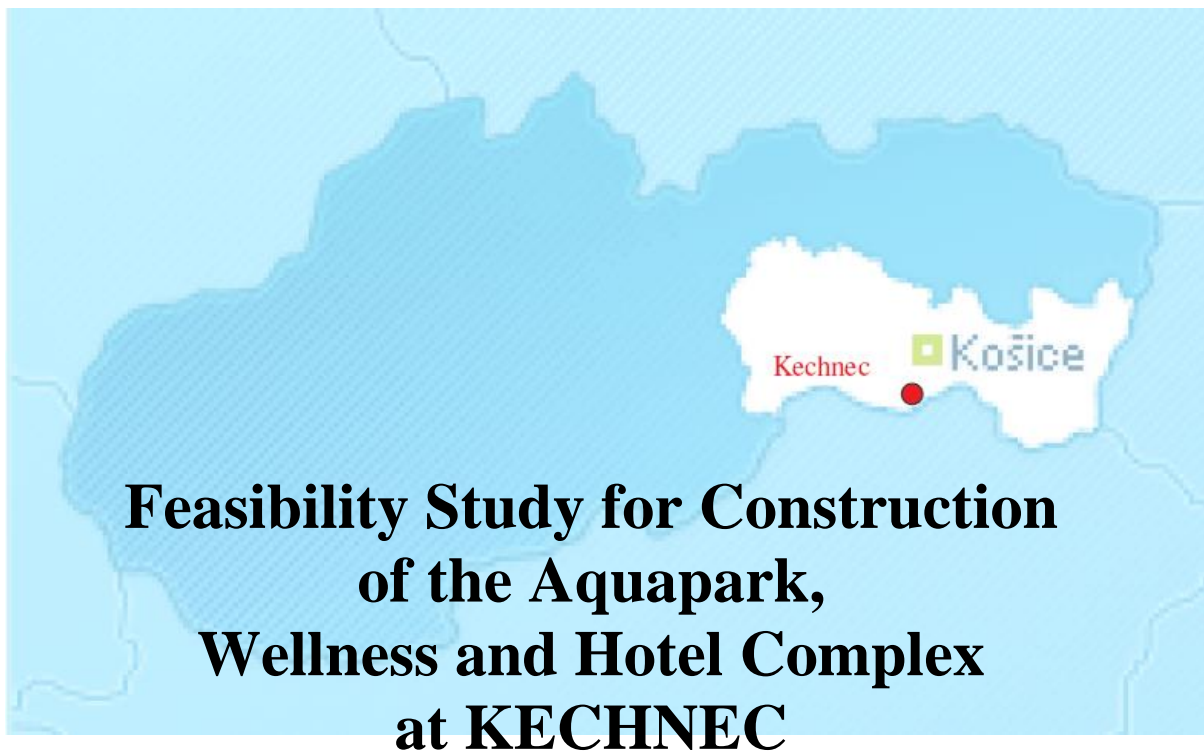


AQUAPARK KECHNEC



October 2010

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A. Basic Information about the Region Slovakia – East

A. 1 Geographical and Economic Characteristics of the Košice Self-governing Region

The Košice Self-governing Region ranks the fourth in Slovakia in terms of its area and the second in terms of the number of inhabitants. It covers an area of 6,754.6 km² at the southeast of Slovakia and covers 13.8% of the total territory. Its long southern boundary forms at the same the state border with Hungary and its eastern boundary forms the state border with Ukraine. It is divided into 11 districts. It has 440 municipalities, of which 17 have city statuses.

Table A.1.1
The largest towns in the region in 2008

| <i>Population</i> | <i>As of Dec. 31</i> | <i>Share in region</i> |
|-------------------------|----------------------|------------------------|
| Košice | 233 659 | 30,1 |
| Michalovce | 39 539 | 5,1 |
| Spišská Nová Ves | 38 148 | 4,9 |
| Trebišov | 23 356 | 3,0 |
| Rožňava | 18 959 | 2,4 |

▪ **The Eastern Lowland and the Relatively Mountainous Western Part**

The physical and geographical conditions of the region are quite varied and they have influenced to a great extent the settlement and the economy of the area. The Eastern Slovak Lowland (*Východoslovenská nížina*) is separated by the Slanské Hills (*Slanské vrchy*) from the Košice Basin (*Košická kotlina*), lying in the west. The southern part of the region is occupied by the hills of the Slovak Karst (*Slovenský kras*), in the west it is adjacent to the Slovak Ore Mountains (*Slovenské Rudohorie*). The highest point of the region is the mountain *Stolica* (1,470 m.a.s.l.); the lowest point is near the municipality of *Klín nad Bodrogom* (94 m.a.s.l.). The biggest river is *Bodrog*, significant flows are also *Hornád*, *Slaná* and *Bodva*. Significant from the economic and recreational points of view are the dam lakes *Zemplínska Štrava*, *Ružín* and *Dobšiná*. Two National Parks – the Slovak Paradise (*Slovenský raj*) and the Slovak Karst (*Slovenský kras*) – partially stretch out into the territory of the Košice Self-governing Region, which also includes two Protected Landscape Areas – that of the river of *Latorica* and of the mountains of *Vihorlat* – and several unique natural sites.

As for raw materials, sources of crude oil and of natural gas (*Michalovce*), of iron and silver ores (*Smolník*, *Rožňava*, *Vlachovo*), of various types of building materials, such as limestone (*Včeláre*, *Drienovec*, *Margecany*), ceramic clays (*Michalovce*) and gravel (*Milhošť*, *Čaňa*, river floodplains) can be found here.

▪ **Relatively Young Population**

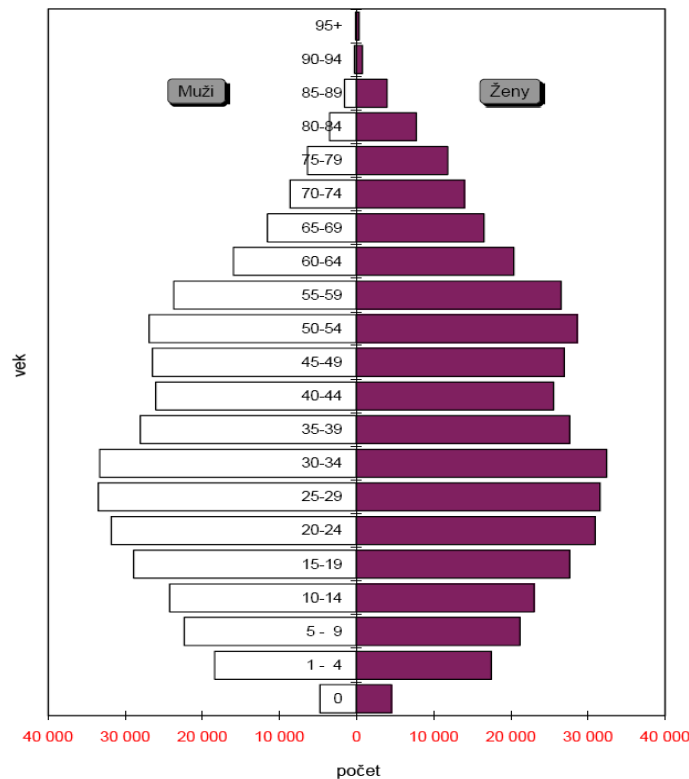
The region belongs to moderately densely populated regions of Slovakia, with 14.3% of the country's population. Population density reaches 114.8 inhabitants per km², with the highest concentration in the districts of city of Košice.

The proportion of the population in the productive age is slightly declining, in 2008 it was 17.5%, which is by 2.1 percentage points above the level of the whole Slovakia. Despite the ongoing demographic changes in the region, a high natural population growth (2.63% in

2008) persists in the region. The districts with the highest natural population growth were *Spišská Nová Ves* (6.54%) and the urban district of Košice III (5.22%).

Diagram A.1.2

Veková štruktúra obyvateľstva Košického kraja k 31. 12. 2008



Texts in Diagram A.1.2:

The age structure of the population of the Košice Self-governing Region as of December 31st, 2008

Muži = Men; Počet = Number; Vek = Age

▪ **A Strong Industrial Region with high Unemployment Rate**

The region is strong in terms of agricultural and industrial production, with a tradition in metallurgy and mechanical engineering (U.S. Steel, Embraco). Also significant are the electrical (AG-Yazaki, Panasonic AVC Networks) and the food industries. Situated in the region there is the famous Tokaj wine region.

The economically active population in the year 2008 accounted for 45.2% share of the total population. The rate of economic activity reached 55.3%. Represented in the economy of the region are mainly services (65.5% of the total number of the workforce of the region), those employed in manufacturing industry and building industry account for 30.1% of the workforce. A high proportion of those employed in manufacturing industry were registered mainly in the urban district of Košice II.

A stronger representation of employees in the agriculture had the districts of *Sobrance* districts (21.3%) and of *Gelnica* (18.6%). Employees in companies with 20 or more persons earned an average monthly wage of € 749.29. Significant differences can be seen between individual districts. While in the urban district of Košice II an employee earned an average of € 1,006.29 monthly, in the district of *Gelnica* this amount was only € 565.29.

The registered unemployment rate in 2008 reached 13.5%. The unemployment rate varies significantly in individual districts, it has increased over 20% in the district of *Rožňava*

(21.7%) and has also reached a high value in the district of *Trebišov* (19.8%). The lowest unemployment rate was in the urban districts of Košice (about 6%).

Table A.1.3

Economic Activity and Unemployment of the Population in Slovakia

| Region | Economically active population (thousand persons) | | Unemployed population (thousand persons) | | Unemployment rate (%) | |
|----------------------------|--|----------------|---|--------------|-----------------------|------------|
| | 2004 | 2008 | 2004 | 2008 | 2004 | 2008 |
| Bratislava | 330,3 | 345,9 | 27 | 12,4 | 8,2 | 3,6 |
| Trnava | 288 | 296,9 | 36 | 18,3 | 12,5 | 6,2 |
| Trenčín | 294,8 | 299,3 | 25,4 | 13,9 | 8,6 | 4,7 |
| Nitra | 350,5 | 360,5 | 71 | 31,7 | 20,3 | 8,8 |
| Žilina | 332,5 | 336,8 | 57,9 | 25,9 | 17,5 | 7,7 |
| Banská Bystrica | 326,6 | 326,9 | 86,8 | 59,5 | 26,6 | 18,2 |
| Prešov | 373,8 | 374,8 | 85,4 | 48,7 | 22,9 | 13 |
| Košice | 362,1 | 350,3 | 91,3 | 47,2 | 25,2 | 13,5 |
| Slovakia – in total | 2 658,6 | 2 691,4 | 480,8 | 257,6 | 18,1 | 9,6 |

In the formation of GVA of the Slovak Republic in 2006, the Košice Self-governing Region contributed with 12.1% of GDP, in the purchasing power parity (PPP) per capita it achieved the value of € 12,647. Out of the average of 27 states of the European Union it reached 53.5%. These facts are confirmed by the following table:

Table A.1.4

GDP of the Region, Compared with the Slovak Republic and its Other Regions

| Region | EUR at current prices (Mill. EUR) | | Per capita (EUR) | | PPS at current prices 1) (Mill. PPS) | | Per capita (PPS) | | % of EU 27 average | |
|--------------------------|--------------------------------------|---------------|------------------|--------------|---|---------------|------------------|---------------|--------------------|-------------|
| | 2002 | 2006 | 2002 | 2006 | 2002 | 2006 | 2002 | 2006 | 2002 | 2006 |
| Bratislava | 6 541 | 11 707 | 10 920 | 19 353 | 21 260 | 15 012 | 35 144 | 25 061 | 148,7 | 122,4 |
| Trnava | 2 659 | 5 573 | 4 827 | 10 048 | 10 120 | 6 103 | 18 246 | 11 078 | 77,2 | 54,1 |
| Trenčín | 2 669 | 4 635 | 4 417 | 7 722 | 8 416 | 6 125 | 14 023 | 10 136 | 59,4 | 49,5 |
| Nitra | 2 905 | 5 007 | 4 083 | 7 073 | 9 091 | 6 667 | 12 844 | 9 370 | 54,4 | 45,8 |
| Žilina | 2 732 | 4 648 | 3 943 | 6 688 | 8 440 | 6 270 | 12 145 | 9 050 | 51,4 | 44,2 |
| B. Bystrica | 2 757 | 4 006 | 4 173 | 6 103 | 7 275 | 6 328 | 11 083 | 9 577 | 46,9 | 46,8 |
| Prešov | 2 369 | 3 610 | 2 989 | 4 515 | 6 556 | 5 437 | 8 199 | 6 861 | 34,7 | 33,5 |
| Košice | 3 344 | 5 381 | 4 359 | 6 965 | 9 772 | 7 675 | 12 647 | 10 004 | 53,5 | 48,9 |
| Slovakia in total | 25 976 | 44 567 | 4 829 | 8 267 | 80 930 | 59 616 | 15 012 | 11 083 | 63,5 | 54,1 |

Table A.1.5

Basic Indicators in Districts as of December 31st 2008

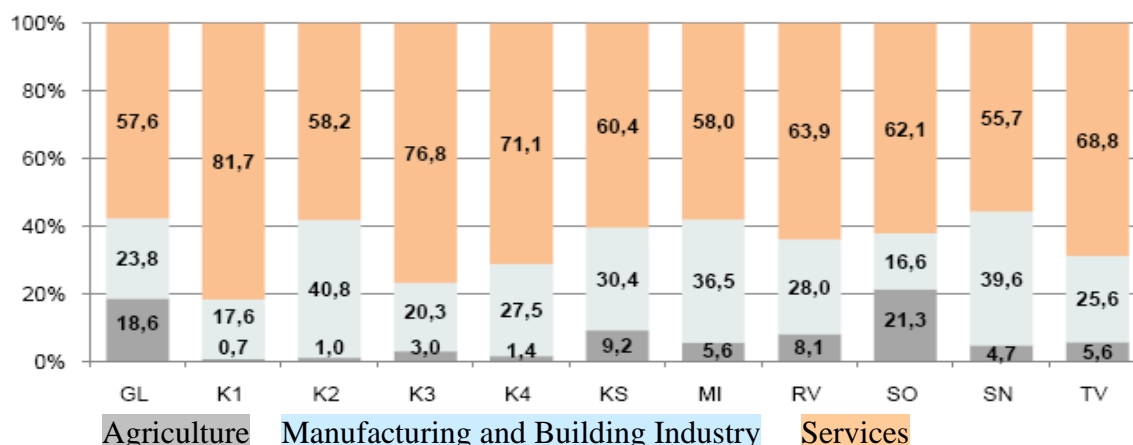
| District | Area (km ²) | Population (Persons) | Increase, decrease (-) per 1 000 inhabitants (Persons) | | | Share of population by age (%) | | Number of municipalities ¹⁾ | Urban popul. (%) |
|------------------------------|-------------------------|----------------------|--|---------------|--------------|--------------------------------|-------------|--|------------------|
| | | | Natural | Net migration | Total | 0-14 | 15-64 | | |
| Gelnica (GL) | 584,4 | 31 257 | 4,75 | -0,58 | 4,17 | 20,2 | 67,9 | 20 | 19,7 |
| Košice I (K1) | 85,4 | 67 342 | 0,37 | -4,91 | -4,54 | 14,9 | 71,8 | 6 ₁₎ | 100 |
| Košice II (K2) | 80,6 | 80 448 | 3,79 | -4,14 | -0,35 | 15,4 | 73,5 | 8 ₁₎ | 100 |
| Košice III (K3) | 16,9 | 29 814 | 5,22 | -9,87 | -4,65 | 13,8 | 81,2 | 2 ₁₎ | 100 |
| Košice IV (K4) | 60,9 | 56 055 | -0,34 | -1,53 | -1,87 | 14,3 | 72,6 | 6 ₁₎ | 100 |
| <i>Košice</i> | <i>243,8</i> | <i>233 659</i> | <i>2</i> | <i>-4,47</i> | <i>-2,47</i> | <i>14,8</i> | <i>73,8</i> | <i>1</i> | <i>100</i> |
| Košice-okolie (KS) | 1 535,10 | 113 971 | 4,04 | 5,74 | 9,78 | 19,7 | 69,8 | 114 | 12,3 |
| Michalovce (MI) | 1 018,60 | 109 807 | 2,4 | -1,39 | 1,01 | 17,8 | 71,1 | 78 | 48,9 |
| Rožňava (RV) | 1 173,30 | 61 830 | -0,71 | -0,82 | -1,54 | 16,9 | 70,9 | 62 | 39 |
| Sobrance (SO) | 538,2 | 23 214 | -1,81 | 3,15 | 1,34 | 16,2 | 68,9 | 47 | 27 |
| Spišská N. Ves (SN) | 587,4 | 96 788 | 6,54 | -1,5 | 5,04 | 20,5 | 69,9 | 36 | 52,4 |
| Trebišov (TV) | 1 073,80 | 104 983 | 1,52 | 0,51 | 2,02 | 18,1 | 70,4 | 82 | 41,5 |
| Košice Self-governing Region | 6 754,60 | 775 509 | 2,63 | -0,82 | 1,81 | 17,5 | 71,3 | 440 | 55,7 |
| Slovakia in total | 49 036,90 | 5 412 254 | 0,78 | 1,31 | 2,08 | 15,4 | 72,5 | 2 891 | 55 |

1) □ *Košice*: The number of urban districts is not included in the total number of municipalities of the region and of the Slovak Republic.

The basic indicators of the Košice Self-governing Region broken down by districts include the districts quantified by their size, by population and show the movement and migration of inhabitants according to the nature of migration. The table also includes the percentage of each group in the total population.

The Structure of Employees in the Economy of the Slovak Republic by Economic Activities in the Districts as of December 31st, 2008

Diagram A.1.6



Legend: Districts

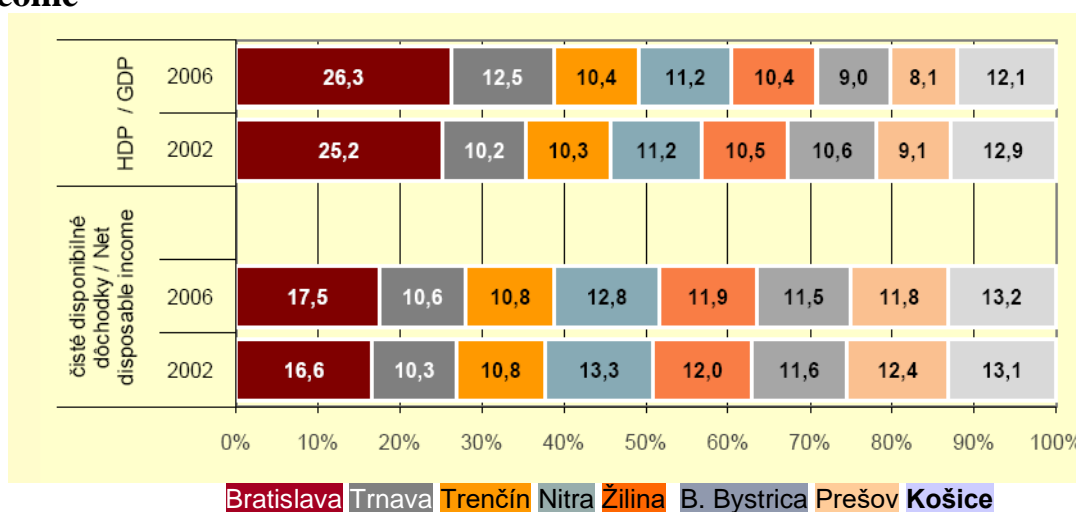
K1 - Košice 1
 K2 - Košice 2
 K3 - Košice 3
 K4 - Košice 4
 KS - Košice-Surroundings

SN – Spišská Nová Ves
 RV – Rožňava
 SO - Sobrance
 MI - Michalovce
 TV - Trebišov

The structure of employees of the Košice Self-governing Region expressed in shares on the overall structure of the Slovak economy is most pronounced in the sectors of manufacturing industry and of services, which are predominant especially in the urban districts of Košice 1, Košice 2 and Košice 4.

Diagram A.1.7

Share of Regions in the Volume of Regional GDP and the Net Disposable Income



It can be stated that after the region of Bratislava, which is the strongest region in the Slovak Republic in terms of creation of regional GDP and of net disposable income, the Košice Self-governing Region ranked as second in recent period in terms of the share of net disposable income and ranked as third in terms of share in the volume of GDP in the Slovak Republic.

▪ The Region of Education and of Cultural Heritage

The region has developed a network of educational institutions. Higher education is concentrated mainly in the city of Košice, where there are four universities, namely, the Technical University of Košice, the Pavol Jozef Šafárik University in Košice, the University of Veterinary Medicine in Košice, the Faculty of Business Management of the University of Economics in Bratislava, and several field offices of other universities in Slovakia.

Major institutions having their seat in Košice include the Constitutional Court of the Slovak Republic and the Regional Office of the President of the Slovak Republic.

The city of Košice is also the cultural centre of the region and its historical centre is the largest urban conservation area in Slovakia. In 2013, the city of Košice is the European Capital of Culture, sharing the title with Marseille. The dominant feature of the city is the Cathedral of St. Elizabeth (*Dóm svätej Alžbety*), other unique historical monuments include the chapel of St. Michael (*Kaplnka svätého Michala*), the Urban tower (*Urbanova veža*) and the Jakab Palace (*Jakabov palác*). The city has permanent theatrical and musical institutions, several museums and galleries, a botanical garden and a zoological garden. Monuments of the historical

heritage of the Košice Self-governing Region include the Spiš Castle (*Spišský hrad*), the Castle of *Krásna Hôrka*, the Manor House of *Betliar* and the wooden churches at *Ruská Bystrá* and *Inovce*. The Ice Cave of Dobšiná (*Dobšinská ľadová jaskyňa*) is included in the UNESCO World Heritage list since 2000, the geyser of Herľany (*Herľanský gejzír*) is another unique natural tourist destination. Well-known are the karst caves of *Domica*, *Stratená* and the aragonite cave of *Ochtiná*, the natural formations in the Slovak Paradise (*Slovenský raj*) and the deep lake (*Morské oko*) in the Vihorlat Hills (*Vihorlatské vrchy*).

A network of health care facilities provides health care in the region. The most important spa centre in the region is *Štós*, with treatment of respiratory system diseases. As can be seen from the above, there are few medical facilities of the spa-type in the region, despite the strong potential of suitable thermal and geothermal waters in the region. There is a better situation in the Prešov Region, where there are the well-known Spa of *Bardejov* Spa, the Spa of *Ružbachy*, and which includes the mountain area of the High Tatra. The more significant is then the requirement for strengthening the Kosice Region by building facilities for relaxation, wellness and leisure, swimming pools, rehabilitation centres and the like. Otherwise, the inhabitants of the Kosice Region shall seek relaxation in other districts, or outside the borders of Slovakia.

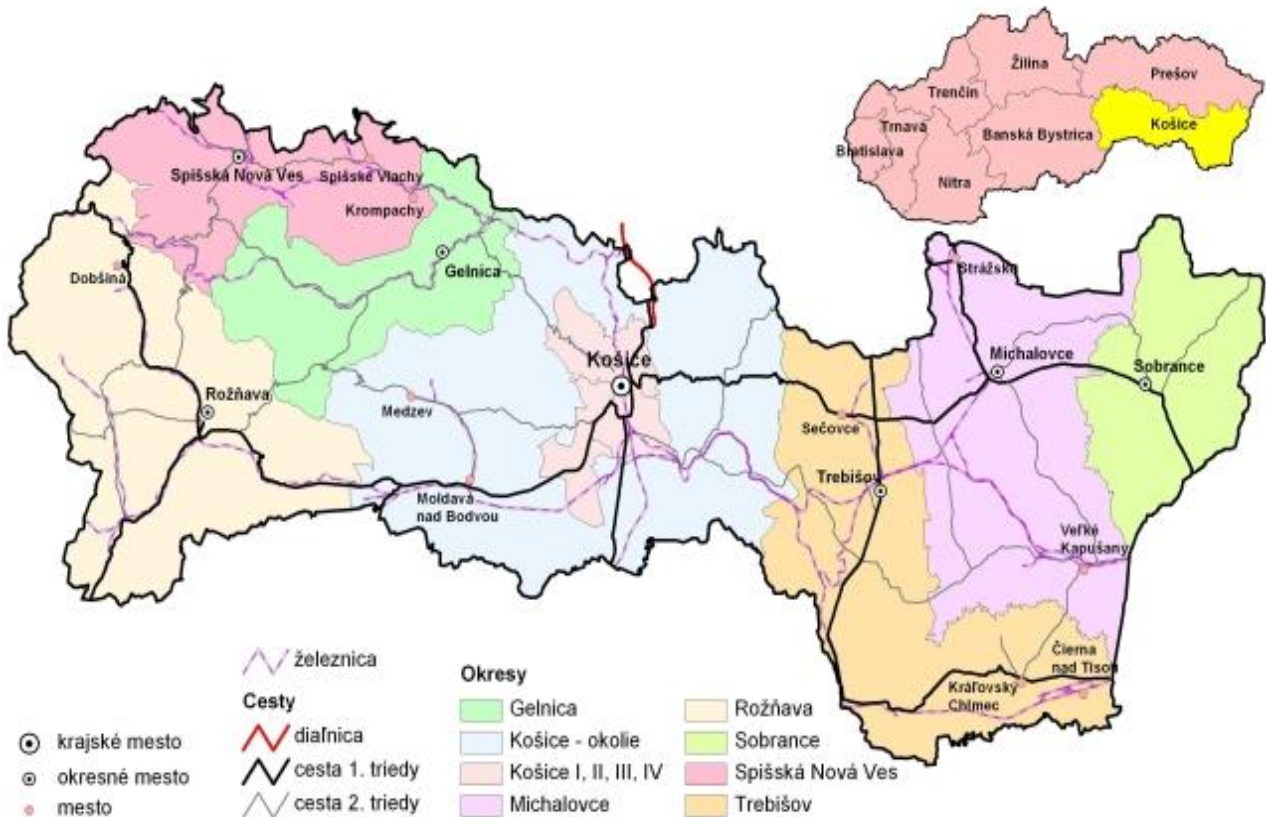
A.2 Major International Transport Lines

The transport network of the region reflects to a great extent the potential of its position. The city of Košice is a major transportation hub and crossroads of nationwide and international importance. Also important is the transport line from Poland to Hungary, crossing the region. Important railway hubs are *Margecany* and *Kysak*. Significant is the freight transshipment station of *Čierna nad Tisou*, also called a “dry port”, because it serves as a major transshipment facility from the broad gauge railway line from Ukraine. The wide track railway ends at the U.S. Steel metallurgical complex in Košice. The airport of Košice has the status of an international airport, serving for domestic and as international air transport.

For improving the quality of transport services, it is particularly important to increase the mobility of the population and to use more efficiently the existing forms of transport, especially by building integrated passenger transport. This applies particularly to the Košice-Prešov agglomeration and the agglomeration of the High Tatra. The region of East Slovakia was previously addressed only marginally. It is necessary to pay more attention to the gradual integration of the entire territory of its northern and eastern part into mutually cooperative regional integrated transport systems, preferring the rail transport and removing unnecessary overlapping between train and bus transportation. The top administration of the Košice Self-governing Region very actively tries to achieve this aim.

The Map of Transport Links of Slovakia

Map A. 2.1



Texts in Map A.2.1:

krajské mesto = seat of self-governing region; okresné mesto = seat of a district; mesto = town
 železnica = railway; cesty = roads; diaľnica = highway (motorway); cesta 1. triedy = road of 1st class,
 cesta 2. triedy = road of 2nd class; okresy = districts

Between Košice and the municipality of Kechnec there is an important transport links, the road E71 of international importance. The construction of the expressway R4 between Košice and Milhošť (the state border with Hungary) is underway, with an expected start of operation in October 2013. This solution would ensure further expansion of the transport capacity of the air transportation of the airport of Košice, which would likely be used also by the Hungarian population, especially the of the town of Miskolc and of the adjacent areas. The construction of this expressway will enhance the attractiveness of the area south of Košice, not only in terms of availability of the Industrial Park of Kechnec, but also in terms of the potential development of tourism potential, for which this area is starting to create significant opportunities.

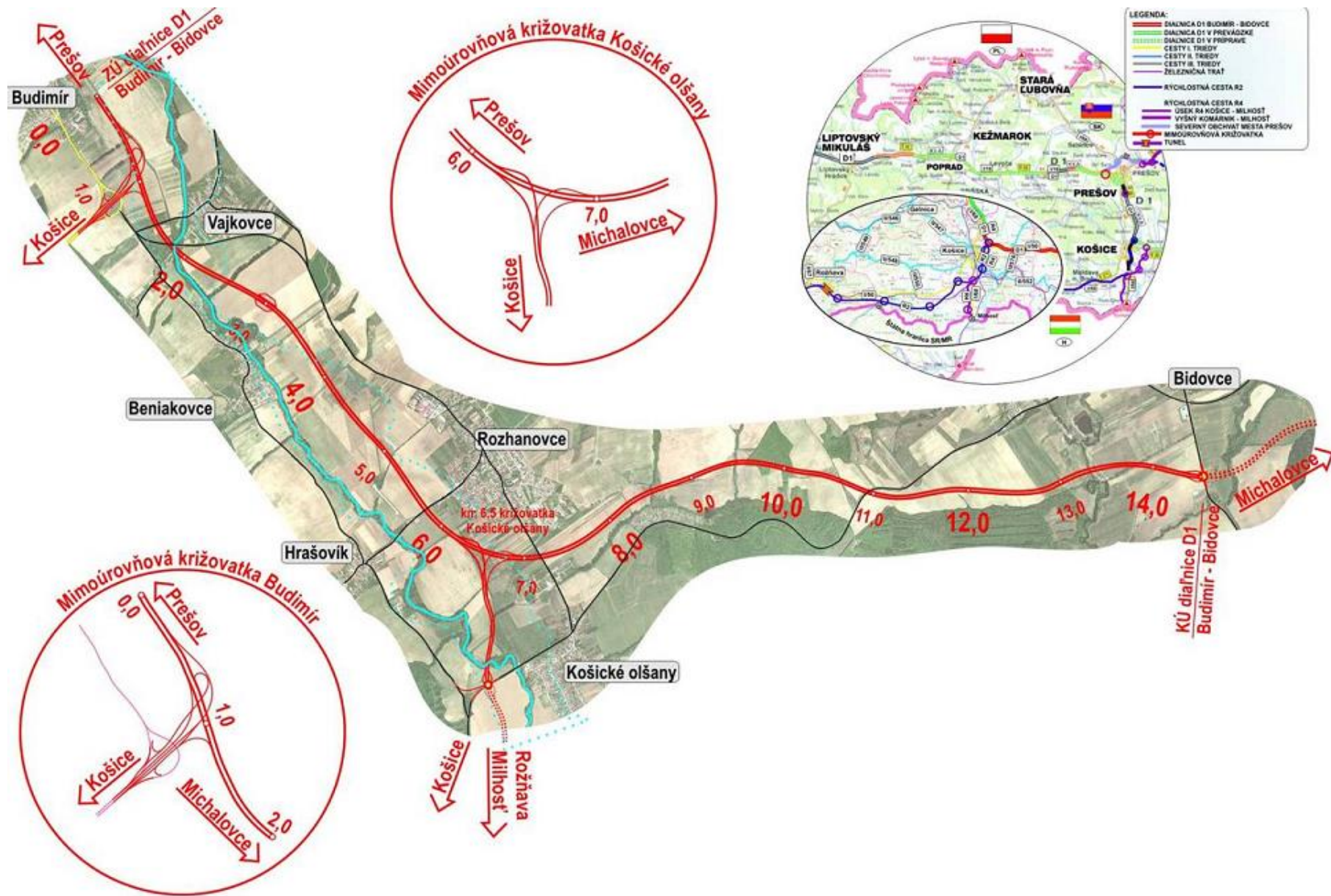
▪ **The Planned Expressways R2 and R4**

With the aim of improving the road infrastructure, the Government of the Slovak Republic approved the program of expressway construction, the 1st section of the R4 – connecting Košice with the Hungarian border, which will later continue northwards towards the Polish border. Another important link is the expressway leading from Košice towards *Lučenec*, *Zvolen* and then further to the Czech Republic. The municipality of Kechnec thus becomes an “important crossroads” in interconnection with major European transport links.

The following map A.2.2 shows the proximity of Kechnec to Kosice and the transport links between Košice - Kechnec - Milhost' as far as the Slovak-Hungarian border. Another map A.2.3 illustrates the future interconnection of the transport link D1 with R2 and R4.

The following two pages show:

- | | |
|--|-----------|
| - Transport Interconnection Košice – Kechnec – Milhost' (page 11) | Map A.2.2 |
| - Future Transport Interconnection D1, R2, R4 (page 12) | Map A.2.3 |



Texts in the Map A.2.2:

rýchlostná cesta R4 = expressway R4; rýchlostná cesta R2 = expressway R2; existujúca cesta I/68 = the existing road I/68; železničná trať č. 169 = the railway No. 169; širokorozchodná železničná trať = broad gauge railway line

Texts in the Map A.2.3:

Diaľnica D1 Budimír-Bidovce = highway D1 Budimír-Bidovce; diaľnica D1 v prevádzke = highway D1 in operation; diaľnica D1 v príprave = highway D1 in preparation; cesty I. triedy = roads of the 1st class, cesty II. triedy = roads of the 2nd class, cesty III. triedy = roads of the 3rd class, železničná trať = railway; rýchlostná cesta R4 = expressway R4; úsek R4 Košice - Milhost' = the section of R4 Košice - Milhost'; Vyšný Komárnik - Milhost' = the section of R4 Vyšný Komárnik (border crossing to Poland) - Milhost' (border crossing to Hungary); severný obchvat mesta Prešov = northern bypass of the city of Prešov; mimoúrovňová križovatka = fly-over crossing; tunnel = tunnel

A. 3 Mineral and Geothermal Sources

The territory of Eastern Slovakia is rich in **sources of natural healing and of mineral and table waters**, of which the best known are:

in the Prešov Self-governing Region:

- natural healing waters: the Spa of Bardejov (*Bardejovské kúpele*), *Cígel'ka*, the Spa of *Vyšné Ružbachy*, *Salvator*, *Baldovce*;
- mineral water springs, e.g. *Sivá Brada*, *Hôrka*, *Gánovce*, *Nová Ľubovňa*, *Šarišský Štiavnik*.

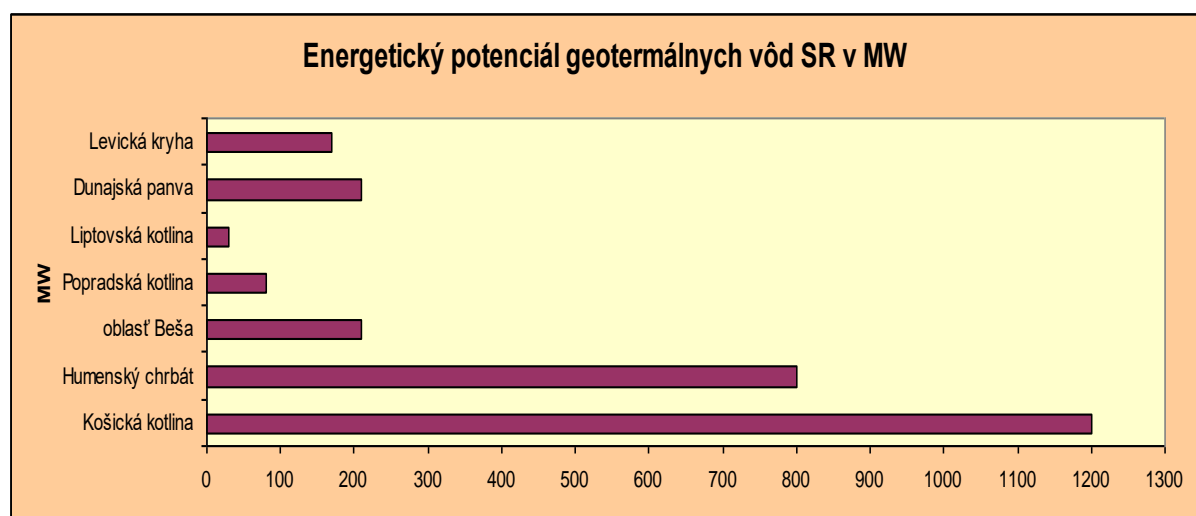
in the Košice Self-governing Region:

- mineral waters, the former Gajda Spa (*Gajdove kúpele*) in Košice, Herľany with the geyser of Herľany (water is collected at a depth of over 270 m, erupts in the interval from 36 to 38 hours, in an amount of up to 40 thousand litres of mineral water),
- natural mineral waters: Sobrance, the Spas of Byšta, Kuzmice, Michal'any.

■ Geothermal Sources

Slovakia has 25 prospective areas of geothermal water with temperature to 150 degrees Celsius at depths of up to 5000 m. According to the Energy Policy of the Slovak Republic, at the territory of the Košice Self-governing region there is a potential of geothermal water with power exceeding 1 200 MJ, out of which it is possible to produce annually more than 6,200 TJ of energy. If utilized, it would cover a third of the energy consumption of all households in Slovakia.

Diagram A.3.1



Texts in the Diagram A.3.1:

Energy potential of geothermal waters in the Slovak Republic

Levická kryha = the Floe of *Levice*; Dunajská panva = the Danube Basin; Liptovská kotlina = the Basin of *Liptov*; Popradská kotlina = the Basin of *Poprad*; oblasť Beša = the Area of *Beša*; Humenský chrbát = the Ridge of *Humenné*; Košická kotlina = the Basin of *Košice*.

Based on the latest results of geological surveys, at the territory of the Košice Self-governing Region three prospective areas for their use were specified:

- the Basin of Košice (estimated energy potential 1,200 MW),
- the Ridge of *Humenné* (800 MW)
- the Area of *Beša – Čičarovce* (200 MW)

In terms of its potential as the most promising site in Slovakia seems to be the Basin of Košice, which is characterized by the presence of geothermal underground waters with temperature from 120 to 160 degrees Celsius, at a depth of less than 3,000 meters. Primary and secondary use of geothermal energy is being prepared, namely for heating in the city of Košice through connection to the supply system of central heating of the city. The possibility of producing electricity (binary cycle) with sources of about 3 MW for covering own consumption is currently under examination. A secondary use of these geothermal resources would enhance the development of agriculture and of recreation.

Geothermal wells, as shown in the following table, are located north of the examined territory, in the municipalities of *Šebastovce* and *Valaliky*. One of them is located directly in *Kechnec*. The well was drilled in the years 2007 to 2008. The parameters of the implemented wells are as follows:

Geothermal Wells in the District of Košice

Tabuľka A.3.2

| Locality of the well | Depth of the well | Water temperature |
|---------------------------|-------------------|-------------------|
| Šebastovce | 163 m | 18° C |
| Valaliky | 190 m | 21° C |
| Kechnec | 1 200 m | 75° C |
| Đurkov - Bidovce vrt GTD1 | 3 210 m | 144° C |
| Đurkov - Bidovce vrt GTD2 | 3 250 m | 154° C |
| Đurkov - Bidovce vrt GTD3 | 2 212 m | 131° C |



For better comparison of the opportunities arising from the development of tourism in Slovakia, we have used the data from the document **Regionalization of Tourism in Slovakia**, which creates a view of the potential reserves in the sphere of development of tourism in terms of their opportunities in the given region, as well as from the perspective of possible support received from various bodies of state administration. These – after taking into consideration the needs of the region, the promotion of tourism and the economic perspectives – can positively influence their development by promoting increased employment in the region and so on. By preparing a document under the title “Regionalization of tourism”, at the Ministry of Economy of the Slovak Republic – Department of Tourism, two main objectives were followed:

- **to propose regions of tourism so as to cover the whole territory of Slovakia,**
- **to evaluate the potential of each region for development of tourism and especially its most important forms.**

The presented conclusions of regionalization, which have been set forth as an indicative and supporting document, are intended for the bodies of the state administration, for local governments and for the business sector, for the needs of their conceptual, coordination, marketing, operational and investment activities. The document has the character of a supporting tool helping to more accurately define, organize, and **create competitive tourist destinations throughout Slovakia.**

B 1. The Definition of Tourism Regions

▪ **Criteria for the Definition of Regions**

Tourism regions are defined in terms of the criteria of internal links and of cohesion, of homogeneity and of supply conditions as well as of identification of local / regional actors, or investors, with regions defined in this way.

A region represents a specific part of the territory, which is characterized by relatively homogeneous conditions for development of tourism and by possibilities of their utilization. At their definition the following aspects / criteria have been taken into account:

- □ similarity of conditions (natural, created) for tourism,
 - geographical and natural boundaries,
 - common development – historical definition of the territory,
 - analogous functions of the area for tourism (also in terms of potential),
 - rarity (special character) of the area, minimum size of the territory,
 - internal links within the region, which are stronger than the ties outside the region,
 - an assumption of identification of the local actors with the region defined in this way,
 - social approach and infrastructure,
 - joint tourist offer.
- **The boundaries of the regions** have been set to include the complete cadastral area of a municipality. Also, the aim was to define a tourism region in a way that would basically respect the boundaries of the self-governing regions, in accordance with the basic territorial organizational structure in Slovakia.

Table B.1.1

**The basic regionalization is a division of the territory
of the Slovak Republic into 21 regions**

| | | |
|---------------------------|---------------------------|--------------------------|
| 1. Bratislava | 8. <i>Severné Považie</i> | 15. <i>Pohronie</i> |
| 2. <i>Podunajsko</i> | 9. <i>Turiec</i> | 16. Tatry |
| 3. <i>Záhorie</i> | 10. <i>Orava</i> | 17. <i>Spiš</i> |
| 4. <i>Dolné Považie</i> | 11. <i>Liptov</i> | 18. Košice |
| 5. <i>Stredné Považie</i> | 12. <i>Poiplie</i> | 19. <i>Šariš</i> |
| 6. Nitra | 13. <i>Gemer</i> | 20. <i>Horný Zemplín</i> |
| 7. <i>Horná Nitra</i> | 14. <i>Horehronie</i> | 21. <i>Dolný Zemplín</i> |

Table B.1.2

Region: **Košice**

| Territorial definition of the region | Territorial definition of the region – municipalities and urban districts |
|--------------------------------------|--|
| Košice I | Džungľa, Kavečany, Košice – Sever, Sídliisko Ťahanovce, Staré Mesto, Ťahanovce |
| Košice II | Lorinčík, Luník IX, Myslava, Pereš, Poľov, Sídliisko KVP, Šaca, Košice – Západ |
| Košice III | Dargovských hrdinov, Košická Nová Ves |
| Košice IV | Barca, Košice – Juh, Krásna, Nad jazerom, Šebastovce, Vyšné Opátske |
| | Bačkovík, Baška, Belža, Beniakovce, Bidovce, Blažice, Bočiar, Bohdanovce, Boliarov, Budimír, Bukovec, Bunetice, Buzica, Cestice, Čakanovce, Čaňa, Čečejevce, Čižatice, Debrad', Drienovec, Družstevná pri Hornáde, Dvorníky–Včeláre, Ďurďošík, Ďurkov, Geča, Gyňov, Hačava, Haniska, Háj, Herľany, Hodkovce, Hostovce, Hrašovík, Hýľov, Chorváty, Chrastné, Janík, Jasov, Kalša, Kecerovce, Kecerovský Lipovec, Kechnec , Kokšov – Bakša, Komárovce, Košická Belá, Košická Polianka, Košické Olšany, Košický Klečenov, Kráľovce, Kysak, Malá Ida, Malá Lodina, Medzev, Milhošť, Mokrance, Moldava nad Bodvou, Mudrovce, Nižná Hutka, Nižná Kamenica, Nižná Myšľa, Nižný Čaj, Nižný Klátov, Nižný Lánec, Nová Polhora, Nováčany, Nový Salaš, Obišovce, Olšovany, Opátka, Opiná, Paňovce, Peder, Perín – Chym, Ploské, Poproč, Rákoš, Rankovce, Rešica, Rozhanovce, Rudník, Ruskov, Sady nad Torysou, Seňa, Skároš, Slančík, Slanec, Slanská Huta, Slanské Nové Mesto, Sokol', Sokoľany, Svinica, Šemša, Štós, Trebejov, Trst'any, Trstené pri Hornáde, Turňa nad Bodvou, Turnianska Nová Ves, Vajkovce, Valaliky, Veľká Ida, Veľká Lodina, Vtáčkovce, Vyšná Hutka, Vyšná Kamenica, Vyšná Myšľa, Vyšný Čaj, Vyšný Klátov, Vyšný Medzev, Zádiel, Zlatá Idka, Žarnov, Ždaňa |

B. 2 The Level of Regional Development Priorities

Based on the above mentioned territorial definition of the potential of tourism in individual regions, point values have been set and projected into different **stages of priorities of regional development**, namely

Table B.2.1

| REGION | UNEMPLOYMENT RATE | TOURISM POTENTIAL IN THE MEDIUM TERM | PRIORITY LEVEL |
|-----------------|-------------------|--------------------------------------|----------------|
| Gemer | 6 | 2 | 8 |
| Dolný Zemplín | 6 | 1 | 7 |
| Poľpie | 6 | 1 | 7 |
| Spiš | 5 | 2 | 7 |
| Pohronie | 5 | 2 | 7 |
| Šariš | 5 | 3 | 8 |
| Horný Zemplín | 5 | 1 | 6 |
| Nitra | 4 | 2 | 6 |
| Tatry | 4 | 4 | 8 |
| Košice | 4 | 3 | 7 |
| Podunajsko | 4 | 2 | 6 |
| Liptov | 4 | 4 | 8 |
| Horehronie | 4 | 4 | 8 |
| Orava | 3 | 3 | 6 |
| Turieč | 3 | 3 | 6 |
| Horná Nitra | 3 | 2 | 5 |
| Dolné Považie | 3 | 2 | 5 |
| Severné Považie | 3 | 4 | 7 |
| Záhorie | 2 | 1 | 3 |
| Stredné Považie | 2 | 3 | 5 |
| Bratislava | 1 | 4 | 5 |

Procedure for assessment and for specifying priorities:

The review shows the classification of individual regions into the following groups:

- in terms of unemployment rate - a point score from 1 to 6,
- in terms of tourism potential - a point score from 1 to 4,
- overall level of priority score = sum of the two potentials.

Based on the above procedure, the resulting values of regional priorities were set:

I. Regions with the highest priority:

- Gemer (especially summer relaxation in the mountains, rural tourism, visiting caves and caving, exploring historical monuments),
- Šariš (especially spa treatment, relaxation in the mountains),
- Tatry (especially summer relaxation in the mountains, hiking, downhill skiing, spa treatment, rural tourism),
- Liptov (especially downhill skiing, summer holidays in the mountains, recreation by the water, water sports, spa treatment, visiting caves and caving),
- Horehronie (downhill skiing, summer holidays in the mountains, rural tourism, health resorts).

II. Regions with high priority:

- Dolný Zemplín (mainly recreation by the water, water sports),
- Poľplie (especially spa treatment, stays in the countryside),
- Spiš (especially visiting historical monuments, hiking, winter sports, rural tourism, visiting caves)
- Pohronie (especially visiting historical monuments, recreation by the water, spa treatment, relaxation in forest environment),
- Košice (especially visiting historical monuments, relaxation in forest environment, recreation by the water, visiting caves),
- Severné Považie (especially downhill skiing, summer relaxation in the mountains, hiking, rural tourism, spa treatment).

III. Regions with medium priority:

- Horný Zemplín (mainly recreation by the water, stays in the mountains),
- Nitra (especially visiting historical monuments, fairs and exhibitions),
- Podunajsko (mainly recreation by thermal water, water sports, cycling, rural tourism),
- Orava (mainly recreation by the water, water sports, summer relaxation in the mountains, downhill skiing),
- Turiec (especially downhill skiing, summer relaxation in the mountains, hiking, spa treatment, rural tourism).

IV. Regions with lower priority:

- Horná Nitra (especially spa treatment, recreation by thermal water, summer relaxation in the mountains),
- Dolné Považie (especially spa treatment, recreation by the water, water sports, recreation by thermal water, visiting historical monuments),
- Stredné Považie (especially spa treatment, low-cost recreation in the mountains, visiting historical monuments),
- Bratislava (especially exploring visiting historical monuments and cultural events, business tourism, cycling, water sports),
- Záhorie (especially cycling, exploring the monuments of folk architecture).

Support for development of tourism in individual regions should be linked to the activities showing the highest potential in that region and at the same time it is also realistic to expect a sufficient demand.

Prioritization determined in this way should be understood as a special purpose process, in this case serving for reduction of unemployment and mitigation of disparities in socio-economic level of regions. If other aspects were preferred, the resulting priority ranking of the regions would be different. This also illustrates the ways, how the results of the study “Tourism Regionalization in the Slovak Republic” should be used for investment and the objectives to which future regional development in Slovakia should be directed.

B. 3 Primary Groups of Activities in Individual Regions:

The most important activities in the region of Eastern Slovakia include those, for which the most favourable conditions are created. In this region they are primarily the following aspects:

- **The region has an advantageous strategic location and good transport links.**
- **It is a transit area for transport of crude oil and of natural gas.**
- **The region has a broad gauge railway with a transshipment terminal in the vicinity of the city Košice, near the border with Ukraine and Hungary, which creates favourable conditions for cross-border cooperation and trade.**
- **The territory of the region is completely covered by telecommunication network of analogue and digital links, with the option of area-wide Internet connection.**
- **The region has a highly skilled labour force, with a high proportion of the population having upper secondary education and university education in technical sciences and business administration.**
- **In the region there are industrial sectors with strong tradition.**
- **Varied ethnic and multi-cultural composition of the population creates favourable conditions for building communication bridges.**

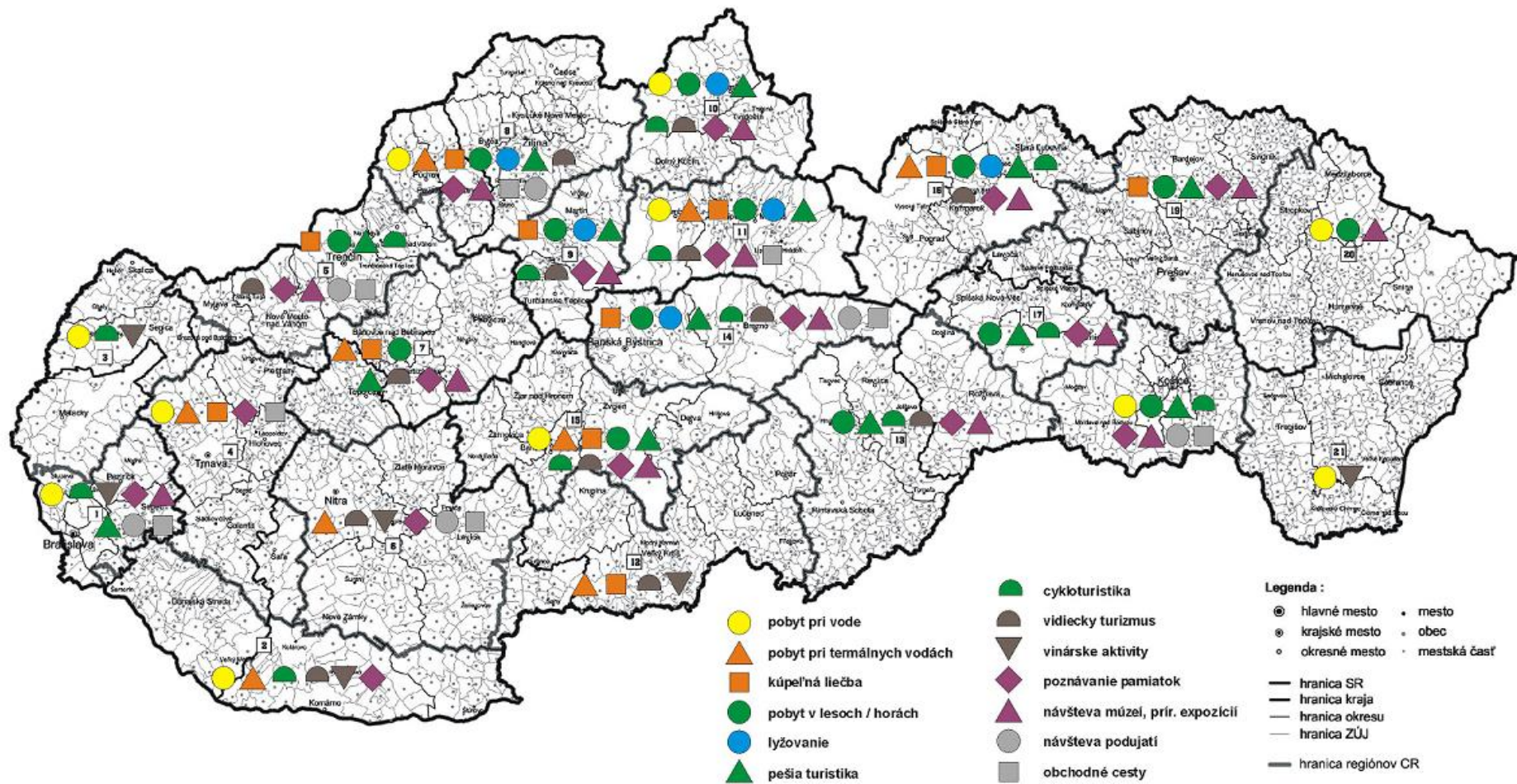
In terms of options declared it should be noted that in this region there are many potential reserves for developing many more activities in manufacturing industries areas, in agriculture and especially in the sphere of tourism. These activities may be additionally supported by the human resources in any specific direction for the development of the region.

As the following map shows, primary activities in the Košice Self-governing Region include recreation by the water, relaxation in forests and in the mountains, cycling, hiking and combination of business trips with leisure activities in the open air, and so on:

The following page shows:

- **Primary Groups of Activities in Individual Regions** (page 20)

Map B.3.1



Texts in the Map B.3.1:

pobyt pri vode = recreation by the water; pobyt pri termálnych vodách = recreation by thermal water; kúpeľná liečba = spa treatment; pobyt v lesoch/horách = relaxation in forests/in the mountains; lyžovanie = downhill skiing; pešia turistika = hiking; cykloturistika = cycling; vidiecky turizmus = rural tourism; vinárske aktivity = wine tourism; poznávanie pamiatok = visiting historical monuments; návšteva múzeí, prírodných expozícií = visiting museums, open-air exhibitions; návšteva podujatí = visiting of events; obchodné cesty = business trips

hlavné mesto = capital; mesto = city; krajské mesto = seat of a self-governing region; obec = municipality; okresné mesto = seat of a district; mestská časť = urban district; hranica SR = state border of the Slovak Republic; hranica kraja = border of a self-governing region; hranica okresu = border of a district; hranica ZUJ = boundary of a basic administrative unit; hranica regiónov CR = boundary of the regions of the Czech Republic

B. 4 Conclusions from Regionalization of Tourism in the Slovak Republic

By using the document **Regionalization of Tourism in Slovakia**, objectives pursued in the development of different regions can be achieved, such as:

- assessment of the potential of the area for tourism, assuming objectification, greater directness and effectiveness of utilization of the options offered by the region,
- assessment of invested public and private resources, as a basis for implementing economical policies,
- economic growth stimulated by tourism (e.g. reducing unemployment through development of tourism).

At the same time a new problem opens up, which is the need of investigating and determining the bearing capability of the territory for tourism, especially from the point of view of protecting nature and cultural heritage, preserving the comfort, comfortable feeling and recreational effect for tourists and visitors.

On the other hand, it should be noted that this is a “live” material, which will be continuously updated in response to new opportunities that will arise in the region, with a targeted focusing on fulfilling one of the important objectives of the Agenda 21, as well as the of the National strategy for sustainable development in the Slovak Republic in the sphere of tourism.



C. Implementation of Project Plans Within the Industrial Zone of Kechnec

C. 1 The Industrial Zone of Kechnec

TOTAL AREA: 332 hectares

The Industrial Zone of Kechnec is one of the best-prepared industrial parks in Slovakia. According to experts, it has the potential to create about 15,000 jobs, now it employs more than 2,500 employees. The park is divided into three zones:

- 80 ha for small and medium-size businesses,
- 200 ha for strategic investors,
- 52 ha for a logistic centre.

INFRASTRUCTURE

- **Electric power on the border of the Zone** - 22 kV and 110 kV
- **6 transformers** on the border of the Zone (each capable of generating 1 MW)
- A new electrical substation (80 MVA)
- **Gas regulation station with a capacity of 5000 m³/h., within the Zone distribution system with medium pressure, a high pressure piping at the border of the Zone**
- **Water supply source** capable of providing 63 litres per second, two pipings with diameter 315 mm
- Drinking water supply system with diameter of 225 mm and industrial water supply system with diameter of 200 mm.
- Sewer with pipes of diameter of 300, 500, 600 mm
- The capacity of the **sewage treatment plant** is 12 000 equivalents, currently, its capacity is used only to about 25 to 30%
- Rainwater draining from the surface with capacity for the entire territory of the Zone
- **A sufficient number of telephone service lines for high-speed Internet**

UNEMPLOYMENT, EDUCATION, ACCESS TO MARKETS

- More than 19% unemployment rate
- Technical University of Košice
- Pavol Jozef Safarik University in Košice
- University of Veterinary Medicine in Kosice
- Secondary schools and vocational schools
- School for expatriates
- Within a radius of 30 km live 400,000 people of working age
- Within a one-day trip by truck the investor has access to 100 million people, within a radius of 1000 km there are the markets of 13 countries

TRANSPORT CONNECTION

- The Industrial Zone of Kechnec is situated 18 km from Kosice, the second largest city in Slovakia
- **Kosice International Airport** is 18 km away.
- The Zone is located 0.5 km from the border with Hungary. Entry to Ukraine and Poland by road is about 115 km.
- **Connection to the European motorway network through Hungary** is about 60 km from the Zone at Miskolc. There are plans to extend the motorway to Košice (Slovakia) – from Miskolc (Hungary) in the near future. Thus, there will be a continuous highway connection from Košice throughout the entire European Union. The expressway R4

passing through the Industrial Zone of Kechnec will ensure international transport in the North-South corridor from the Baltic Sea through Poland, Slovakia and Hungary to the Balkans and the Adriatic Sea.

- Near the municipality of Kechnec passes a railway line, which is included in the international agreement on the European International Combined Transport Lines. The railway connects Poland, Slovakia and Hungary.
- Rail freight to Ukraine requires access to transshipment from the standard European track to the Eastern broad gauge track. Such transshipment is located 3.5 km from the Industrial Zone of Kechnec.

C. 2 Companies Established in the Industrial Zone of Kechnec

- **IEE Sensing International Ltd.** is an innovative manufacturer of intelligent sensing systems. The company based in Luxembourg, was founded in 1989 and operates in Europe, USA and Asia. Sensor systems produced by the company are destined for the areas: transportation and automotive industry, commercial and public infrastructure, consumer electronics, automation and logistics, medicine and health care. IEE is a global leader in safety sensing systems in the vehicles, detecting and evaluating the presence of a passenger, with products such as Seat Belt Reminders (SBR) and BodySense™.
- **Kuenz-SK, s.r.o.** Künz has a leading position on the Central European markets and is one of the leading suppliers of container cranes and of special cranes. Künz has had a worldwide success in manufacturing cranes for electrolysis and machines for cleaning inlets of hydroelectric power stations. Approximately 80 to 90 percent of production is destined for export. Certification of quality management according to ISO 9001:2000 has been implemented. In addition to the two plants in Austria (Hard, Groß St. Florian) the company has put into operation the third plant in Slovakia (Kechnec Industrial Area).
- **Getrag Ford Transmissions, Slovakia, Ltd.** GETRAG FORD Transmissions Slovakia, Ltd is a subsidiary of Getrag Ford Transmissions, a joint venture (50:50) of the GETRAG company, a specialist in manufacturing of gearboxes and powertrain systems and of the Ford Motor Company. Getrag Ford Transmissions has its headquarters in Cologne (Germany) and manufacturing facilities in Bordeaux (France), Halewood (UK), Cologne (Germany) and in Kechnec (Slovakia). Moreover, it has a development centre for its products in Göteborg (Sweden).
- **Schelling Slovakia, s.r.o.** The parent company, Schelling Anlagenbau GmbH is a world-renowned manufacturer of saws and equipment for precision cutting of wood-based materials, plastics, non-ferrous materials and of large circular materials. The company was founded in 1917 and for more than 30 recent years it has been reliable partner for commercial and industrial companies.
- **Doppelmayr Slovakia, s.r.o.** Its parent company is an Austrian company manufacturing chairlifts, cable cars, gondolas, surface tows for ski and amusement parks as well as urban people movers and material handling systems. In 2006, Doppelmayr Slovakia, s.r.o. signed a contract for the purchase of land totalling 8.2 hectares. The planned investment had to reach 6.3 million EUR by 2010. Implementation is expected in the near future.
- **SWEP Slovakia, s.r.o.** SWEP is one of the world's leading suppliers of compact brazed heat exchangers and of related products and services. The company is close to its customers, with a presence in more than 50 countries and its own sales force in more than 20 countries. Its headquarter is in Landskrona, Sweden. Its production plants are in Sweden, Switzerland, United States and Malaysia. The company is an independent

company within the global Dover Corporation, which is listed on the New York Stock Exchange (NYSE).

- **V.O.D.S., a.s. Košice.** It was founded in 1990. For Customers in Slovakia and abroad it provides comprehensive services in the field of waste management – transport, collection, treatment, recovery and disposal of hazardous and other wastes, advice on environmental and remediation of old environmental burdens.
- **Čamaj Transport, Ltd. Kechnec** is engaged in truck transport, logistics.
- **Dorsvet Plus Ltd.** It has been operating since 1999. It opened its new premises in the Industrial Zone of Kechnec in 2004. Its core business is the production and distribution of sauerkraut. Dorsvet Plus meets the quality certificate ISO 9001:2001 and possesses the HACCP certificate. It has customers in Slovakia, the Czech Republic, Hungary and Romania.
- **Evans Ltd.** is a Slovak-American company producing packaging for households (food packaging).
- **Magneti Marelli Slovakia, Ltd.** This company develops and produces advanced systems and components for the automotive industry. The Magneti Marelli Group currently has 67 production facilities (80 production units), 10 R & D centers and 28 application centers in 18 countries. With 33,000 employees and a turnover of 5.4 billion EUR in 2008, the group supplies all the leading car manufacturers in Europe, in North and South America and in the Far East. The business areas of the company include: Powertrain, Lighting, Electronic Systems, Suspensions and Shock absorber systems, Exhaust Systems, Aftermarket Parts & Services, plastic components and modules. Magneti Marelli is part of the holding company Fiat Group.
- **EUROTINPLATE SERVICE SK** is part of the Padovani Group of companies, producing tin cans for food packaging.
- **Crown Bevcan International, Ltd.** It opened its operation on 23 April 2010 in the industrial Zone of Kechnec as its first plant for beverage cans in Slovakia. These are supplied to the beer industry and the soft drink industry. The plant is equipped with modern production technology. With a production capacity of up to 750 million cans per year, it is one of the largest packaging companies in the world. It has chosen Kechnec because of good infrastructure and ideal location for serving customers in Central Europe.
- **GEFCO Slovakia.** Its parent company GEFCO is a French transport and logistic company, a subsidiary of the automotive group PSA Peugeot Citroen.