

## ENGLISH ABSTRACTS OF KEY ARTICLES

**The State Policy Concept of Tourism, by Ivana Hanačiková**

Last spring the Ministry for Regional Development began to prepare the *State Policy Concept of Tourism for the years 2007 to 2013*. The aim of such document is to create an efficient and supportive tool to tourism in the Czech Republic for the next programming period of the EU, thoroughly reflecting the importance of tourism in the Czech national economy. To mention the current figures, tourism in 2004 made up nearly 4 % of the Czech GNP and 6 % of the exports, making an income of over 107 milliard Czech crowns. Elaborated during four different stages, the *Concept* is to be finished and submitted to the Government in the second half of 2006.

**Results of the Questionnaire Survey in the Developments of Selected Towns' Municipal Housing Stock (2003, 2004), by Dana Chlupová, Marie Polešáková and Ludmila Rohrerová**

Housing remains an essential point of interest for house owners, tenants, and the politicians who should solve the problems of the current situation acceptably for any of the stakeholders. On one hand, everyone should be able to live in a dwelling of reasonable quality and price, while on the other, rentals must be deregulated in order for the owners to gain enough means to maintain, repair, reconstruct, and modernize their housing stock. A document providing the Ministry for Regional Development's Housing Policy Department with useful data in this field is *Monitoring Municipal Housing*, one of the continuous tasks of the Institute for Spatial Development, since 2000 annually exploring changes in municipal housing stocks. This year's results show that municipalities continue privatizing their housing stocks but the estimated termination of the process is in many towns being postponed. Moreover, problems are arising if buildings are privatized to legal entities, such as cooperations, when unauthorized public support is impending, in contravention to EU regulations. For the Czech Statistic Office does not regularly observe changes in the municipal housing stock, the results of the task help continuously enhance the housing policy concept of the Czech Republic.

**OPINIONS & DISCUSSIONS****The Habitation Structure of the Czech Republic, Hungary, Belgium, Bavaria, and Lombardy, by Milan Körner**

In view of the current or prospective studies for nationwide concepts (spatial development policy of the Czech Republic), a comparison among the Czech Republic and a few countries of similar area or population is worthwhile. Countries selected to make such comparison were Hungary, Belgium, Bavaria (a German *Bundesland*) and Lombardy (an Italian *Regione*). Hungary and Bavaria are of almost the same areas and populations as the Czech Republic; Belgium and Lombardy are populated approximately 10 million as well, though on much smaller areas, belonging thus to the most densely inhabited regions of Europe.

**The Importance of the D1 Motorway for the Habitation and Transport Infrastructure of the Czech Republic, by Milan Körner**

The day of 2 June 2005 witnessed probably the largest collapse in the Czech transportation network ever. On the D1 motorway, some 50 kilometres south-east of Prague, a truck accident stopped the traffic for more than eight hours, creating a fleet of some 13 kilometres. On the same day and the same motorway, a series of accidents between Jihlava and Brno caused other hold-ups. The estimated losses through the time the drivers and passengers had to spend in the hold-ups were at about 30 million crowns. The overall loss including delayed deliveries in production and services, cancelled negotiations and so forth, was undoubtedly much higher. Such breakdown, surely not the first nor the last to happen, has instigated a large debate on the solution of the problems of the D1. Apart from absurd ideas such as the widening of the motorway by another lane in both directions, one positive result may be seen in the consensus on the necessity to speed up the construction of the most important of the missing stretches in the would-be-network of Czech motorways, that between Poděbrady and Mohelnice. This indicates a substantial shift from the focus on regional interests to a conceptual solution.

### **A Solution to the Hopeless D1 Must Be Found Urgently, by Radko Martinek**

The constructions of the D11 motorway (Prague—Hradec Králové—Trutnov—Polish border) and the R35 trunk road (Polish border—Liberec—Turnov—Hradec Králové—Česká Třebová—Mohelnice—Olomouc—Lipník nad Bečvou) are immensely important on a nation-wide scale, as they constitute an alternative to the D1 motorway (Prague—Brno—Vyškov—Lipník nad Bečvou) which is now far beyond its capacity. An urgent solution is to be found, as the author of this contribution has been pointing out for five years now: sad to say, if the Region of Pardubice cannot promptly ratify a feasible routing of the R35 trunk road, the project of the widening of the D1 might win. This, in fact, would mean constructing a new road, requiring very high investments and suspending thus the R35 for another couple of years.