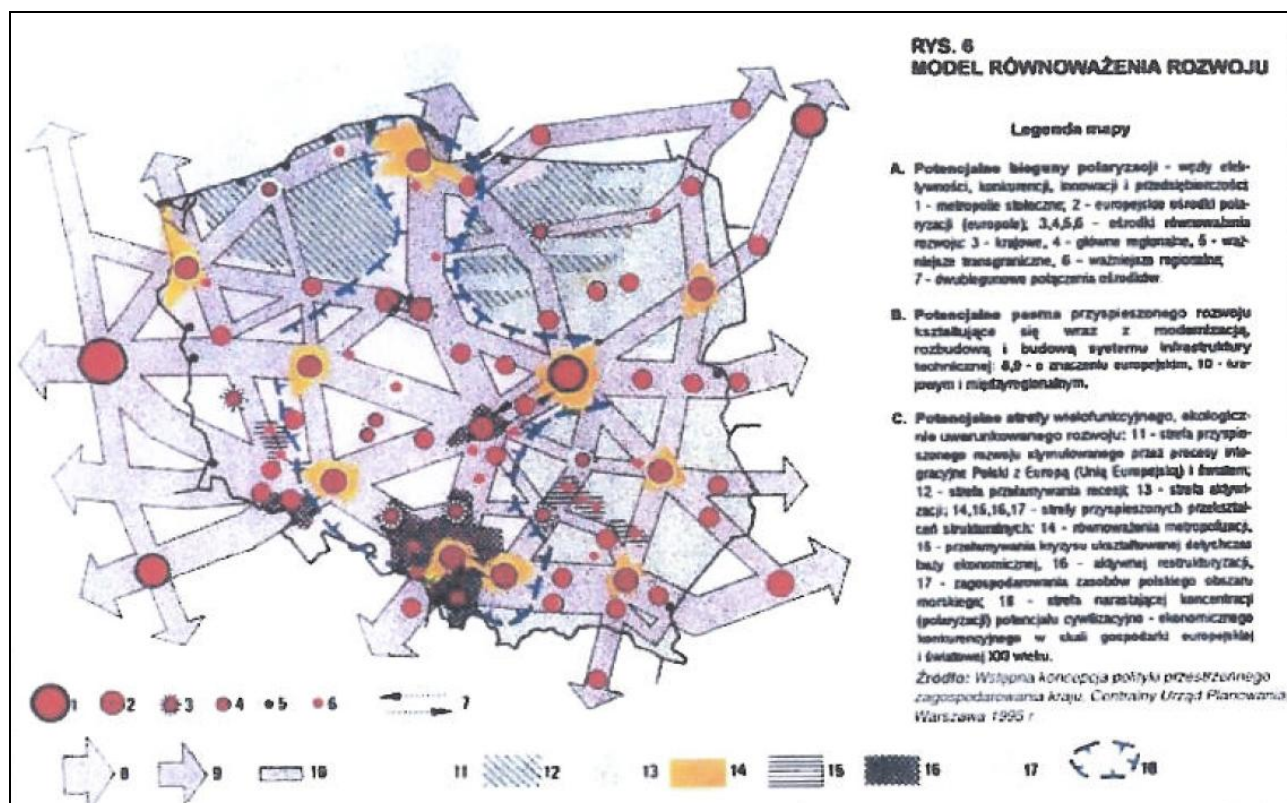


# Hungary



# Poland

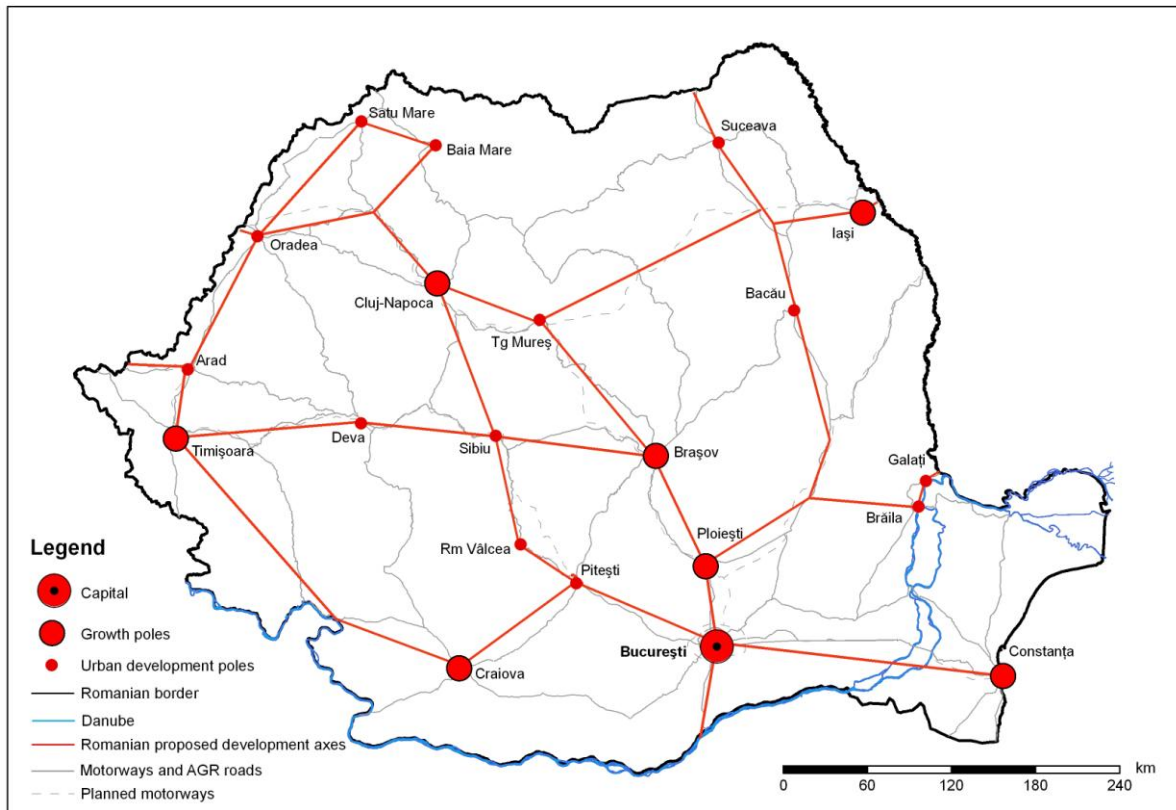
- The model of balancing the development

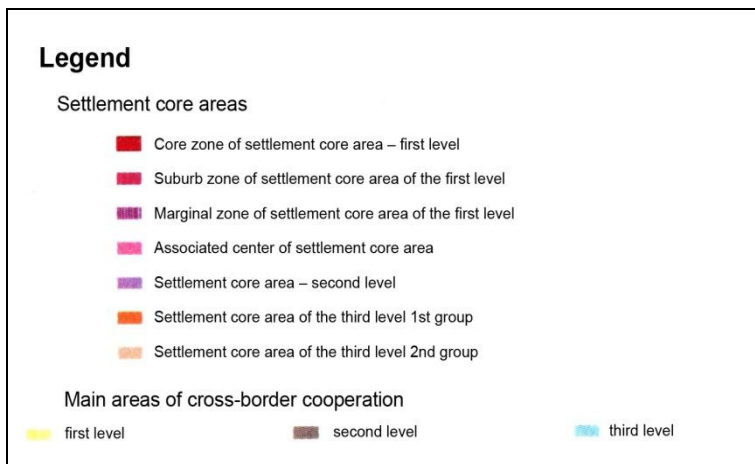
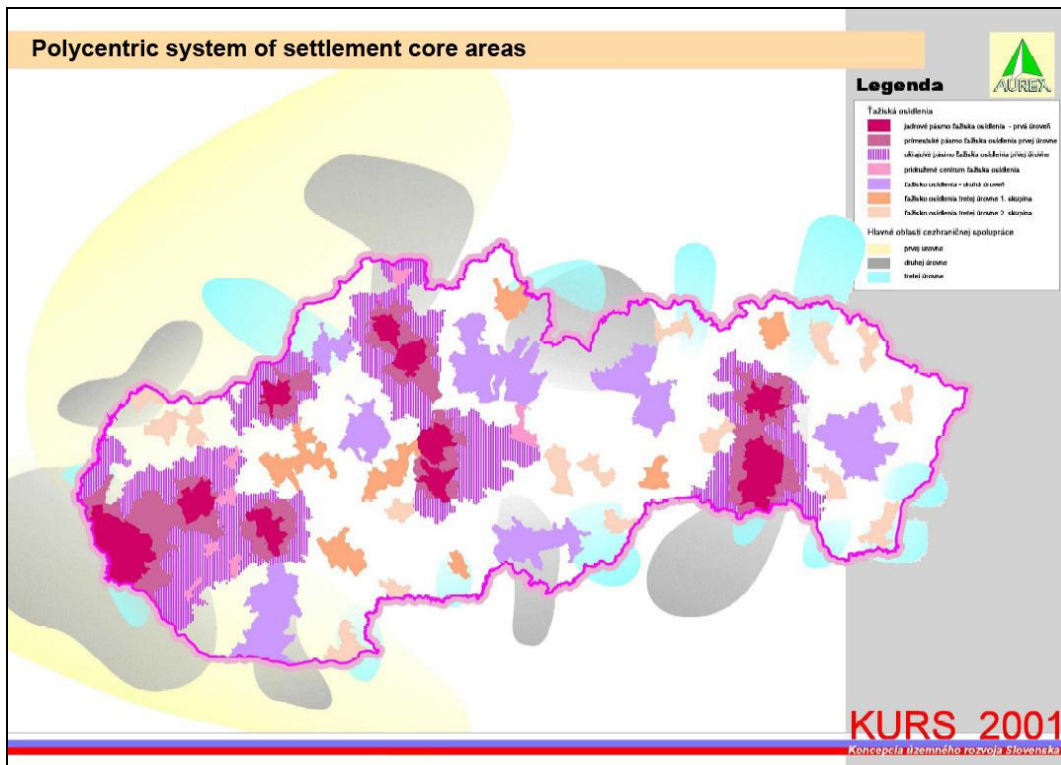


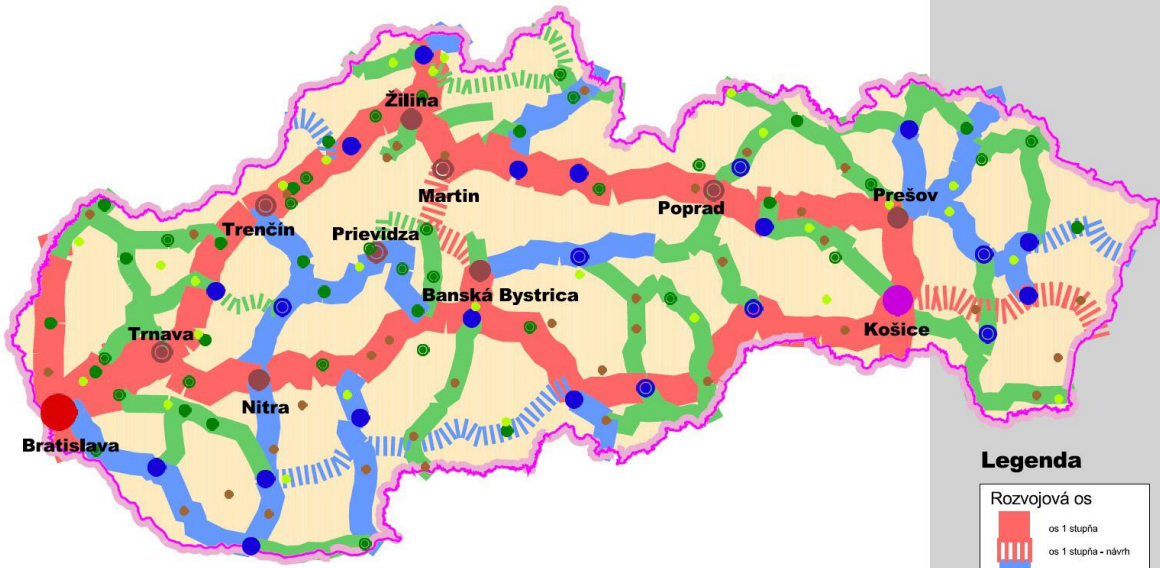


# Romania

## - Development poles and development axes







**Legenda**

Rozvojová os

	os 1 stupňa
	os 2 stupňa
	os 3 stupňa
	os 1 stupňa - návrh
	os 2 stupňa - návrh
	os 3 stupňa - návrh

**Legend**

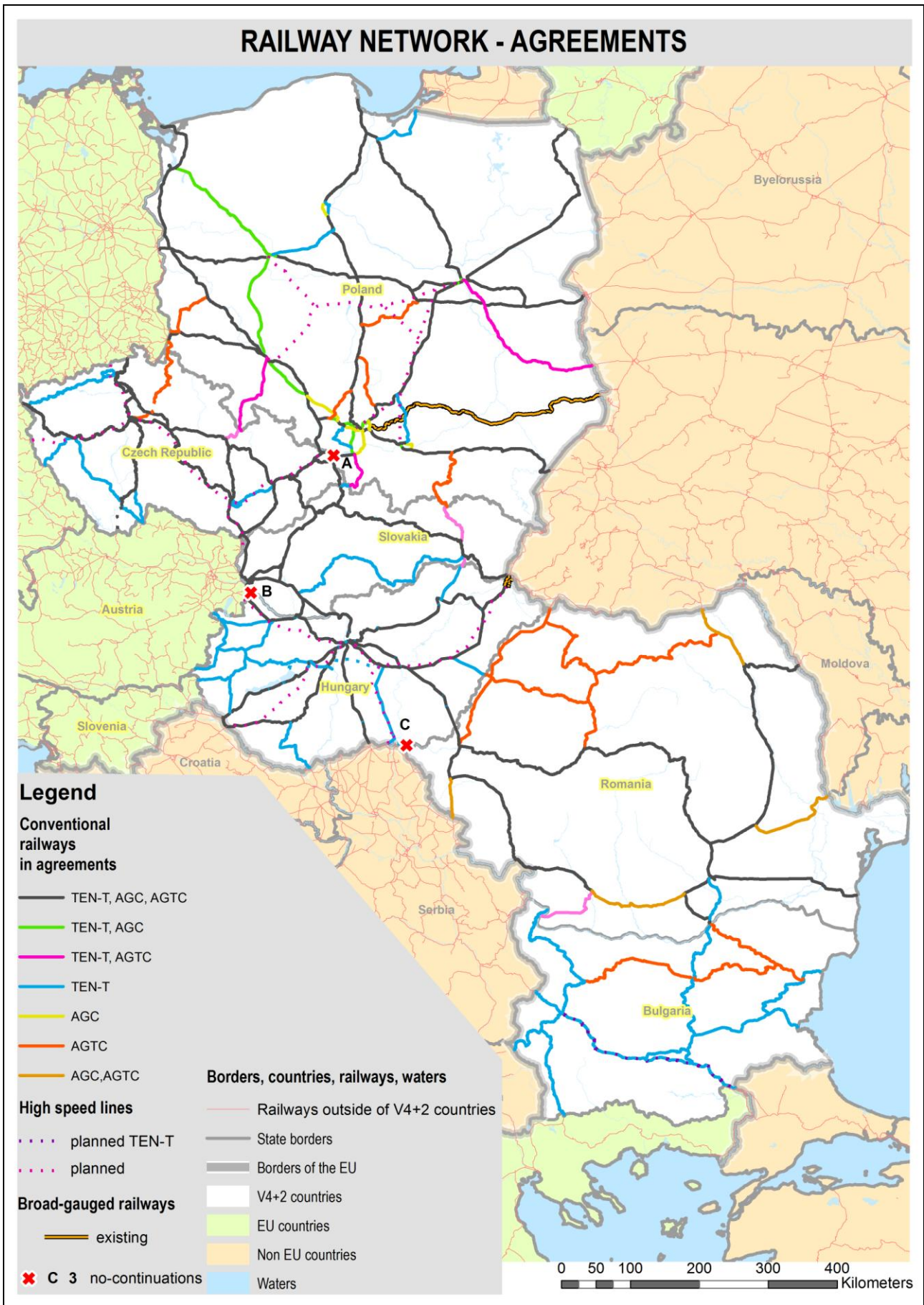
**Development axe**

first-degree	second-degree	third-degree
first-degree - intention	second-degree - intention	third-degree - intention

## **ANNEX 4**

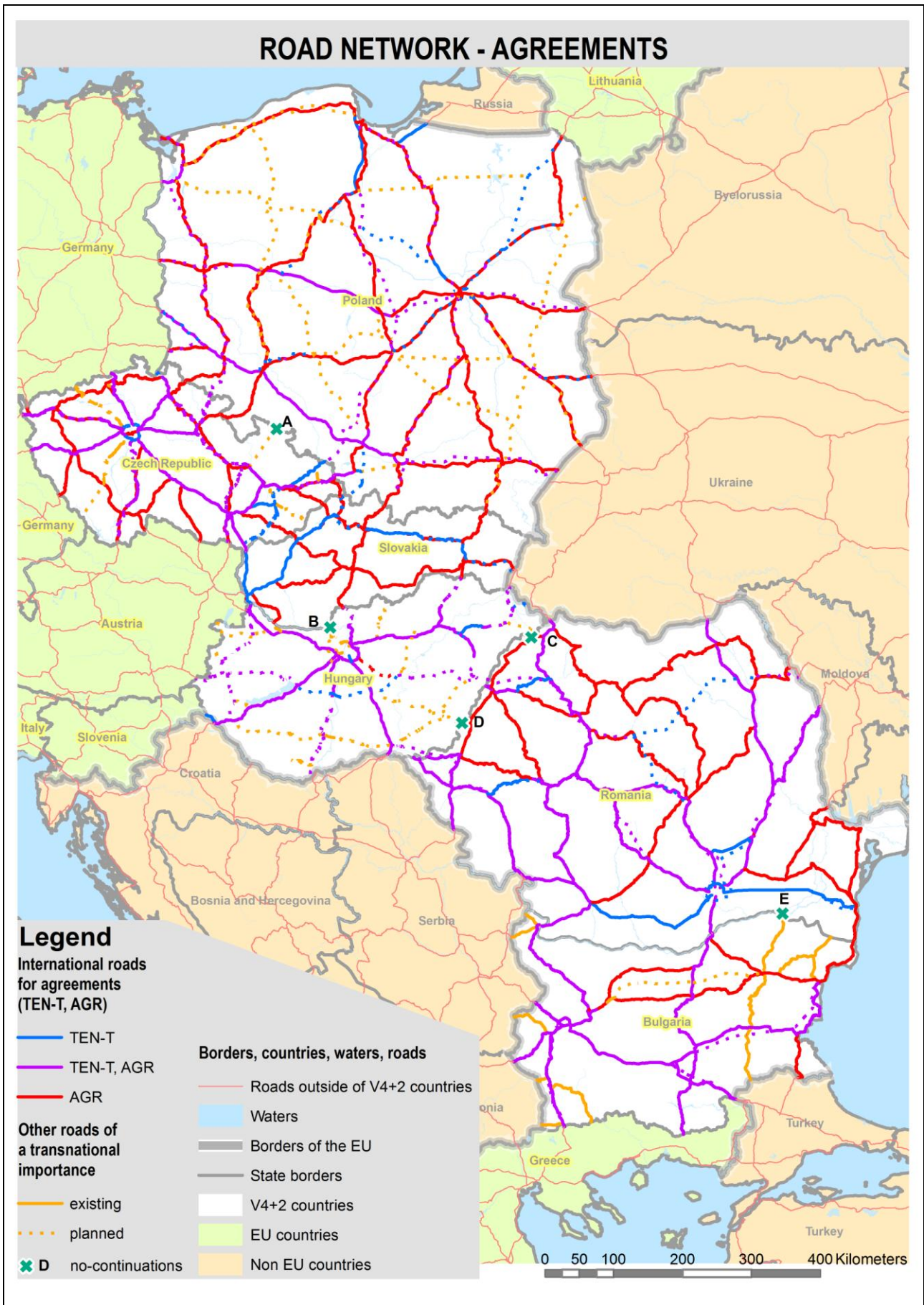
**Delineation of transport networks according to their classification towards international agreements on the territory of V4+2 countries**





**Fig.:** Delineation of railway network according to their classification towards international agreements on the territory of V4+2 countries





**Fig.:** Delineation of road network according to their classification towards international agreements on the territory of V4+2 countries

## **ANNEX 5**

### **References to available information on spatial planning systems in individual countries**

## **Hungary**

*Presentation of the Hungarian Spatial Development Policy and Glossary of Terms, 2008 ("Glossary")*

English version can be found at the following web address:

<http://www.terport.hu/main.php?folderID=2802>

## **Czech Republic**

*Town and Country Planning in the Czech Republic 2007*

English version can be found at the following web address:

<http://www.uur.cz/default.asp?ID=2827>

More detailed material similar to Hungarian "Glossary" will be elaborated in the next period of cooperation.

## **Bulgaria, Poland, Romania and Slovakia**

The material similar to Hungarian "Glossary" will be elaborated in the next period of cooperation.