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OPERATION PREPARATION OF THE STATE TERRITORY AND TRANSPORT

The paper titled Operational Preparation of the State Territory and Transport analyzes possible methods of operational preparation of the state territory by means of a descriptive method. It defines the continuity of operational preparation of the state territory to the infrastructure of the Czech Republic, it describes the place and importance of socio-technical infrastructure in the operational preparation of the territory, states the legislative standards under which construction is carried out. The directions of operational preparation of the area from the perspective of road, rail and water transport are described in detail. The paper recommends the process of operational preparation of the state territory not only from the point of view of possible state of war, but also from the point of view of non-military threats.

***Key words:** operation preparation of state territory, road, rail and water transport*

Introduction

The basic security and defense objective of the Czech Republic at present is the defense and protection of vital interests of the sovereign state and citizens by using available means. According to the Security Strategy of the Czech Republic (2015), the task of the security and defense policy is to ensure sovereignty, territorial integrity, principles of democracy and the rule of law, protection of the lives of citizens and their property against external assault.

Within the defense policy, the Czech Republic assumes the development of the armed forces with the aim of maintaining the maximal internal balance of the individual components and their necessary specialization. It also monitors within its economic policy the speed, quality and orientation of state infrastructure construction were taken into account the possible direct and indirect effects of its disruption on the internal and external security of the state. It also involves the purposeful development of socio-technical infrastructure in terms of national defense needs and crisis prevention and management. Transport is important here.

Socio-technical Infrastructure

The socio-technical infrastructure of the country plays an irreplaceable role in the defense economy. It carries out the functions of services for the production and service sectors of the entire economy, it integrates all its components and also ensures the conditions for the proper functioning of the state. The socio-technical infrastructure consists of a set of different systems such as: transport system, interconnection system, energy system, water management system, medical care base, storage base, education facilities, tourist and recreational base. The first four systems are called technical-economic infrastructure and the subsequent are called social infrastructure. From the military point of view, the whole infrastructure plays a significant role in the operational preparation of the state territory and economic mobilization (Krč & Odehnal, 1998).

Basic features of the technical-economic infrastructure of the national economy are predominantly purpose-built facilities. They fulfill public functions; have a permanent character, permanent location in the territory, deployment on a certain area, provision of services for other spheres of economy. They serve to overcome crisis reality.

The infrastructure of the national economy forms a very important element of the logistic defense infrastructure. The military infrastructure consists of a complex of facilities and certain institutions whose activities should be directly related to the functioning of the state defense system. It could be argued that in extreme cases the entire infrastructure of the national economy will be used by the state defense system.

Critical infrastructure, according to Act No. 240/2000 Coll., on crisis management and amendment of some acts, means an element or system of elements of critical infrastructure, disruption whose function would have a serious impact on the state security, on basic living needs of the population, human health or state economy. European Critical Infrastructure means critical infrastructure within the borders of the Czech Republic when its disruption would have a serious impact on another Member State of the European Union.

The critical infrastructure element means mainly a building, equipment, means or public infrastructure, determined according to cross-cutting and sectoral criteria. These criteria are contained in Government Regulation No. 432/2010 Coll., on Criteria for Determining the Critical Infrastructure Element. The critical infrastructure elements, operated by the State organizational unit, were determined by Government Resolution No. 934 of 14th December, 2011, as last updated by Government Resolution No. 10 of 7th January, 2019.

As regards the basic elements of infrastructure, such as the transport system, the interconnection system, the energy system, these systems form the foundations of the national defense system because of the functions they perform in both the

national and defense industries. The military functions of these systems must be taken into account at the planning, construction and, where appropriate, modernization stage. We want to ensure the following objects important for the state defense – land and buildings that have political, military or economic importance for ensuring the defense of the state, in particular for securing the basic functions of the state and the armed forces (On ensuring the defense of the Czech Republic, 1999a).

The defense of the state represents a set of measures to ensure sovereignty, territorial integrity, principles of democracy and the rule of law, protection of the lives of people and their property against external assault. State defense involves the construction of an effective state defense system, the preparation and use of adequate forces and means, including transport infrastructure, and participation in a collective defense system, including the management and organization of defense.

State defense management and organization includes the construction, preparation and management of the armed forces, operational preparation of the state territory, defense planning and measures in the national economy and in all sectors of public life in order to ensure the defense of the state (On ensuring the defense of the Czech Republic, 1999b).

Defense infrastructure planning means a set of planning measures to ensure the capability of designated infrastructure, the development and operation of the armed forces, and the implementation of common infrastructure under the NATO Security Investment Program. The basic levels of defense infrastructure planning are the NATO defense infrastructure system, national defense infrastructure and defense infrastructure planning at individual offices. Operational preparation of the state territory, including the construction of transport infrastructure, has an important place.

Operational preparation of the state territory is a summary of measures of military, economic and defense character, which are planned and implemented at peace, in a state of threat to the state or in a state of war with the aim to create necessary conditions in the state territory. Measures of operational preparation of the state territory form an important component of the Czech Republic's defense capabilities. These are long-term measures in the area of state infrastructure development. The aim of these measures is to create conditions on the territory of the state for the fulfillment of tasks of the armed forces on the basis of its mobility.

Legislative Establishment of Operational Preparation of State Territory

It is based on the rule of law of the Czech Republic, on the Concept of Operational Preparation of the National Territory of the Czech Republic 2004 and follows the Security Strategy of the Czech Republic 2015, the National Strategy for

Cyber Security of the Czech Republic for 2015 to 2020, the Concept of construction of the Army of the Czech Republic until 2025, the Concept of population protection up to 2020 with a view to 2030, the Concept of mobilization of the Armed Forces of the Czech Republic, the Concept of active reserve of the Armed Forces of the Czech Republic. The concept is further dispersed in accordance with the Defense Plan of the Czech Republic, seeking and looking with the military planning of securing the defense of the Czech Republic and military planning within the North Atlantic Alliance and the European Union. The issue of operational preparation of the state territory is legally published in Act No. 2/1969 Coll., § 16 b) On Establishment of the Ministry and the National Central Bodies of the State Administration of the Czech Republic, as amended, and in Act No. 222/1999 Coll., on Ensuring the Defense of the Czech Republic, as amended by Act No. 222/1999 Coll. 320/2002 Coll. Plan of Operational Preparation of the State Territory, which is in accordance with § 2, e) Government Regulation No. 51/2004 Coll., On State Defense Planning, included in the State Defense Plan.

Operational Preparation of the State Territory in the System of National and Military Infrastructure

Operational preparation of the state territory is linked to the infrastructure of the Czech Republic. The state infrastructure consists of a complex of production, non-production, telecommunication, transport equipment, transport infrastructure and means, organizational and management links to ensure the functions of the national economy, functioning of the state administration and self-government and for ensuring the defense of the state.

It can also be stated that the “operational preparation of the state territory” can be considered as a summary of measures implemented purposefully, systematically and in the long term to prepare the state for defense, as a comprehensive summary of measures adopted by the Ministry of Defense.

When defining the operational preparation of the state territory, it is based on the Act No. 222/1999 Coll., On Ensuring the Defense of the Czech Republic, § 2, Para. 6: „The Operational preparation of the state territory is a summary of measures with the military, economic and defence character that are planned and carried out at peace, in a state of threat or in a state of war, with the aim to create the necessary conditions for fulfilling the tasks of the armed forces and ensuring the needs of the population within the country“(On ensuring the defense of the Czech Republic, 1999b).

Defense infrastructure is defined as a set of stationary objects, land and equipment intended for the management and security of the armed forces, their mobilization development and the provision of operational plans. This includes in particular: buildings and facilities of the alliance infrastructure in the Czech Republic, objects important for the defense of the state and their accessories, roads,

railways, airports, telecommunications equipment, pipelines, operational equipment and equipment destined to ensure the defense of the state, real estate owned by the state, legal entities and individuals, intended as a means of securing the state defense.

The other part of the principles of the “Principles of planning, financing and management of the construction and maintenance of the defense infrastructure of the Czech Republic”, approved by the Resolution of the State Security Council, states that the military infrastructure consists of stationary objects and facilities, including land, managed by the Ministry of Defense and designed primarily for the management and security of the armed forces, their mobilization and the implementation of operational plans. It consists of alliance infrastructure in the Czech Republic and infrastructure of the Ministry of Defense.

Non-military defense infrastructure, according to the “Principles of Planning, Financing and Management of the Construction and Maintenance of Defense Infrastructure of the Czech Republic”, approved by the Resolution of the State Security Council, is characterized as a defined part of defense infrastructure within the competence of individual ministries. It consists of: communications, telecommunications, buildings, buildings, land, equipment necessary to meet the needs of the armed forces, their mobilization, the implementation of operational plans and ensuring the defense, protective and administrative functions of the state, including objects built within the operational preparation of state territory.

Directions of Operational Preparation of the State Territory

Transport infrastructure is divided into infrastructure for land transport, air transport and water transport. It consists of a set of objects and equipment used for the transport of persons, technology, other material and other costs in the provision of defense tasks of the Czech Republic by the above mentioned means of transport. The issue of transport networks is focused on maintaining the basic conditions for meeting the needs of the armed forces in road, rail and air transport. Emphasis is placed on supporting the construction of motorways, roads connecting important objects important for the defense of the state. In the area of pipelines and warehouses of petroleum products, a significant part of storage capacities, including the transport infrastructure, have to be resilient. The development of telecommunication networks and their usability for the armed forces is developing mainly on a commercial basis.

Measures for operational preparation of the state territory are usually described as the development of military infrastructure in NATO. In the civilian sphere, measures of operational preparation of the state territory are financed as part of economic mobilization (Ministerstvo Obrany České Republiky, 2016).

Land Transport Infrastructure

In the area of land transport infrastructure, the Ministry of Defense prepares project requirements for the construction of specific road and railway substitute bridges and determines the parameters and routes of the designated road and railway network, including specific requirements for their operation, maintenance and renewal.

The Ministry of Transport, in cooperation with transport infrastructure managers, ensure material and construction for the required road and rail replacement bridges, except for the construction of replacement road bridges from Ponton bridge set materials. It provides requirements for the preparation, maintenance and renewal of roads and railways.

In the designated network of transport routes, the Ministry of Transport considers it crucial to ensure the operability, quality maintenance and repair of the required transport infrastructure, especially financially, in the context of these requirements. At the same time, within the scope of its competence, the infrastructure sections that support the economic return of roads or railways to the required parameters are supported and subsequently built or modernized. The Ministry of Defense counts on the need for co-financing.

The railways consist of main lines oriented in the east-west direction, diverting lines mainly oriented in the north-south direction, connecting lines including line connections and selected sidings. These lines are connected to the railway network of neighboring states of Poland, Slovakia, Germany and Austria at the transition stations (Some sections of the transit railway corridors form a part of the priority projects for the development of the trans-European transport network under Decision No 884/2004 /EC of the European Parliament and of the Council of 29th April, 2004. European Project No 22 passes through the Czech Republic - Česká Třebová - Prague and continues in three branches towards Děčín, state border - Dresden, towards Plzeň - Cheb, state border - Nuremberg as European project No. 22 D and towards České Budějovice - Horní Dvořiště, state border - Linz as European project no. 22 E. European project no. 23 passes through the territory of the Czech Republic on the route Břeclav - Přerov - Ostrava - Petrovice u Karviné, state border).

Currently, rail corridors for both fast trains and heavy goods vehicles, such as military equipment, have been modernizing. The modernization of important railway junctions takes is carried out in connection with the modernization of transit railway corridors. The purpose of their modernization is to ensure the same technical parameters as the downstream corridor lines (Wolmar, 2010)

The road network consists of the roads of interest, including their routing. These roads are connected to the road network of neighboring states of Poland, Slovakia, Germany and Austria at border crossings. Emphasis is placed on speeding up the construction of the motorway network, making it fully operational. It proved very difficult to transport military convoys on the motorway network, where it was narrowed for construction reasons. This is the introduction of spatial throughput for the loading gauge.

As far as the road transport concerned, the designated road network was defined from east to west and from south to north, but it is not yet aligned with the requirements and needs of the Army of the Czech Republic. On the basis of the necessary supply plans, a proposal for the rationalization of emergency stocks designed to ensure technical protection of railways and alternative road bridges was presented to the Government.

The construction of „Alternate Road Bridges“ is to be solved in two stages. In the first stage, floating bridges will be implemented, which will gradually move to the progressive bridge set PMS and later logistic bridges with the Multimodal Logistics Center. Prior to implementation measures, the communications manager will implement and maintain, as a rule, for floating substitute bridges, the Czech Army's military authorities will deal with proprietary settlement and territorial “closures”.

The process of optimizing the composition of temporary bridges stored in emergency supplies at the State Material Reserves Administration is ongoing. This process was approved in 2016 by the State Security Council. E.g., in the construction of a heavy bridge set, wooden bridges will be gradually replaced by steel panels and gratings, thus increasing the utility properties of this structure.

Damaged railway bridges shall be repaired by preparing a floating replacement on the axis of the original bridge for partial destruction in the range of the two longest adjacent fields and the intermediate pillar. Ensuring technical protection of railways and replacement railway bridges are solved in accordance with Act No. 77/2002 Coll., on the joint stock company České dráhy, the Railway Infrastructure Administration and on the amendment of Act No. 266/1994 Coll. The recovery of military sidings will be ensured in the system of economic mobilization. In the area of SSHR transport infrastructure, state material reserves of required commodities are created and maintained.

Air Transport Infrastructure

Air transport infrastructure consists of air constructions selected according to the requirements of the Ministry of Defense. For military needs, civilian aerodromes shall be set aside for the take-off and landing of C-130 aircraft (Hercules) and for the take-off and landing of C-5 aircraft (Galaxy). Airports are to be set aside, including aeronautical structures to provide air services, air traffic services and the necessary technical equipment. Airport owners must be compensated for their use in exercise or use. Another requirement is the maintenance of built-up air sections of motorways. There are currently two in the Czech Republic.

Water Transport Infrastructure

The Ministry of Defense, in cooperation with the Ministry of Transport, analyzes the conditions and possibilities of the inland waterway on the Vltava river in the Vrané nad Vltavou - Mělník section and on the Elbe river in the Pardubice -

state border with Germany in terms of usability between the Czech Armed Forces and allied armed forces.

Conclusion

The entire process of operational preparation of the state territory should be conceived not only from the perspective of a possible state of war, but also a means of dealing with non-military threats. National defense infrastructure should be divided into: transport and transport networks, telecommunications, water, energy, fuel and pipeline warehouses, economic mobilization, health, crisis workplaces, civil protection of the population. It turns out that traffic, of any kind, has an important role

The aim of the measure within the operational preparation of the state territory is, in particular, to create conditions for the activities of state management bodies in the state of war; furthermore for the operation of the armed forces; for the reception of allied troops and their mobility and activities in our territory, including transit through our territory; to ensure the protection and defense of important state defense facilities; creating conditions for ensuring the protection of the population; and last but not least in terms of significance, the creation of conditions for the functioning of the national economy during the war (durability, resistance, flexibility of the national economy through optimal allocation of production capacities. The above requirements must be supported by transport of any kind.

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