



# Executive Summary

D. 1.2.1.  
Summary of existing  
tools/best practices  
at partner's MA for enhancing  
metropolitan cooperation

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# Ostrava Metropolitan Area



**INTEGROVANÁ TERITORIÁLNÍ INVESTICE  
OSTRAVSKÉ METROPOLITNÍ OBLASTI**



Official name of the main governance structure in the MA

## Ostrava Metropolitan Area

(Ostravská metropolitní oblast)

### Agency (relations with the state)

The City of Ostrava is the Holder of the Strategy and by law No 248/2000 is responsible for the implementation of the metropolitan strategy.

There is the ITI Steering Committee (without legal subjectivity) – regular meetings, own statute and rules of procedure. There are ITI Working Groups for specific topics.

### Tasks

Education, revitalisation (in 2014-2020 only), regional development, tourism & cultural heritage, social infrastructure, sustainable transport, support of renewable energy sources, adaptation to climate change, infrastructure services preferable for SMEs.

### Main strategic documents

- ▶ Strategy of Ostrava MA for 2014-2020:  
<https://itiostravsko.cz/dokumenty/strategie/>
- ▶ Strategy of Ostrava MA for 2021-2027:  
<https://itiostravsko.cz/dokumenty/strategie-ostravske-metropolitni-oblasti-2021-2027/>

Date of creation/ start of cooperation	Number of municipalities	Area (in km <sup>2</sup> ) <sup>10)</sup>
<b>2013</b>	<b>172</b>	<b>2.710</b>
Population (in mln) <sup>10)</sup>	Population density (people/km <sup>2</sup> ) <sup>10)</sup>	GDP per capita (EUR) <sup>10)</sup>
<b>0,965</b>	<b>356</b>	<b>17.595</b>

<sup>10)</sup> Source: Czech Statistical Office (2021).

## Metropolitan governance system in the MA

The governance system of the Ostrava Metropolitan Area is closely related to the implementation of the ITI instrument in the respective EU programming period. The five largest (statutory) cities, the Moravian-Silesian Region and the Regional Council of the Moravian-Silesian Cohesion Region (the governing body of the ROP Moravia-Silesia 2007-2013) signed a Memorandum of Cooperation in 2013. This partnership also extended to other entities in the region (representatives of smaller cities and municipalities, employers, representatives of the non-profit sector) and resulted in the creation of the ITI Steering Committee.

At the same time, the Ostrava agglomeration strategy was prepared and negotiations with the governing bodies of operational programmes on the allocation for individual metropolitan areas and agglomerations in the Czech Republic were taking place. ITI working groups, composed on an expert basis, are involved in the preparation and subsequent implementation of the ITI.

The current ITI tool presents a solid base for inter-municipal cooperation, mainly used for the allocation of EU subsidies (Cohesion Policy). Still, there are open spaces for strengthening the dialogue with the regional (Moravian-Silesian) government, the central (Czech) government and its ministries, public stakeholders (universities, institutes in science and research) and private stakeholders (private companies) in the metropolitan area.

## Best tools and practices

- 1. IMPLEMENTING INNOVATIVE TEACHING METHODS IN NEWLY EQUIPPED CLASSROOMS IN SCHOOLS.** The aim of the programme was to improve the quality of education in the field of key competences (foreign languages, natural sciences, technical and craft disciplines, and the use of ICT) related to future employment on the labour market. Modernization of classroom equipment was the supported activity by EU Funds, however condition of each project was involvement of a foreign (world) language into other teaching subjects – by CLIL (Content and Language Integrated Learning) method or by bilingual education. The implementation of CLIL method is one of the major curricular trends in contemporary European education. The other condition was to establish partnership of the beneficiary with other schools and usage of the modernised classrooms by these partners.



## 2. INTEGRATED SOLUTION OF SUSTAINABLE TRANSPORTATION.



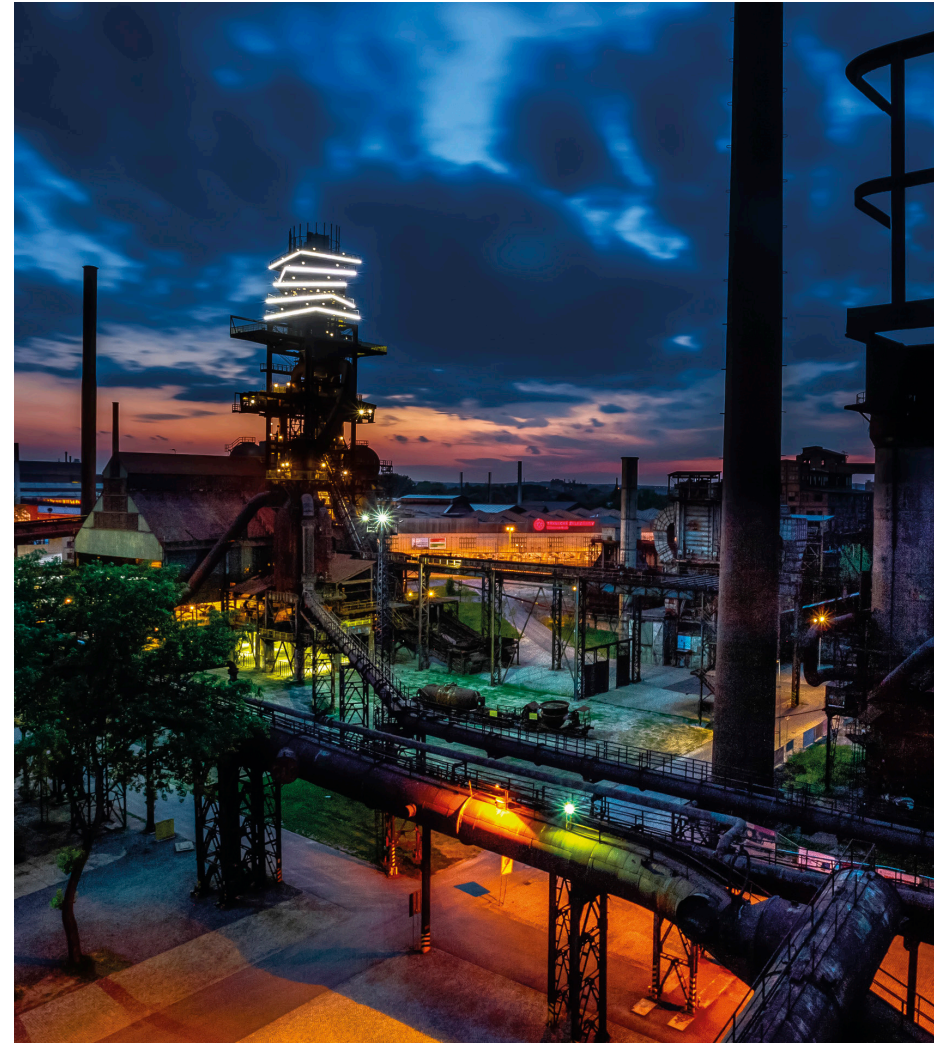
The main objectives of the integrated solution included a systemic support for sustainable transport in Ostrava through an integrated territorial investment that combined funds from different sources (from two EU Operational Programmes). The goal of the integrated solution was also to improve the functionality of important communication hubs with metropolitan impact, implement green-blue infrastructure, reduce noise, and increase speed on some sections using renovated tracks. Thanks to the Integrated Sustainable Transport Solution, the number of low- and zero-emission vehicles in the fleet of the Ostrava Municipal Transport Company (Dopravní podnik Ostrava, DPO) has increased significantly. A smaller terminal was built to transfer between tram and intermunicipal bus transport.



**3. DOLNÍ VÍTKOVICE AREA.** This project serves as an example of revitalization based on multilateral metropolitan partnership. After the termination of black-coal mining in Ostrava in 1994 and the termination of iron production at this site in 1998, the Lower Vítkovice area (Dolní oblast Vítkovice) was declared a National Monument of Culture in 2002 and, in course of the upcoming years, it has been transformed into a unique educational, cultural and community centre with an international impact. Multiple partners from the public, academic and private sectors were involved in this process. The Dolní Vítkovice area is a good example of investment where massive, concentrated interventions of European funds and private resources can create an



attractive magnet and landmark with strong synergistic effects and save and revive cultural heritage. The Lower Vítkovice Association was established in 2007 and provides activities in field of preservation of cultural heritage, and operation of educational tour routes within the national cultural monument Hlubina Mine (Důl Hlubina), Blast Furnaces (Vysoké pece) and Coke Plant of Vítkovice Ironworks (koksovna Vítkovických železáren). It employs more than 100 people.





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