

Dear Sirs,

The fact that referent partners are finding their motives for improving cooperation and investing in Montenegro makes me glad. Given the position and available potentials of Montenegro in many segments, Montenegro needs credible investors who are ready for new investments in Montenegro and job creation, and yet also who have the capacity to attract new partners and encourage increasing the volume and intensity of traffic flows through Montenegro.

Since 2006, Montenegro has been developing and building its image as a stable economy and an attractive investment destination. Despite all the challenges, which are presented as an inevitable companion of all economic systems in the Western Balkans, Montenegro is focused on strengthening all ties that would contribute to strengthening its position as a safe investment destination with a favorable tax system and the application of international business standards, linking its transport development vision both to regional integration and membership in the European Union (EU).

We recognize the importance of developing sustainable transport solutions based on innovative information technologies that should encourage improving the quality of transport services and reducing their prices, while reducing the negative impact on the environment, because it is in line with the strategic development goal of Montenegro that is defined as smart, sustainable and inclusive economic growth, which will contribute to reducing the development gap of the country compared to the EU average, recovery and greater competitiveness of the economy, as well as increasing the quality of life of all its citizens.

The arrival of new investors brings along an additional incentive to strengthen both institutional and administrative capacity and ultimately means confirmation that Montenegro is on the right track and that all efforts have not been in vain.

In the field of transport, Montenegro remains committed to the development of physical infrastructure (priority development of the corridor from Bar to Belgrade), harmonization of regulations with the EU, improvement of services, but also the restructuring of companies in the field of transport and development of intermodal transport. Encouraging investments, as a generator of economic growth and development, is certainly our primary goal, along with the development of new technologies and the implementation of integrated logistics solutions, which include the development of logistics centers, intermodal terminals, city logistics and improved distribution systems.

In addition to the detailed data on investment potentials in individual modes of transport, we emphasize that the development of all supporting activities is of special importance to us in order to reduce Montenegro's import dependence on major infrastructure projects and for the development of public transport where there is some potential for the development of public-private partnerships. Expressing gratitude for the interest in investing in Montenegro, we remain open to deepen the dialogue, in the interest of the citizens of Montenegro, and strengthen ties with the EU as our strategic partner.

Respectfully Yours,

Zoran Radunović,
State Secretary for Transport, Ministry of Capital Investments
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ROAD INFRASTRUCTURE

→ **Contact information:**

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→ **Basic Regulations:**

- Law on Roads
- Law on Bar-Boljare Highway
- Law on Spatial Development and Construction of Structures
- Law on Public-Private Partnership
- Law on Public Procurement
- Law on Foreign Investments

→ **Key Priorities:**

- Bar-Boljare highway
- Adriatic-Ionian highway-coastal variant (Fast road along the Montenegrin coast)
- Adriatic-Ionian highway-continental variant
- Development of a national network of main and regional roads

→ **Planned Medium Term Projects:**

- Construction of the section Matesevo-Andrijevica of the Bar-Boljare highway
- Construction and reconstruction of the national network of main and regional roads

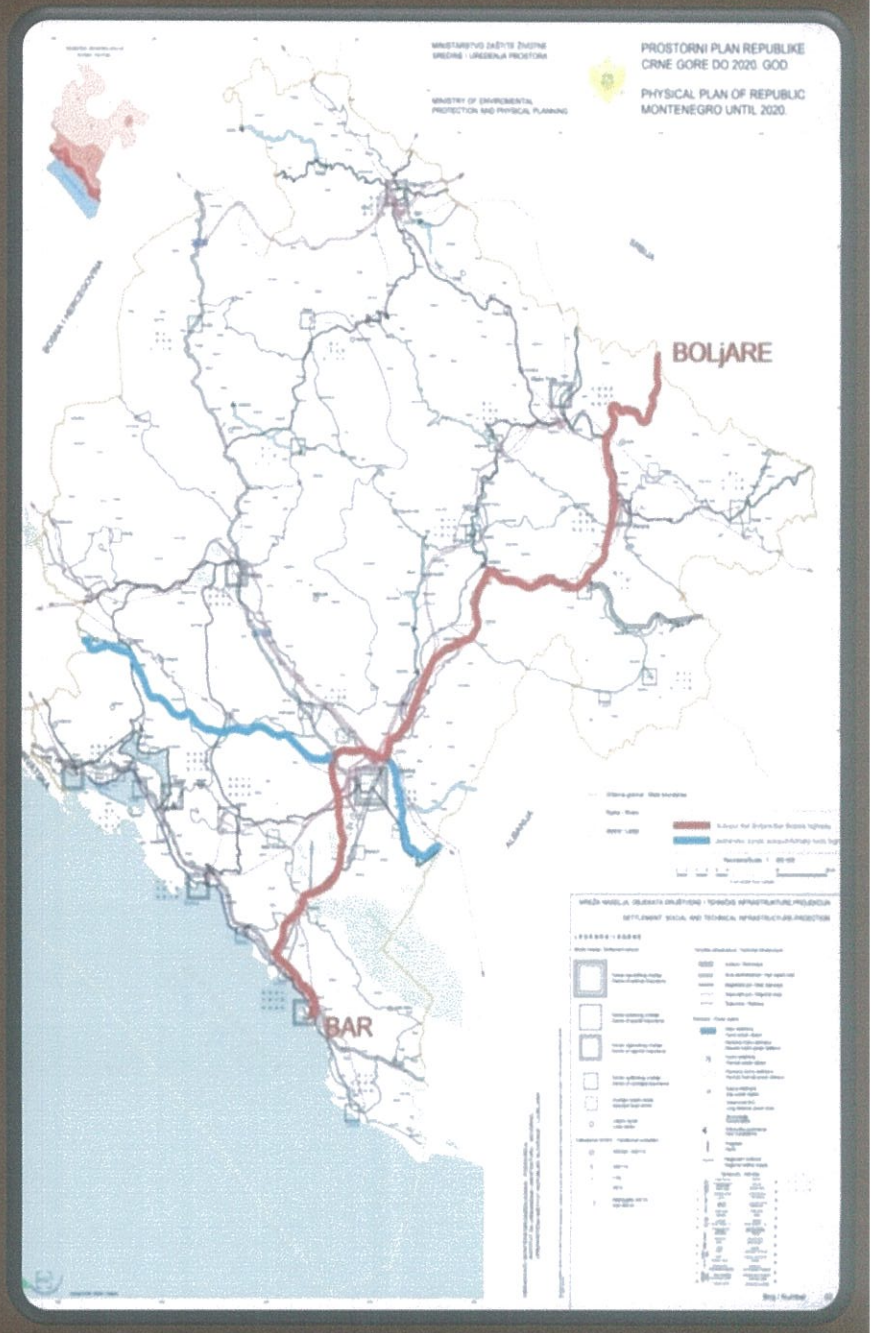


Table 1: Overview of details concerning the Bar-Boljare highway sections

Section	Length (km)	Construction Costs (€)	Expropriation Costs (€)	Toral Costs * according to BoQs (€)	Documentation Status
Djurmani-Farmaci	35.11	288,964,190	20,347,695	309,311,885	Conceptual Design
Farmaci-Smokovac (bypass around Podgorica)	17.10	196,307,250	7,880,250	204,187,500	Preliminary Design under preparation (Expected to be completed in early 2023)
Matesevo-Andrijevica	23.06	398,084,559	13,500,000	411,584,559	Preliminary Design under preparation (Expected to be completed in early 2023)
Andrijevica-Boljare	55.08	410,928,723	36,427,502	780.779.519,24	Conceptual Design
TOTAL	**130.35**	**1,294,284,721**	**78,155,447**	**1,372,440,168**	

Note:

Priority is given to the construction of the Matesevo - Andrijevica section, where 40% of the estimated construction costs should be covered from a grant of the European Commission awarded through the Western Balkans Investment Framework mechanism (EBRD is the leading international financial institution for this project), while the remaining funds are planned to be borrowed from the bank, so the 2022 Budget Law of Montenegro envisages the possibility of borrowing up to EUR 200 million from the bank, taking into account the potential (expected) support of the EBRD and the EIB.







In addition to the capital infrastructure project, such as the Bar-Boljare highway project which is the largest infrastructure project being implemented in Montenegro, there is an opportunity for cooperation when it comes to the implementation of projects that are part of the national network of main and regional roads for which public calls are also published, which are also available on the following website:
https://cejn.gov.me/tenders

RAILWAY INFRASTRUCTRE

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→ **Basic Regulations:**

- Railway Law
- Law on Security and Interoperability
- Law on Safety, Organization and Efficiency of Railway Transport
- Law on Spatial Development and Construction of Structures
- Law on Public-Private Partnership
- Law on Public Procurement
- Law on Foreign Investments

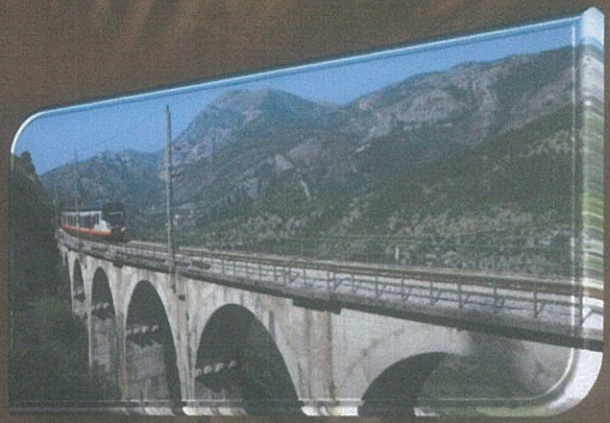
→ **Key Priorities:**

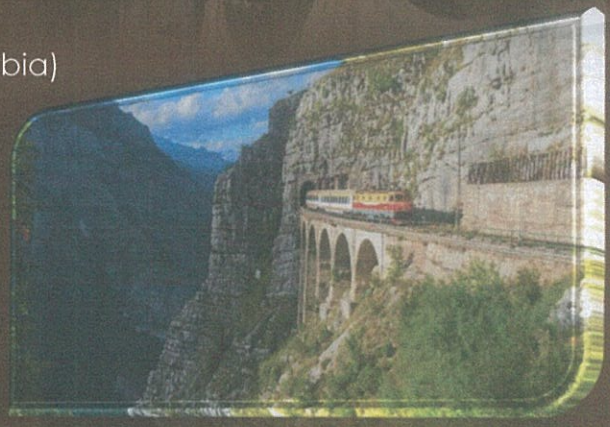
- Railway Bar - Vrbnica (border with Serbia)
- Railway Podgorica - Capljina
- Railway Podgorica-Tirana

→ **Planned Medium Term Projects:**

- Completing the reconstruction of the Bar-Vrbnica railway (border with Serbia)







No.	Section	Length	Cost Estimate	Current Status	Upcoming Activity	Planned Invitation to Tender	Estimated Value of procurement	Funds Provided
Railway Bar - Vrbnica								
1.	STATE BORDER WITH SERBIA - TREBESICA	71 km	EUR 50 million	General overhauls of the railway superstructure have been completed, and a number of bridges and tunnels have been repaired	Reconstruction of the remaining bridges and tunnels and replacement of signalization	2022, 2023, 2024	EUR 10 million	Investment grant WBIF with EIB
2.	TREBESICA - BAR	96 km	EUR 200 million	General overhauls of the railway superstructure, reconstruction of a number of bridges, tunnels and slopes, and replacement of signalization	Signing of a loan from the WBIF investment grant in the first half of 2022 (13 bridges, 8 tunnels, overhaul of 20 km of railway). For signalization, application to WBIF in 2022.	2022, 2023	EUR 51 million	Investment grant WBIF with EIB
Railway Podgorica – Capljina								
1.	PODGORICA-NIKSIC	56 km	EUR 65 million	Completed overhaul and electrification	Resolving 3 road crossings from earlier times	For each crossing, one tender per year in 2022, 2023 and 2024, for which the Main Designs have been completed	EUR 3 million	State capital budget
2.	NIKSIC - CAPLJINA	134 km (57 km through Montenegro)	EUR 810 million (EUR 180 million through Montenegro)	Extensive technical documentation at the level of Preliminary Design prepared in 2010	Preparation of the Main Design, application when included in the extended TEN-T network (indicative extension to Western Balkans)	Not known at the moment	EUR 180 million (12 years old information)	IPA III, the application is yet to be submitted together with Bosnia and Herzegovina
Railway Podgorica - Tirana								
1.	PODGORICA – TUZI - STATE BORDER WITH ALBANIA	24,7 km	EUR 35 million	Feasibility Study with a Conceptual Design is under preparation	Applying to WBIF for the Main Design in 2023	No works possible before 2026	Only the Main Design will indicate the exact amount of funds, approximately EUR 35 million for overhaul, electrification and equipping with a modern signaling and security system	WBIF investment grant after completing the technical documentation

PORT INFRASTRUCTURE

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→ **Basic Regulations:**

- Law on Ports
- Law on Spatial Development and Construction of Structures
- Law on Public-Private Partnership
- Law on Public Procurement
- Law on Foreign Investments

→ **Key Priorities:**

- Improving the capacity of the Port of Bar

→ **Planned Medium Term Projects:**

- Improvement of port infrastructure
- Capacity development for transshipment of different types of cargo
- Development of activities within the free customs zone





→ Dredging water area	11,000,000 €
→ Extension of the quay at Volujica Terminal for 166 m (30 m in width)	5,575,000 €
→ Extension of the quay at the Passenger Terminal for 432 m (30 m in width)	12,500,000 €
→ Rehabilitation of railway network in the area managed by the Port of Bar JSC	1,500,000 €

AIRPORTS

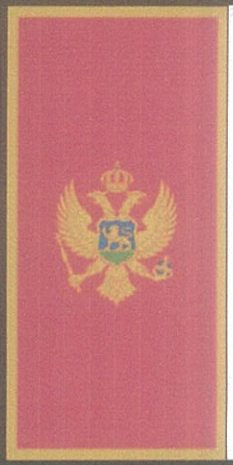
→ **Contact Information:**
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→ **Basic Laws:**
- Law on Spatial Development and Construction of Structures
- Law on Public-Private Partnership
- Law on Public Procurement
- Law on Foreign Investments

→ **Key Priorities:**
- Improving the capacity of Podgorica Airport and Tivat Airport

→ **Planned Medium Term Projects:**
- Improving the capacity of Podgorica Airport and Tivat Airport
- Defining the Government's position regarding the concession arrangement for airports

Aerodromi Crne Gore
Airports of Montenegro



→ **1. Development of Tivat Airport** — **€ 72,000,000.00**
1.1 Construction of a new passenger building 12,000 m²
1.2 Reconstruction of the existing passenger building into a VIP terminal
1.3 Reconstruction and construction of maneuvering surfaces and platforms
1.4 Construction of parking for vehicles
1.5 Relocation of the local road Tivat-Island of Flowers (first phase)
1.6 Construction of a water terminal (Tivat Sky Pier) for public passenger transport by sea, including access roads
1.7 Construction of Marine Air Terminal (MAT)

→ **2. Development of Podgorica Airport** — **€ 94.842.387,60**
2.1 New terminal building in capacity of 12,500 m²
2.2 Expansion and reconstruction of maneuvering
2.3 Areas and apron
2.4 New fuel depot
2.5 Parking and ground support facilities (including shelter)

REQUESTED DOCUMENTS

For every projects available data and documentations may be submitted, and for every company which express its interests, as a first step it is needed to send as follows:

- registration certificate,
- certificate of paid tax liabilities and financial reports for the last three years of business,
- a reference list of projects on which the company has participated and in what capacity (contractor, engineer, etc.).

Welcome!



→ Government of Montenegro:	www.gov.me
→ Ministry of Capital Investments:	www.gov.me/mki
→ Transport Administration:	https://uzs.gov.me/uprava
→ Railway Administration:	https://uzz.gov.me/uprava
→ Administration for Maritime Safety and Port Management:	https://ups.gov.me/uprava