

FINANCING OF TRANSPORT PROJECTS: FOCUSED ON REGIONAL OPERATIONAL PROGRAMMES

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Summary: The theme transport is firmly positioned in the content of regional operational programmes, important development documents of Czech cohesion regions. This article analyzes transport projects of six regional operational programmes approved until April 2011, excluding in one of the previous issues of this journal evaluated ROP Central Moravia. The findings of our analysis point at different strategies applied in particular regional operational programmes considering the number and budgets of supported projects. Furthermore, the general preference of the projects related to construction and modernization of roads to the projects related to sustainable urban system was shown. Public sector institutions are the decisive applicants of transport projects supported from regional operational programmes but the importance of particular public institutions is different based on the programmes. Finally, spatial impacts are ambivalent, without an opportunity to generalize them.

Key words: Transport, regional operational programmes, Czech Republic, financing.

INTRODUCTION

In one of the previous articles in this journal, Hájek and Novosák analyzed the relationship between transport and cohesion policy in the Czech Republic (see 1). In their conclusion, the authors pointed at the important position of transport projects in allocation of European Union (EU hereafter) funds, through two types of operational programmes – thematic Operational Programme Transport (OP Transport hereafter) on one side and seven regional operational programmes (ROPs hereafter) on the other. In addition, a detailed analysis of transport projects financially supported by OP Transport and ROP Central Moravia showed, among others, that (1):

- When considering two prominent EU transport topics, construction of new transport infrastructure is preferred to the development of sustainable urban transport.
- There are disparities between core and peripheral regions when a decisive share of funds is allocated close to the main development centres.

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- Also peripheral regions have some specific opportunities, based on their endogenous development potential, to benefit from cohesion policy.

This article extends the abovementioned findings in three ways. First, projects supported from all the remaining ROPs, except ROP Central Moravia, are analyzed. In addition, the timeframe of our analysis is shifted to April 2011. Finally, the methodology of our analysis is modified because it is based on the areas of impact and not on the seats of applicants. Thus, our research questions ask whether the three conclusions given by Hájek and Novosák could be generally identified in the ROPs analyzed and what the common and different features of these programs are. The article is structured as follows. The first chapter introduces the methodology. The following six chapters sketch out the most important findings from our analyses of transport projects of particular ROPs. The last chapter provides a synthesis of the findings and concludes.

1. METHODOLOGY

A rather straightforward methodology was applied in our analysis. First, a database of transport relevant projects funded from the ROPs of interest was compiled. The official database of the Centre for Regional Development (the CRD hereafter) was used as the source of information. Note that our database contains the projects listed in the CRD database until April 2011 only. Subsequently, a data matrix was created by adding particular attributes to the projects in our database. These attributes include:

- Title and description of the project (based on the CRD database)
- Priority axis of the relevant ROP (based on the CRD database)
- Thematic focus of the project (see table 1 for classification of themes based on the CRD database)
- Type of an applicant of the project (see table 1 for possible types of applicants based on the CRD database)
- Total budget of the project decomposed to the European and national sources (based on the CRD database)
- Administrative classification of the area of impact (see table 1 for the administrative units of interest based on the CRD database)

Tab. 1 – Analyzed attributes of the projects and their possible values

Thematic focus	Class II and class III roads modernization and construction, point features construction (e.g. crossroads, bridges), bikeways construction, public transport system infrastructure
Type of applicant	Region and Regional Council, municipality, voluntary association of municipalities, other public sector institutions, other institutions
Administrative classification of the area of impact	Municipality, municipality with extended scope of powers, district

Source: Own elaboration

Note that spatial impacts of the projects analyzed are assessed according to the area of impact and not according to the seat of applicants. Thus, several municipalities may be impacted by the same projects. Because of missing information on spatial distribution of funds, an easy solution was adopted to divide the budget of a project evenly between the impacted municipalities. The final analysis was based on simple methods of descriptive statistics, using the indexes of central values and variability for metric data and frequency distribution for nominal and ordinal data. Spatial relations are depicted cartographically in the GIS environment.

2. ROP MORAVIA-SILESIA

ROP Moravia-Silesia belongs to the main development documents of the Moravia Silesia Cohesion Region. The total financial allocation for this ROP is 716 million EUR, complemented by 126 million EUR from national public funds (see 4). The document is divided into five priority axes – Regional Infrastructure and Accessibility, Support of the Prosperity for the Region, Urban Development, Rural Development and Technical Assistance. The transport related projects are funded solely from the first priority axis Regional Infrastructure and Accessibility which has the most prominent status with allocation of more than 40 % from the total financial allocation (see 4). Note that the objective of the priority axis 1 deals not only with upgrading of the transport infrastructure and serviceability but also with the infrastructure of crisis management. Thus, the axis is split into four areas of intervention - Development of Regional Road Transport Infrastructure, Development and Accessibility of the Ostrava Airport, Development of the Transport Serviceability and Infrastructure of the Integrated Rescue System and Crisis Management. The transportation projects from the first three areas approved until April 2011 are the subject of subsequent analysis.

In sum, our analysis of ROP Moravia-Silesia is based on 29 projects with total EU financial allocation of 2.3 billion CZK. Thematically, the highest share of projects is focused on bikeways reconstruction on one hand and on roads modernization and construction on the other (see table 2). However, according to the allocated funds, the bikeways construction is represented by financially less demanding projects. Thus, this type of projects has substantially lower share in the EU funds allocation than the other types of the projects analyzed. The beneficiaries of the highest number of approved projects are by far the municipalities that are active mainly in the scope of thematic focus of bikeways construction and modernization of class II and class III roads. The second most frequent type of applicants, the Region and Regional Council, focuses its projects on roads modernization and construction. It is noteworthy that regionally administered projects are much more financially demanding than municipally administered projects (see table 3).

Tab. 2 – Thematic focus of the approved projects by number of projects and allocated funds in ROP Moravia-Silesia (state April 2011)

Thematic focus of the project	Share of the number of projects	Share of allocated EU funds
Class II and class III roads modernization and construction	38 %	54 %
Bikeways construction	45 %	7 %
Public transport system infrastructure	17 %	39 %

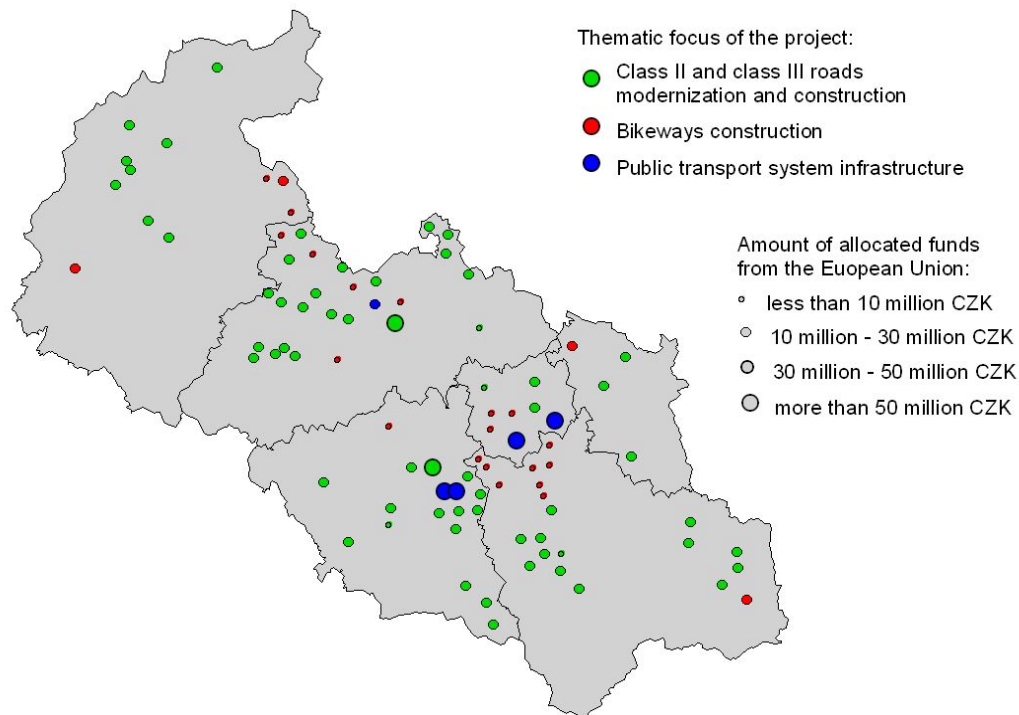
Source: Own elaboration based on the CRD database

Tab. 3 – Applicant type by number of projects and allocated funds in ROP Moravia-Silesia (state April 2011)

Applicant type	Share of the number of projects	Share of allocated EU funds
Region and Regional Council	21 %	56 %
Municipality	66 %	30 %
Voluntary association of municipalities	3 %	1 %
Other public sector institutions	10 %	13 %

Source: Own elaboration based on the CRD database

Figure 1 shows the spatial impact of the analyzed projects. Note once again that the municipalities of realization and not the seats of applicants are depicted. The figure reveals that the highest number of municipalities, impacted by the analyzed projects, is situated in the Opava District with the Bruntál, Ostrava and Karviná Districts on the opposite side of the ranking. However, it is necessary to stress that the regional centre Ostrava attracts the highest share of total EU funds (34 %). Thematically, the concentration of bikeways construction projects around the Ostrava City and not in the mountainous area of the region is noteworthy. The overall distribution of transport projects and allocated funds shows wide disparities between the core and the periphery areas. Periphery areas are significantly less supported from the viewpoint of both the number of projects and the actual allocated resources.



Source: Own elaboration based on the CRD database

Fig. 1 – Spatial impact of approved transport projects of ROP Moravia-Silesia (state April 2011)

3. ROP SOUTH-EAST

ROP South-East belongs to the main development documents of the South East Cohesion Region. The document has total financial allocation of 704 million EUR, complemented by 124 million EUR from national public funds (see 2). The allocation is split between four priority axes – Transport Accessibility, Development of Sustainable Tourism, Sustainable Development of Rural and Urban Areas and Technical Assistance. The first priority axis which deals most heavily with transport related projects has the largest allocation of all, amounting to nearly half of the resources (49 %). There is also an opportunity of using the third priority axis to gain resources for the development of transport infrastructure. However, only one municipality has used this opportunity so far. Thus, our main concern is the first priority axis which aims to upgrade the transport infrastructure and transport serviceability while respecting the environmental issues (see 2). The transportation projects approved until April 2011 are the subject of subsequent analysis.

In sum, our analysis of ROP South-East is based on 144 projects with total EU financial allocation of 6.3 billion CZK. Thematically, the highest number of projects and the largest share of available funds are typical for the category of projects related to modernization and construction of roads (see table 4). It is noteworthy that this type of projects is more financially demanding than the other categories defined and that, on the contrary, the bikeways construction projects are numerous but with a relatively modest total allocation. The applicant types in the South-East Region are mainly represented by public sector institutions,

marginally complemented by applicants from private sector (see table 5). This category of applicants appears where it is necessary to modernise the vehicle fleet of transport providers. The applications are most frequently submitted by other public sector institutions. As for their focus they lean predominantly to roads construction and modernization as well as to public transport systems. Municipalities are the second most frequent type of applicants with 24 % of all projects but only 8 % of total financial allocation. Their projects are relatively numerous but demand less funding. Thematically they are centred on bikeways construction and public transport systems. The Regions and Regional Council are somewhat less active in the number of applications but administer relatively larger projects that focus almost exclusively on the roads construction and modernization. Voluntary associations of municipalities focus solely on the bikeways construction that overreaches the borders of one municipality.

Tab. 4 – Thematic focus of the projects by number of projects and allocated funds in ROP South-East (state April 2011)

Thematic focus of the project	Share of the number of projects	Share of allocated EU funds
Class II and class III roads modernization and construction	36 %	54 %
Bikeways construction	21 %	7 %
Public transport system infrastructure	26 %	24 %
Point features construction	17 %	16 %

Source: Own elaboration based on the CRD database

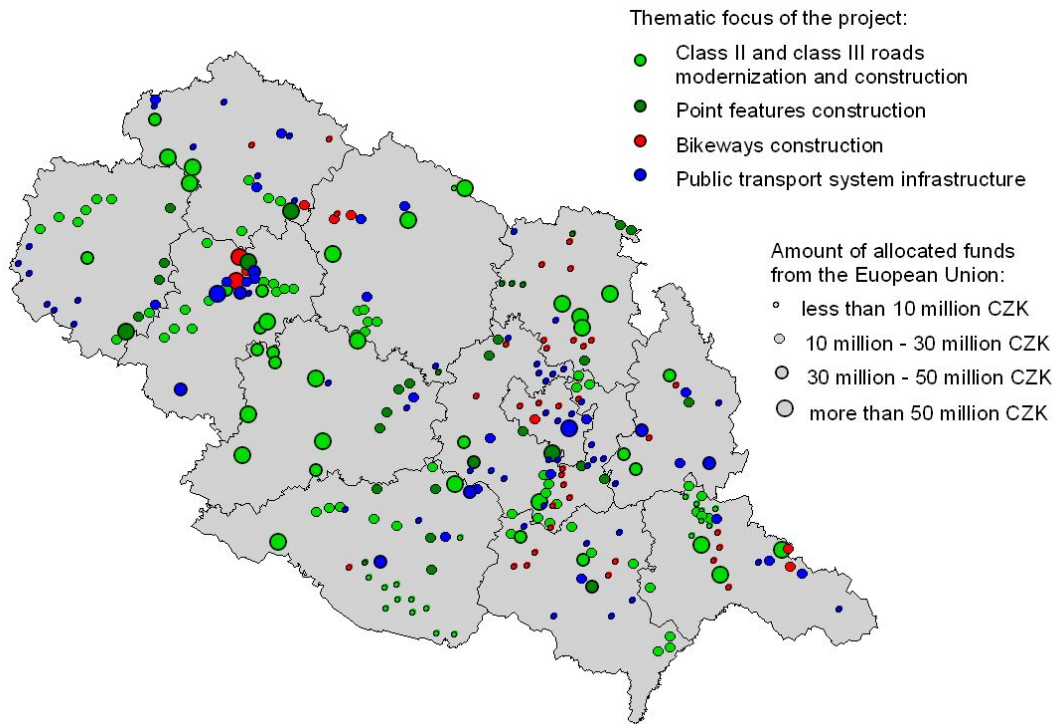
Tab. 5 – Applicant type by number of projects and allocated funds in ROP South-East (state April 2011)

Applicant type	Share of the number of project	Share of allocated EU funds
Region and Regional Council	22 %	37 %
Municipality	24 %	8 %
Voluntary association of municipalities	6 %	3 %
Other public sector institutions	43 %	50 %
Other institutions	5 %	2 %

Source: Own elaboration based on the CRD database

Figure 2 shows the spatial impact of the analyzed projects. First, the figure points at a split of resources into a higher number of projects compared with ROP Moravia-Silesia. This is caused by two factors. First, the total financial allocation of ROP South-East for transport projects was much higher in April 2011 than of ROP Moravia-Silesia and simultaneously an average budget per project supported from ROP South-East was lower. Spatially, the highest number of projects is concentrated in the Brno-City District followed by the Znojmo and Jihlava Districts. It should be noted that both, Brno and Jihlava, are the seats of respective Regions that constitute the South East Cohesion Region. On the district level, the Jihlava District gained the largest share so far (19 %), followed by the Brno-City District (12 %).

Particularly Jihlava shows high concentration of transport projects in the surrounding area. The funding from the EU is spread evenly between the South East and Highland Regions. On the contrary, the amount of approved projects is higher in the South East Region. Thus, less financially more demanding projects are realized in the Highland Region.



Source: Own elaboration based on the CRD database

Fig. 2 – Spatial impact of approved transport projects of ROP South-East (state April 2011)

4. ROP CENTRAL BOHEMIA

ROP Central Bohemia belongs to the main development documents of the Central Bohemia Cohesion Region. The overall financial allocation for ROP Central Bohemia is 559 million EUR, complemented by 99 million EUR from national public funds (see 7). There are four priority axes in ROP Central Bohemia – Transport, Tourism, Integrated Territorial Development and Technical Assistance. The first axis, focused on regional transport infrastructure and sustainable forms of public transport, has 42 percent share of the total financial allocation (see 7). While the majority of the analysed projects belong under the first priority axis, the Tourism and Integrated Territorial Development priority axes have been used to fund several projects from the field of transport, too. The transportation projects approved until April 2011 are the subject of subsequent analysis.

In sum, our analysis of ROP Central Bohemia is based on 122 projects with total EU financial allocation of 2.7 billion CZK. Thematically, the majority of projects are aimed at the modernization and construction of roads and construction of point features. The aggregate share of these two categories is more than three quarters of all the projects analyzed with 80 % of the total financial allocation (see table 6). Bikeways construction projects are quite

numerous but less financially demanding. Note that the Tourism priority axis was used to finance several of them and that the Integrated Territorial Development axis funded several projects related to public transport system infrastructure. The applicants in the ROP Central Bohemia transport projects recruit solely from the public sector. The Region and Regional Council present the major beneficiary with most of the approved projects and 80 % of allocated funds (see table 7). Their projects target specially the low quality network of the class II and class III roads and the point features. The municipalities as the second most active applicant are active mostly in the field of bikeways construction and public transport.

Tab. 6 – Thematic focus of the projects by number of projects and allocated funds in ROP Central Bohemia (state April 2011)

Thematic focus of the project	Share of the number of projects	Share of allocated EU funds
Class II and class III roads modernization and construction	34 %	41 %
Bikeways construction	26 %	14 %
Public transport system infrastructure	9 %	5 %
Point features construction	31 %	41 %

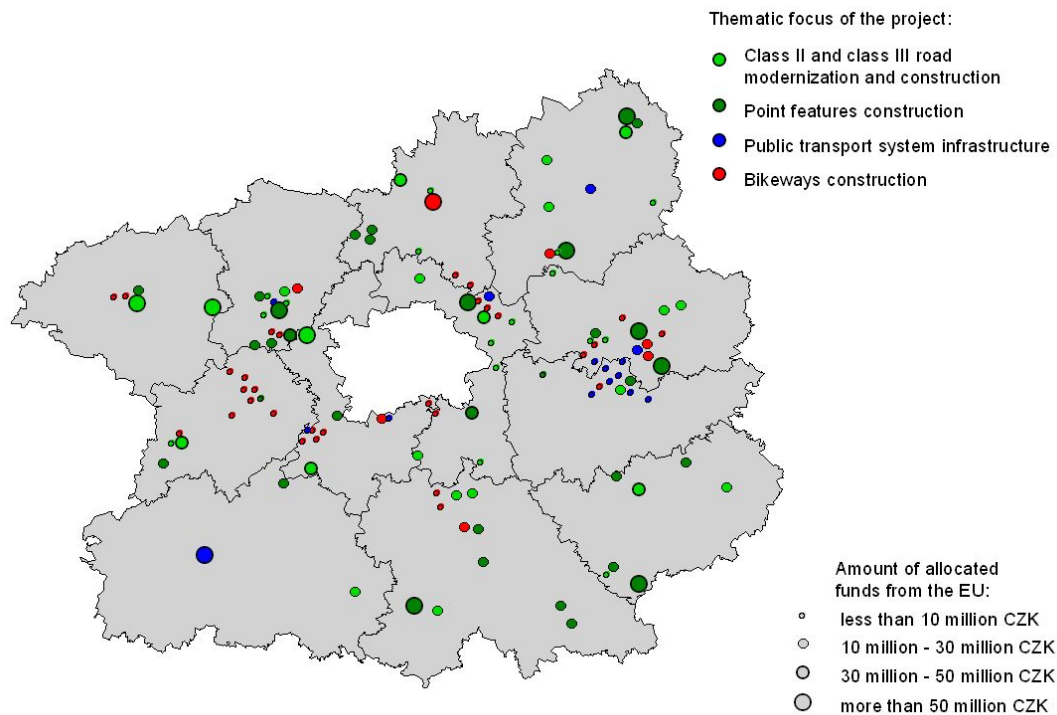
Source: Own elaboration based on the CRD database

Tab. 7 – Applicant type by number of projects and allocated funds in ROP Central Bohemia (state April 2011)

Applicant type	Share of the number of projects	Share of allocated EU funds
Region and Regional Council	54 %	80 %
Municipality	38 %	15 %
Voluntary association of municipalities	6 %	4 %
Other public sector institutions	2 %	1 %

Source: Own elaboration based on the CRD database

Figure 3 shows the spatial impact of the analyzed projects. Some areas of project concentration may be identified. Thus, the highest numbers of projects are concentrated in the Nymburk, Prague-East and Kladno Districts. Similarly, the largest shares of EU funds are allocated just in these three districts. In addition, the Mladá Boleslav District belongs to the leading areas according to the total amount of funds received from the EU. However, the distribution of transport projects supported from ROP Central Bohemia is of a rather even pattern because of the specific status of the natural centre of Central Bohemia, the capital city of Prague. In this regard, it is noteworthy that 54 % of applicants reside just in Prague.



Source: Own elaboration based on the CRD database

Fig. 3 – Spatial impact of approved transport projects of ROP Central Bohemia (state April 2011)

5. ROP NORTH-EAST

ROP North-East belongs to the main development documents of the North East Cohesion Region. The total financial allocation for this ROP is 656 million EUR, complemented by 116 million EUR from national public funds (see 5). ROP North-East is divided into five priority axes – Development of Transport Infrastructure, Development of Urban and Rural Areas, Tourism, Development of Entrepreneurial Environment and Technical Assistance. The first transport oriented axis has the total allocation of 37 % from available funds to improve transport infrastructure, effectiveness and serviceability in accord with the principles of environmental sustainability (see 5). Apart from that, a minority of transport related projects is also funded from the Development of Urban and Rural Areas axis. The transportation projects approved until April 2011 are the subject of subsequent analysis.

In sum, our analysis of ROP North-East is based on 100 projects with total EU financial allocation of 3.8 billion CZK. Thematically, the projects related to modernization and construction of roads are the most frequent ones and simultaneously this type of projects has the largest share of allocated EU funds. On the other hand, the projects related to bikeways construction are rather marginal in the structure of both, number of projects and financial allocation (see table 8). A huge majority of the beneficiaries of the analyzed projects come from public sector. Private applicants are active only in acquiring new vehicles for public transport. Most of the funds are obtained by the Regions and Regional Council who also handed in most of applications. These subjects are particularly focused on the road network in

form of modernising or constructing the roads and the point features. Municipalities spread their activities through all the types of projects with particular emphasis on public transport projects. Other public institutions that have been assigned more than 21 % of the funds focus on financially demanding projects concerning public transport issues (see table 9).

Tab. 8 – Thematic focus of the projects by number of projects and allocated funds in ROP North-East (state April 2011)

Thematic focus of the project	Share of the number of projects	Share of allocated EU funds
Class II and class III roads modernization and construction	54 %	52 %
Bikeways construction	6 %	1 %
Public transport system infrastructure	22 %	30 %
Point features construction	18 %	17 %

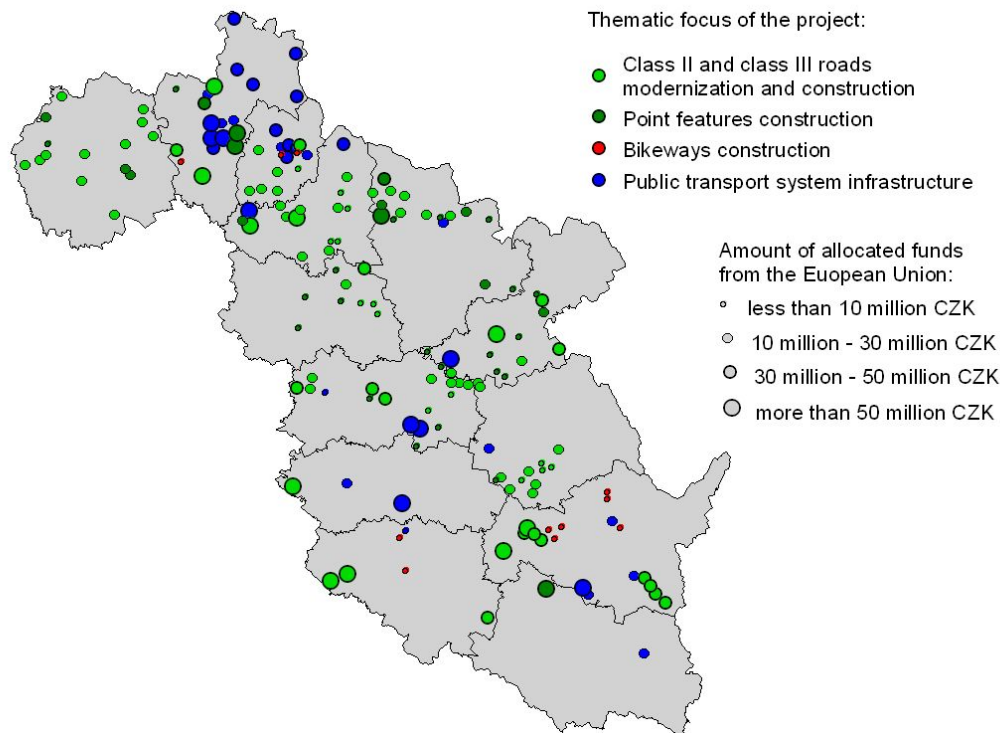
Source: Own elaboration based on the CRD database

Tab. 9 – Applicant type by number of projects and allocated funds in ROP North-East (state April 2011)

Applicant type	Share of the number of projects	Share of allocated EU funds
Region and Regional Council	70 %	68 %
Municipality	16 %	9 %
Voluntary association of municipalities	3 %	1 %
Other public sector institutions	9 %	21 %
Other institutions	2 %	0 %

Source: Own elaboration based on the CRD database

Figure 4 shows the spatial impact of the analyzed projects. There is no clear spatial pattern. Nevertheless, the Liberec District may be identified as the area of the largest amount of EU funds allocated. Note that the Liberec District is followed by the Ústí nad Orlicí and Hradec Králové Districts and that the Pardubice District, as the seat of the Pardubický Region, receives only a marginal share of the funds. The North East Cohesion Region consists of three Regions. In this regard, the distribution of funds is rather even between the three regions.



Source: Own elaboration based on the CRD database

Fig. 4 – Spatial impact of approved transport projects of ROP North-East (state April 2011)

6. ROP SOUTHWEST

ROP Southwest belongs to the main development documents of the Southwest Cohesion Region. The total financial allocation for this ROP is 620 million EUR, complemented by 109 million EUR from national public funds (see 3). ROP Southwest is divided into four priority axes – Accessibility of Centres, Stabilization and Development of Towns and Municipalities, Development of Tourism, and Technical Assistance. The first transport oriented axis was assigned 45 % of available sources making it the most generously funded one. The analysed projects are mainly funded from the first priority axis. However, there is an opportunity to draw funds for bikeways construction projects also from the Accessibility of Centres axis and for public transport related projects from the Stabilization and Development of Towns and Municipalities axis respectively. The transportation projects approved until April 2011 are the subject of subsequent analysis.

In sum, our analysis of ROP Southwest is based on 152 projects with total EU financial allocation of 3.8 billion CZK. Thematically, transport projects from the ROP Southwest focus primarily on the network of II and III class roads. Their construction and modernization consumed more than half of the allocation for approved projects. The second most frequent type also contributes to improvement of the roads network by constructing point features such as crossroads or bridges. These projects used one third of approved funds (see table 10). Municipalities are by far the most active applicants with more than two third of all approved projects. Municipalities spread their activities among all the types of projects. Note that their projects are rather financially modest with budgets usually lower than 20 million CZK. On the

contrary, the Regions and Regional Council administer relatively few projects that are notably more expensive and their impact is widespread through their territories (see table 11). Other public sector institutions are most often represented by allowance organizations that mind the management and maintenance of the road networks. All the roads and point feature related projects are relatively expensive and the impact often affects more than one municipality. Private institutions are exclusively transport providing companies.

Tab. 10 – Thematic focus of the projects by number of projects and allocated funds in ROP Southwest (state April 2011)

Thematic focus of the project	Share of the number of projects	Share of allocated EU funds
Class II and class III roads modernization and construction	58 %	54 %
Bikeways construction	5 %	3 %
Public transport system infrastructure	17 %	11 %
Point features construction	20 %	33 %

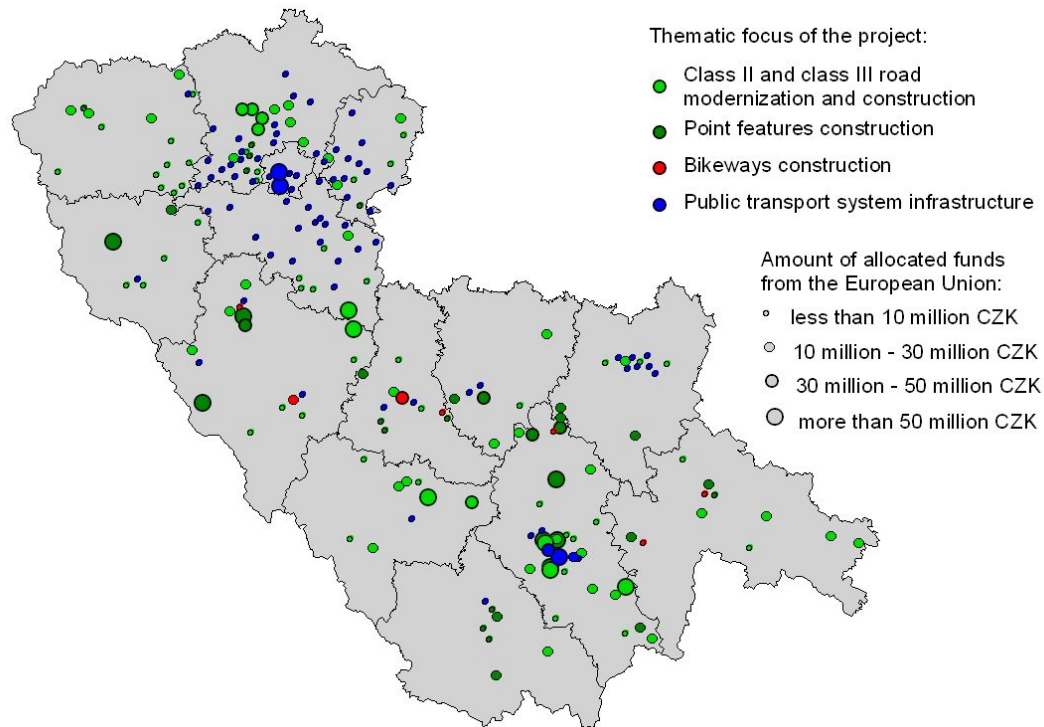
Source: Own elaboration based on the CRD database

Tab. 11 – Applicant type by number of projects and allocated funds in ROP Southwest (state April 2011)

Applicant type	Share of the number of projects	Share of allocated EU funds
Region and Regional Council	16 %	43 %
Municipality	67 %	29 %
Private or quasi-public institutions	3 %	2 %
Other public sector institutions	14 %	27 %

Source: Own elaboration based on the CRD database

Figure 5 shows the spatial impact of the analyzed projects. The Southwest Cohesion Region is composed of the Plzeňský and South Bohemia Regions. Unlike other cohesion regions there are some differences in financial allocation between these two Regions. First, it is noteworthy that the distribution of funds related to transport projects is rather uneven, with 62 percent share of funds allocated for the projects realized in the South Bohemia Region. Furthermore, there is a visible concentration of the approved transport projects around the České Budějovice city which is the seat and natural centre of the South Bohemia Region. Note that the České Budějovice District has received the largest share of the financial allocation related to the transport projects of ROP Southwest so far. Such a concentration in the main centre of settlement is less visible in the Plzeňský Region where much more dispersed pattern may be observed.



Source: Own elaboration based on the CRD database

Fig. 5 – Spatial impact of approved transport projects of ROP Southwest (state April 2011)

7. ROP NORTHWEST

ROP Northwest belongs to the main development documents of the Northwest Cohesion Region. The total financial allocation for this ROP is 746 million EUR, complemented by 132 million EUR from national public funds (see 6). ROP Northwest is structured into five priority axes – Urban Regeneration and Development, Integrated Support of Local Development, Accessibility and Transport Serviceability, Sustainable Development of Tourism and Technical Assistance. Unlike other ROPs, the transport related priority axis is not, with 34 percent share of financial allocation, the most generous funded priority axis (see 6). However, there is an opportunity to draw funds for transport projects also from other priority axes, especially for bikeways construction.

In sum, our analysis of ROP Northwest is based on 29 projects with total EU financial allocation of 4.0 billion CZK. Thematically, there are only three types of projects in ROP Northwest of which the roads construction and modernization is the most numerous and with the largest share of total financial allocation. Note that some of these projects include also construction of point features that are often qualified separately in the other ROPs. The public transport was highlighted already in the specific objective of the transport axis and so far it has been allocated one fourth of approved funds. Bikeways construction has relatively a large number of projects that have been allocated only 5 % of the approved funds (see table 12). The Regions and Regional Council are the most important applicants of the transport projects supported from ROP Northwest, concerning both the number of projects and total allocated funds (see table 13). Note that these projects are typically large ones, with budgets ranging

from 70 million to 650 million CZK and with spatial impact in a number of municipalities. The municipalities focus almost exclusively on road construction while other public institutions are mostly active in the field of public transport infrastructure.

Tab. 12 – Thematic focus of the projects by number of projects and allocated funds in ROP Northwest (state April 2011)

Thematic focus of the project	Share of the number of projects	Share of allocated EU funds
Class II and class III roads modernization and construction	48 %	70 %
Bikeways construction	21 %	5 %
Public transport system infrastructure	31 %	25 %

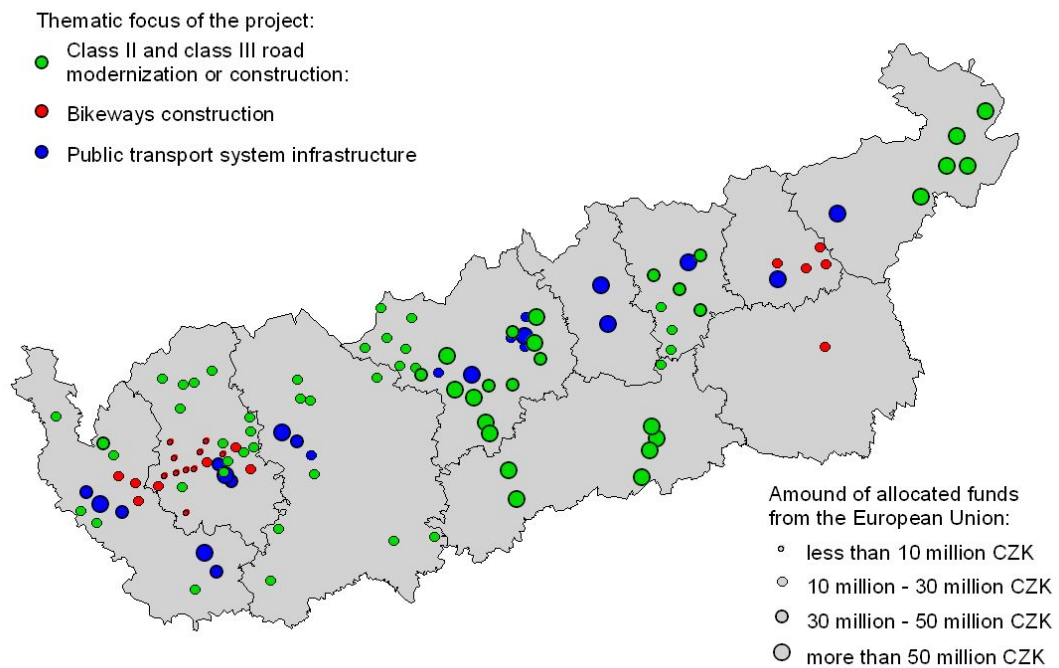
Source: Own elaboration based on the CRD database

Tab. 13 – Applicant type by number of projects and allocated funds in ROP Northwest (state April 2011)

Applicant type	Share of the number of projects	Share of allocated EU funds
Region and Regional Council	59 %	74 %
Municipality	14 %	2 %
Voluntary association of municipalities	7 %	0 %
Other public sector institutions	21 %	23 %

Source: Own elaboration based on the CRD database

Figure 6 shows the spatial impact of the analyzed projects. In this regard, the Northwest Cohesion Region is comprised of the Karlovarský and Ústecký Regions. In their comparison, there is an even distribution of the number of transport projects while the approved funds are split 37 % to 63 % in favour of the Ústecký Region. The largest shares of funds are allocated in the Chomutov District (37 %), followed by the Louny and Děčín Districts. Thus, there cannot be observed a concentration of transport projects around the main centres of settlement. Focusing on the themes of the projects analyzed it is noteworthy to point at a concentration of the bikeways construction projects along the Ohře River. On the contrary, the public transport system projects are more evenly distributed across the whole area of the cohesion region.



Source: Own elaboration based on the CRD database

Fig. 6 – Spatial impact of approved transport projects of ROP Northwest (state April 2011)

8. CONCLUSION

The theme transport is firmly positioned in the content of ROPs, important development documents of Czech cohesion regions. This article analyzed transport projects of six ROPs approved until April 2011 excluding ROP Central Moravia evaluated in one of the previous articles of this journal. Before summarizing the most important findings note that each of the analyzed ROPs allocated a large share of funds to the priority axis related to transport, ranging from 34 % in the case of ROP Northwest to 49 % in the case of ROP Southeast. Now, let us turn attention to our main conclusions.

First, there is a different amount of EU funds allocated to transport projects of particular ROPs so far. The Southeast Cohesion Region is the most active in this way while the lowest financial support to transport projects was allocated from ROP Moravia-Silesia (see table 14). Furthermore, there are rather substantial differences in the average size of transport projects supported from the particular ROPs. Thus, financially more demanding transport projects are preferred in the case of ROP Moravia-Silesia and especially ROP Northwest, while the other ROPs are characteristic by a higher number of financially more modest projects. In this regard, it is noteworthy that the variation of project budgets around the average value is lowest in the case of ROP Northwest while highest in the case of ROP Southwest. Just these two ROPs stand on the opposite sides of the ranking based on the number of projects (see table 14).

Tab. 14 – Summary statistics of transport projects of the ROPs analyzed (state April 2011)

ROP	MS	SE	CB	NE	SW	NW
Number of projects	29	144	122	100	152	29
Total EU funds (in billion CZK)	2.3	6.3	2.7	3.8	3.8	4.0
EU funds per project (in million CZK)	79	44	22	38	25	138
Coefficient of variation	1.6	1.2	1.2	1.2	1.9	1.0

Note: MS – ROP Moravia-Silesia; SE – ROP South-East; CB – ROP Central Bohemia, NE – ROP North-East; SW – ROP Southwest; NW – ROP Northwest

Source: Own elaboration based on the CRD database

Thematically, our analysis confirmed the more important position of construction and modernisation of transport infrastructure compared with sustainable urban transport. Thus, a majority of funds was allocated for modernisation and construction of class II and class III roads by all the ROPs analyzed. The shares of funds allocated for the projects related to public transport system infrastructure differ substantially between particular ROPs, ranging from 5 percent share in the case of ROP Central Bohemia to 39 percent share in the case of ROP Moravia-Silesia. Finally note that the preference of financially more demanding transport projects by ROPs Northwest and Moravia-Silesia is mirrored in the absence of the category point features construction in their structures of projects.

Public sector institutions are the dominant type of applicants of the transport projects supported from the analyzed ROPs. However, there is a different position of particular public institutions. Typically, the regional level of public administration is a decisive applicant of transport projects supported from the analyzed ROPs. In this respect, Regions and Regional Councils represent the strongest players in the case of ROPs Central Bohemia, Northwest and North-East while allowance organizations have an important position in the case of ROP South-East. Finally, point at a relatively more relevant role played by municipalities in the case of ROPs Moravia-Silesia and Southwest.

Spatially, there are different findings on the impact of transport projects supported from the analyzed ROPs. First, there may be observed some signs of spatial concentration of projects in core areas of several cohesion regions (e.g. ROPs South-East, Moravia-Silesia or Southwest). However, this spatial pattern is hardly to be observed in the case of ROPs North-East, Northwest or Central Bohemia. We hypothesise that the methodological shift to the areas of impact may change the conclusions from our previous article (see 1). Furthermore, there are some cases supported the idea of endogenous development of peripheral areas (e.g. the bikeways construction projects in the Blansko or Sokolov Districts). Finally note at some differences in the distribution of financial resources between more Regions of one cohesion region.

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