

## ENGLISH ABSTRACTS OF KEY ARTICLES

**Making the Policy of Spatial Development: the Actual State of Things, by Filip Novosád & Daniela Lešková**

Following the previously published *Report on Spatial Development Policy Making* (special annex to the 2/2004 issue of UPSD), this article contains more information about the current work on a document called *Spatial Development Policy*. The Ministry for Regional Development is preparing this national tool of spatial development according to the relevant governmental resolution, to the Ministry's Action Programme for the period of October 2004 to June 2006, and to the draft of the Building Act.

**ESPON Programme Structure, by Petr Kalivoda & Věra Korkischová**

Our magazine comments once again on ESPON (European Spatial Planning Observation Network), a research programme, focusing on and comparing information about European development trends. The explored area consists of the current EU member states as well as Norway, Switzerland, and the prospective members Romania and Bulgaria. The programme concentrates on the research of spatial impacts of sector policies on fields like transportation, research and development, or agriculture. The programme plays a crucial role in the wording of the European Spatial Development Perspectives and in the creation of links between the research and the policy of new Europe's spatial development. Also examined is the influence of European structural funds on urban areas. More information on the programme is published on [www.strukturalni-fondy.cz](http://www.strukturalni-fondy.cz). The official web site of the programme is [www.espon.lu](http://www.espon.lu) which is where partial and final reports of materialized projects can be found.

**OPINIONS & DISCUSSIONS****The Pilsen Brownfields — Three Locations, Three Different Attitudes, by Milan Svoboda**

After the dynamic development in the 1990s, Pilsen, the fourth largest city of the Czech Republic, is witnessing a shift from the exploitation of greenfields to the revitalization of old industrial and military zones within the urbanized area. A lot of locations evoke contemplations on their new use and look. One of the largest brownfields is the premises of the *Škoda* company, of some 200 hectares. Supported by the state, the new owner is carrying its vast reconstruction, transforming the area into a modern industrial zone. Other examples are two smaller areas, of 5 hectares each: a former military zone and the garage of the urban transport company. The barracks, previously a brewery, should become an open quarter of polyfunctional application, with the most valuable buildings of the brewery preserved and newly used, while the garage, redesigned by the winners of EUROPAN, an international contest of architects, will become a residential and relax zone.

**Individual Transportation Development Trends in Czechia, by Karel Schmeidler**

Transportation is Europe's only industrial sector in which the emissions of greenhouse gases still could not be lowered. The enhanced technologies of petrol and diesel engines cannot compensate for the intensification of transportation, so that carbon dioxide emissions keep on the increase. Also, urban agglomerations suffer from high concentrations of solid particles, nitrogen oxides, and aromatic hydrocarbons, significantly affecting public health. One of the policies the European Commission is urging is to substitute some 20 % of conventional fuels by alternative ones: half of this should be covered by natural gas, one third by bio-fuels, while the rest is, optimistically, reserved for hydrogen. Unfortunately, the current global transportation policy does not seem to prefer environment-friendly means of transport to conventional cars with their thousands of tons of toxic emissions. The use of the means of transport, mainly in the highly urbanized and industrialized territories, will be increasingly under control, but their use with all the negative consequences will most probably escalate.