



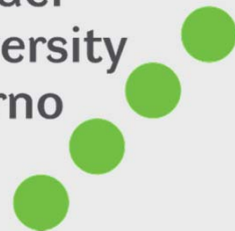
Faculty
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South-Moravian rural borderland

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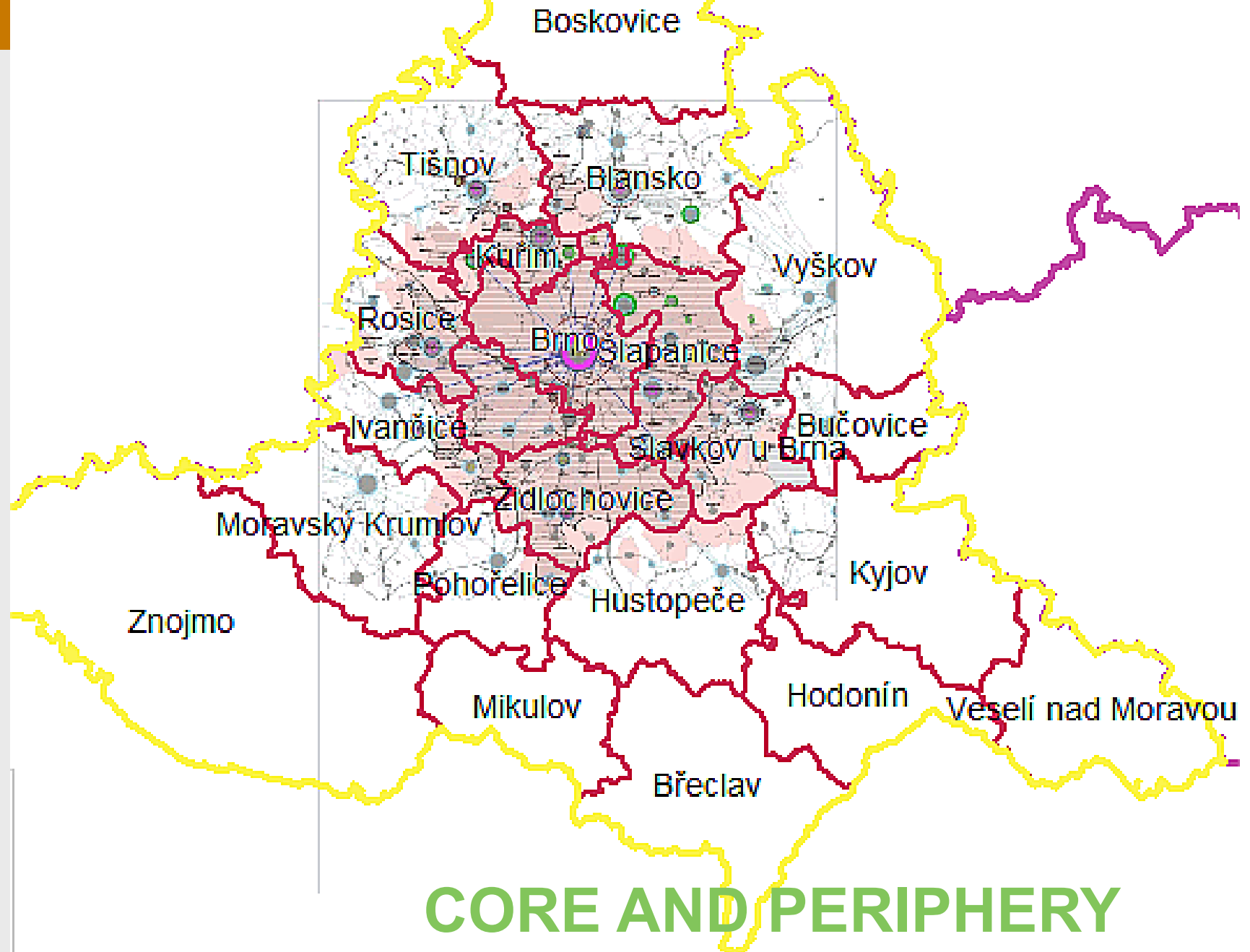
THE PROBLEM



Jihomoravský kraj

- Big differences between the core areas (Brno agglomeration) and the rural periphery can be stated in South-Moravian Region
- The borderland with Austria and Slovakia seems to be one of the cases of the South-Moravian periphery (besides of the so called inner periphery in borders with other regions (Vysočina, Zlínský, Olomoucký and Pardubický regions))

SOUTH MORAVIAN REGION:



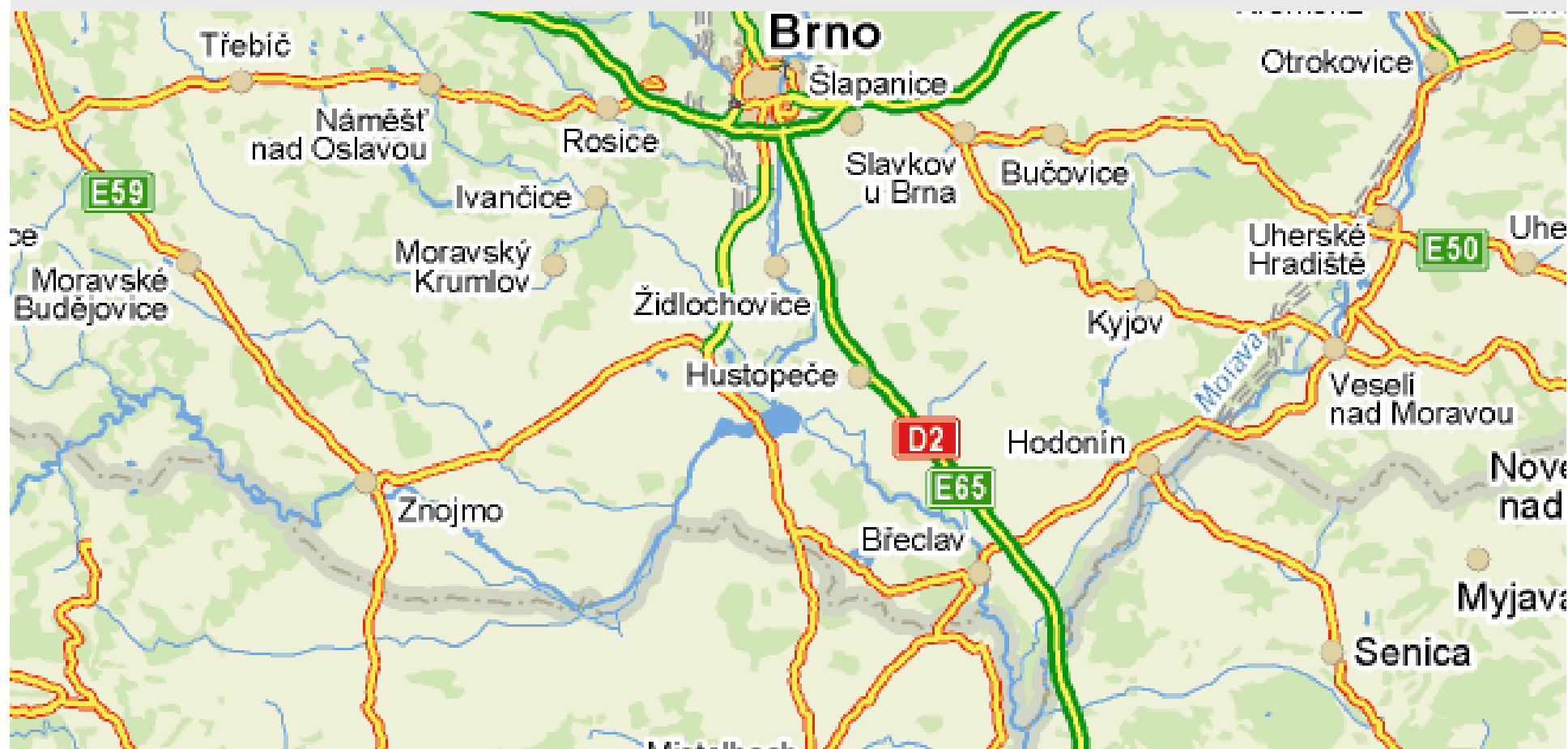
Hypotheses

- **The peripherality of the borderland is caused by:**
- Distance from the city of Brno
- Barrier effect of the state border
- Physical barriers as White Carpathian Mts., deep Dyje River Valley
- Special social milieu on the Austrian border
- **The peripherality causes:**
- Lack of investments (+ unemployment)
- Demographic problems (ageing, depopulation)

Delimitation of the territory under study

- The border effect is usually manifested mostly in the first settlement behind the border and in the closest town which offers basic urban services
- Because we are interesting in the countryside, rural settlements were taken into account
- The borderland was divided into six parts (three with Slovakia, three with Austria):

General situation



Division of the borderland

Name of the part (center)	Population (average of 2004 – 2008)
Horňácko (Velká nad Veličkou)	4,447
Hodonín region (Hodonín)	10,572
Břeclav region (Břeclav)	11,184
Austria East (Mikulov)	11,541
Austria Center (Znojmo)	6,819
Austria West (Vranov nad Dyjí)	2,942

Horňácko



- White Carpathian Mts. – protected natural barrier
- Villages of the medium to large size
- Historically less industrialized area
- Some special local ethnographic feeling is kept





Hodonín region

Large villages (over 2,000 people)

Mining of lignite and oil

Culture of wine

Traditional relations with Slovakia
(commuting for work)



Břeclav region

Very large villages

Relatively industrialized area crossed with D2 highway Brno – Bratislava and railways Vienna – Warsaw and Hamburg – Istanbul

Culture of wine and fruit, living folklore



Mikulov region

Villages of medium size

The Austrian border is passable (road Brno – Vienna etc.)

Tourism well developed

Despite of the population exchange after WWII, living folklore is kept



Znojmo region

Villages of medium size without important centers

Less industrialized, culture of wine

Not very interesting from the viewpoint of tourism



Vranov region

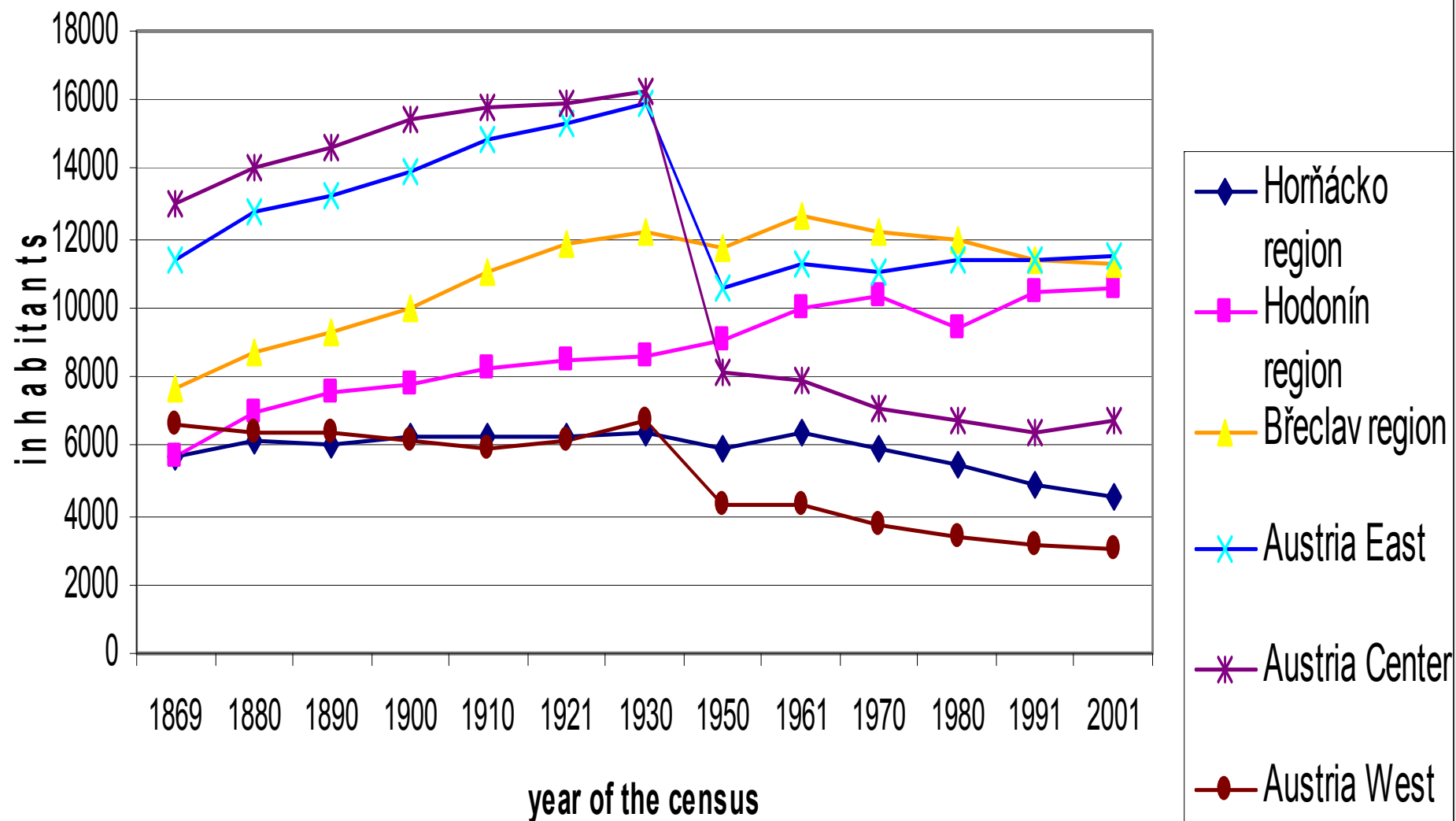
- Area of depopulation
- Strong economic decrease after WWII
- Prospects based on the tourism
- The Austrian border hardly passable (green curtain)



Next hypothesis

- **The peripherality manifests itself in a different way, according to:**
- Different history of the border in its Slovak and Austrian part
- Different distance from Brno and distance from main traffic lines
- Different natural conditions

Population development 1869 - 2001



Population development 2004 - 2008

Region	Born	Died	In	Out
Horňácko	204	305	418	402
Hodonín region	459	548	1,367	1,069
Břeclav region	514	641	1,300	1,040
Mikulov region	610	483	1,463	1,253
Znojmo region	400	307	883	800
Vranov region	164	146	467	510

Population development - conclusions

- The population of the South Moravian borderland was increasing till 1930
- In the period of 1960 – 1991, the population decrease was observed
- In the Austrian borderland, the decrease was very intensive due to replacing original German population by the Slavonic one
- Recent development shows natural decrease in the Slovak borderland, increase in the Austrian one
- All regions except of Austria West manifest immigration in the last period

Economic transformation – primary sector

- Mostly excellent natural conditions (wine, fruits, vegetables, wheat, sugar beet) and lack of other possibilities – agriculture was very important sector before the transformation to compare it with the Czech inland
- Very expressive decrease in employment after 1990 ($\frac{2}{3}$ - $\frac{1}{2}$ jobs were lost)
- Extreme employment in agriculture in the Vranov region (on the level of 20 % in rural area)

Economic transformation – secondary sector

- The (heavy) industry was developed in Hodonín region (based on the mining of lignite) and in Břeclav region (important railway junction)
- Elaboration of local products or branches of inland enterprises were in other places
- Significant decrease of industrial employment in Břeclav and especially Hodonín after 1990
- Stagnation or slight increase in other parts of the borderland

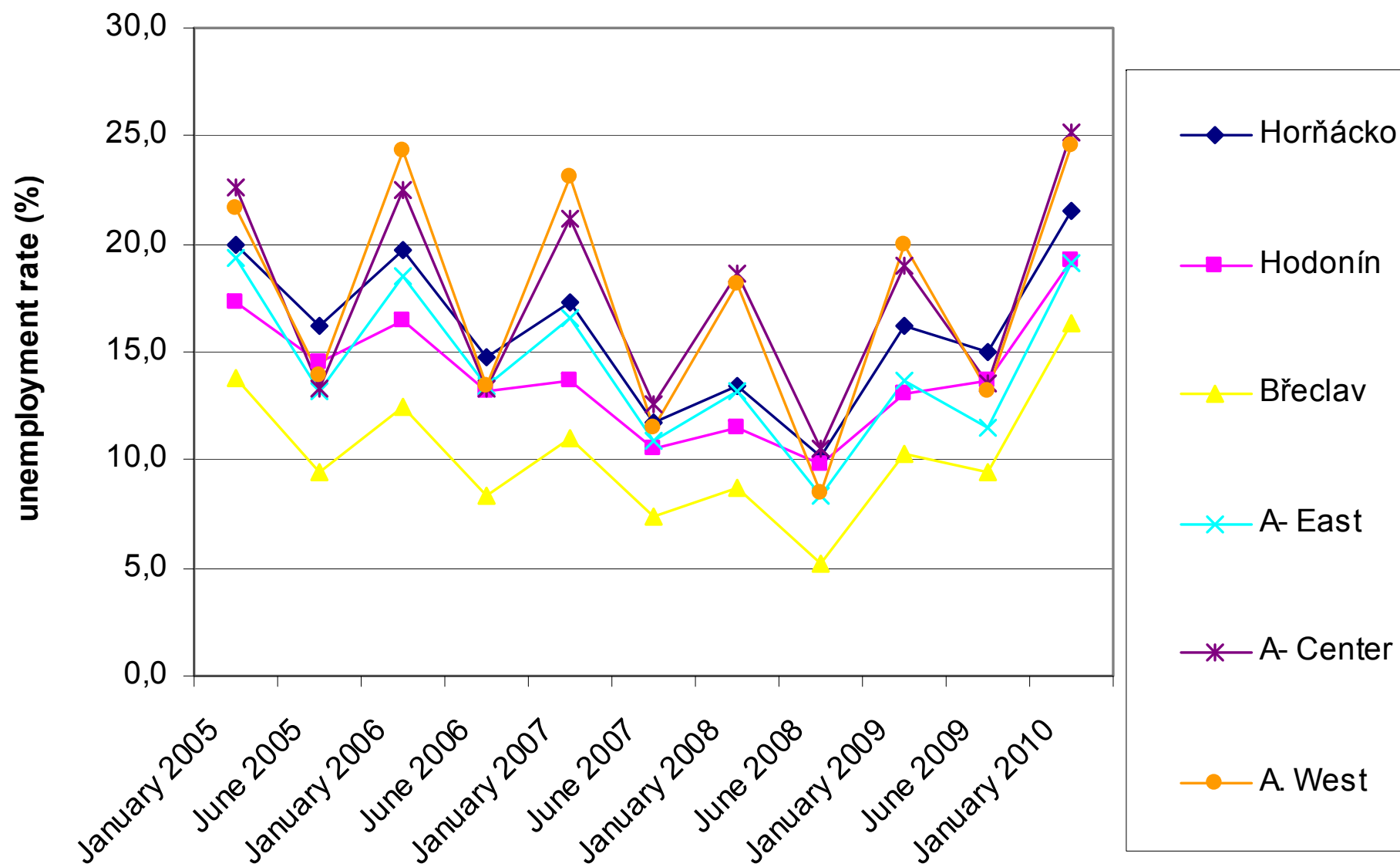
Economic transformation – tertiary sector

- The sector was underdeveloped before 1990
- Wild development after 1990: first retail and personal services
- Tourism development based on natural beauties, architectonical monuments, culture of wine, water reservoirs and fishponds, Lednice-Valtice area (part of the UNESCO world heritage), development of the balneal function etc.
- Austrian borderland seems to be more attractive, Hornácko gets behind

Entrepreneurial activities

- The economy is based on small and medium firms. There are 27 firms with more than 50 employees and only 4 enterprises with more than 250 employees (all in Břeclav and Hodonín regions)
- The Vranov region performs 243 firms per 1,000 inhabitants (bad mostly without employees)
- Horňácko performs the lowest level of entrepreneurial activities
- Big number of economic active people commute to the larger centers in inland

Unemployment



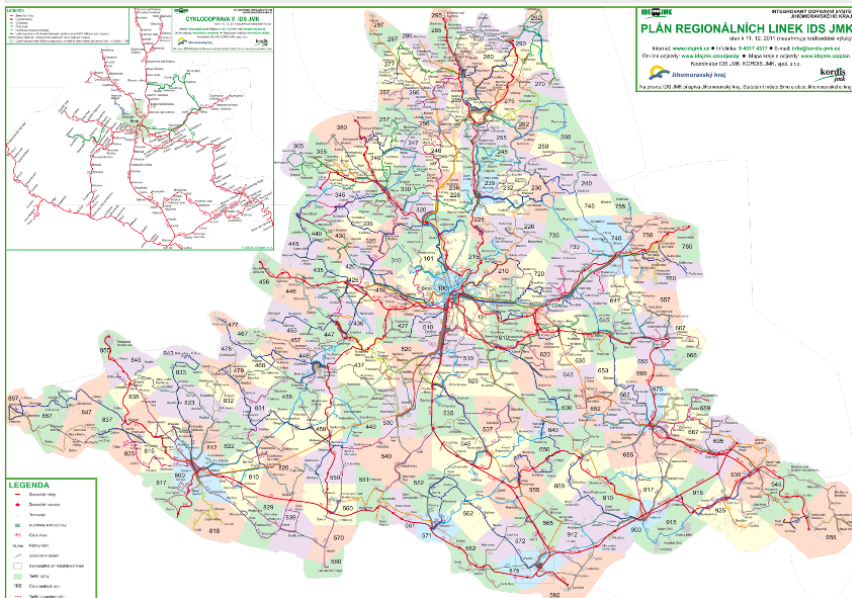
Infrastructure

- The infrastructure depends on the settlement structure (there is no efficient to built infrastructure in smallest villages)
- Large settlements are typical for Břeclav and Hodonín regions, the smallest ones for Vranov region
- Public water supply varies between 93.8 % of households in Břeclav region to 97.3 % of households in Hodonín region; public sewerage between 27 and 31 % on the Austrian border and between 45 and 66 % on the Slovak border and connection with gas pipeline gets over 62 % of rural households in all the region except of Vranov.

- All settlements are connected with Integrated transport systems of the South Moravian Region
- At least 8 pairs of daily connections with public transport in working days are ensured; for larger villages there are dozens of relations a day
- Central regions – especially Břeclav, partly also Hodonín and Mikulov are situated on main transport corridors
- But the frequency cannot solve the distance and time lost for the commuting – it is problem especially for the Vranov region

IDS JMK (Integrated transport system of the South Moravian Region)

21 transport providers (state, private, communal)
cover 728 communes, 8,117 km², 1,221,212 people
with 326 train, bus, tramway and trolleybus lines



All communes in the region + 55 communes in neighboring regions and in Austria and Slovakia are connected

CONCLUSIONS

- The distance from Brno (perceived more like accessibility) is important
- The barrier effect of the state border is often rather psychological problem
- Physical barriers are accentuated by the nature protection (especially in the national parks)
- Special social milieu on the Austrian border is a problem for elder generations; the new ones will communicate in English
- Lack of investments is a realistic problem
- Depopulation does not occur with exception of the smallest and most distanced settlements

