



Government of Montenegro
Ministry of Transport and Maritime Affairs

TRANSPORT FACILITATION TECHNICAL COMMITTEE

5 DECEMBER 2019, TRIESTE



Roads – MNE & ALB

Montenegro – Republic of Albania

Inter-institutional Working Group between Montenegro and the Republic of Albania for Questions related to Border Crossing Points established.

First Meeting held in Podgorica, 15th of March 2019.

Meeting purpose: deepen cooperation and continuation of activities within the Berlin Process and the Connectivity Agenda, with particular attention to the implementation of priority reform measures for connectivity in transport (package 2016-2020).

Main topics:

- Consideration of the possibility for establishment of a joint BCP Božaj/Hani Hotit.
- Possibilities of extension of the Joint border crossing Sukobin/Murićani to the freight traffic regarding the One-Stop Shop.
- Functioning of the joint cross-border railway station in Tuzi.



Rail - Tuzi

Joint cross-border railway station Tuzi

Completed national reform measure within the Connectivity Reform Measure Management Plan.

Main bilateral agreement signed on AUG 3, 2012. Four protocols signed JUN 20 – JUL 1, 2016.

Station began functioning on JUL 10, 2017.

Joint facilities used by MNE and ALB sides, continuous monitoring of the activity at state level.

Joint Inter-institutional Working Group on questions related to BCPs between Montenegro and the Republic of Albania covers these questions.

Joint Border Committee to be established as foreseen in bilateral agreement.



Rail – Bijelo Polje

Joint cross-border railway station Bijelo Polje

Main bilateral agreement signed in 2009 encompassing passenger and freight transport, including Joint Protocols.

Travel time to be decreased by 30 minutes.

This will contribute to improvement of cross-border transport links with Serbia, connection of the Belgrade-Bar railway via combined maritime railway transport mode.

Project to be implemented through IPA II, CAP 2017. Tender documentation for Main Design and Supervision under revision. Contract expected to be signed in Q II of 2020. Revision of Main Design and Works to follow.



Ports – General overview

Law on Ports regulates legal status, division of ports, management, fees, concessions, inspection and other issues of importance.

Ports of national importance are managed by the Maritime Safety and Port Management Authority.

MTMA is drafting a new Law on Ports, expected to be adopted by GofM by end of 2020 which is to establish a new centralized port management system for all ports (of local and national importance). Coordination under one institution and greater level of alignment in development and spatial planning policies is to be achieved.

There are six ports in Montenegro currently open for international traffic: Bar, Budva, Kotor, Port Kumbor – Portonovo, Tivat and Zelenika.



Ports – Port of Bar

The Port of Bar is integrated with the Belgrade-Bar railway and the road network, and as such represents a significant link in the intermodal transport chain.

The entire port area is in accordance with the Decision of the Government in the Free Zone regime, and "Luka Bar" JSC has the authority of the free zone operator. The total area of the territory of both companies (Luka Bar JSC and Port of Adria) where it is possible to operate in the free zone regime is over 130 ha.

In addition to the Luka Bar JSC (54% of shares owned by GofM), there is one more concessionaire on the port territory named Port od Adria (62% of shares owned by Global Ports Holding).



Ports – Port of Bar

Luka Bar JSC:

Port zone - Grain terminal

the available area for the construction of grain silo with capacity of 30 000 t, with a mill and system for stuffing bags and palletizing.

Port zone- Consumer goods terminal

the available area on which, according to the SP, is envisaged the possibility of building the cold storage plant with surface of 3800 sqm.

Port zone- Liquid cargo and gas terminal (hill Volujica)

the available area: 287 000 sqm.

Port zone- Dry bulk cargo terminal

the available development area (7.8 ha), which will be created on the north side of the hill Volujica, after completion of works on the exploitation of technical aggregates stone.

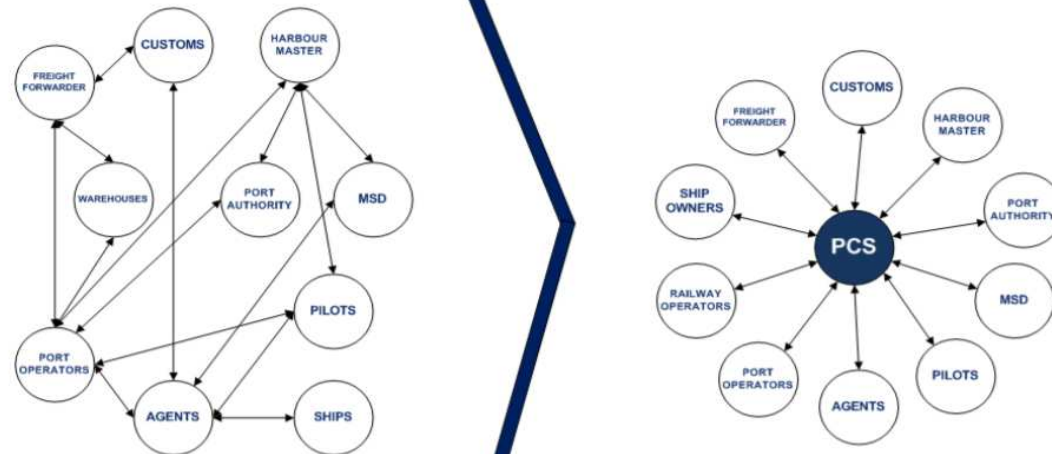
Production zone- Polje (Field of Bar)

the available area of 10.5 hectares is envisaged, according to the SP, for the development of various production program.



Ports – Port of Bar

Luka Bar JSC:



- Port Community System (PCS) has been developed in 2014 (upgraded in 2015 and 2016) and PCS is in line with EU Directive 65/2010;
- Preparation for Maritime Single Window;



Ports – Port of Bar

Luka Bar JSC:

Involved parties:

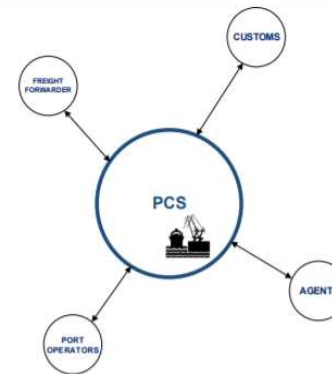
- Freight forwarders
- Agents
- Port of Bar (terminal operator)
- Custom administration

Currently:

- 67 companies (forwarders, agents, Custom administration, Harbour master office...)
- 158 users

Number of realized documents:

- 11693 dispositions
- 32774 work orders
- 1258 notices of arrival
- 2502 pilot requests for mooring/unmooring



Ports – Port of Bar

Port of Adria:



Ports – Port of Bar

Port of Adria JSC:

Cruise Terminal

Possibilities of accepting cruisers over 300 m.

Container terminal

The Terminal is equipped for unloading, handling and loading of containers. Stuffing and stripping of containers are carried out both in warehouses and open storage areas. There is a video surveillance system which provides maximum security and safety of the containers at the terminal. Total area is 80 000 m² with possibility of extension for 50 000 m². Estimated annual capacity of 50 000 TEU.

General cargo

General cargo terminal is in terms of space and equipment adequate for acceptance and dispatch of all types of general cargo (palletized goods, food products, various metal products, coils, slabs, strips, pipes, bundles). General cargo terminal includes closed and open storage systems, and a handling operational area. Total area is 39,3 ha with estimated annual capacity of 2,2 m t.

Timber Terminal

Timber Terminal is ideally connected with railway and road and it has all necessary equipment. Storages are marked with the signalization that is in accordance with software for monitoring of work at this independent port terminal. This monitoring system gives the Company and its customers` constant insight into the condition of goods in stock and communication with the Terminal Operations department.





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