Government of Montenegro

Ministry of Transport, Maritime Affairs and Telecommunications

Questionnaire

Information requested by the European Commission to the Government of Montenegro for the preparation of the Opinion on the application of Montenegro for membership of the European Union

– ADDITIONAL QUESTIONS –

21 Trans-European networks

Minister: **Andrija Lompar**

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CHAPTERS OF THE ACQUIS – ABILITY TO ASSUME THE OBLIGATIONS OF MEMBERSHIP

21: Trans-European networks

1. (Ref. to Introduction and Q. 3) Please specify to what extent you take into account the fact that the South East European Core Regional Transport Network is the precursor for the future TEN-T network for the country.

The Core Regional Transport Network has been defined on the basis of European Commission's working document of 15 October 2001 on transport and energy infrastructure in South East Europe, Transport Infrastructure Regional Study/TIRS, 2002, and Regional Balkan Infrastructure Study - Transport/REBIS, 2003.However, since then situation in the region has considerably changed from the aspect of stability and economic development, and accordingly in terms of increased scope of traffic volume, which significantly exceeded the forecasts presented in the above mentioned studies. Taking into account new facts, a need to develop Core Network Revision arose, but we consider that the South-East European Core Network is well outlined and the future priority work should be focused on its facilitation and modernization in order to comply with standards related to security, safety and protection of environment; whereas, on the other hand adequate models should be sought and highly standard infrastructure systems implemented, i.e. brought to the performance level, consistent with the main networks of primary road and railways, as anywhere else in Europe.

Therefore, Montenegro supports the concept of South East European Core Regional Transport Network, as the precursor for the TEN-T, and thus primarily works on its facilitation and modernization, and once the opportunities are created the existing routes shall be replaced by even more quality transport routes such as was the case with, for example Bar-Boljare motorway but retaining the original concept of the Core Network, i.e. the manner of spatial connection of Montenegro with the region and further with EU through TEN-T concept.

2. (Ref. to Introduction and Q. 1) Please describe long distance transport network with the neighbours (rail and road), in particular the existence of a future link from the future new motorway Bar-Boljare toward Kosovo (this link is important as it will complement the future (and new) Core Network link decided in Kosovo (Pristina-Pec-Montenegro).

National road network of Montenegro consists of primary and regional roads, of the following lengths: 884 km primary roads and 963 km regional roads, i.e. total of 1847 km of national roads. National roads network for long distance towards neighbouring countries consists of:

- **Debeli Brijeg (border with the Republic of Croatia)-Herceg Novi-Kamenari-Lepetani-Tivat-Budva-Petrovac-Bar**, this road route represents Route 1 (Core Network), whereas in national nomenclature system section Debeli Brijeg-Petrovac forms part of the primary road M-2 (**M-2:** Debeli Brijeg (border with the Republic of Croatia)-Herceg Novi-Kamenari-Risan-Kotor-Lepetani-Tivat-Budva-Petrovac-Podgorica-Kolašin-Mojkovac-Ribarevina-Berane-Rožaje-Špiljani (border with the Republic of Serbia)), and in the European Road Network it is marked E-65 and E-80 (Attachment – Map 1), whereas section from Petrovac to Bar, in national nomenclature system forms part of the primary road M-2.4 (**M-2.4:** Petrovac-Bar-Ulcinj-Vladimir-Sukobin (border with the Republic of Albania), marked as E-752 in the European Road Network.
- **Šćepan polje (border with Bosnia and Herzegowina)-Plužine-Nikšić-Podgorica-Tuzi-Božaj (border with the Republic of Albania)**, this road route represents Route 2b (Core Network), in the national nomenclature it is primary road M-18, and in the European Road Network E-762 (Attachment - Map 1).

- **Bar-tunnel Sozina-Virpazar-Podgorica-Kolašin-Mojkovac-Ribarevina-Bijelo Polje-Barski most (border with the Republic of Serbia),** this road route represents Route 4 (Core Network); in the national nomenclature the section Virpazar-Podgorica- Kolašin-Mojkovac-Ribarevina forms part of the primary road M-2, and in the European Road Network - E-65 and E-80 (Attachment – Map 1); section Ribarevina-Bijelo Polje-Barski most (border with the Republic of Serbia) is the primary road M-21 in the national nomenclature system, and in the European Road Network – E-760.
- **Ribrevina-Berane-Rožaje-Bać-Špiljani (border with the Republic of Serbia)**, this road direction represents Route 6 (Core Network); it represents part of the primary road M-2, previously stated by locations, in the national nomenclature, and marked as E-65 and E-80 (Attachment – Map 1) in the European Road Network.
- **Bar-Ulcinj-Vladimir-Sukobin (border with the Republic of Albania)**, this section forms part of the primary road M-2.4 in the national nomenclature, which was previously stated by locations, whereas in the European Road Network it is marked as E-752 (Attachment – Map 1)
- **Klobuk (border with Bosnia and Herzegovina)-Vilusi-Nikšić**, this section is the primary road M-6 in the national nomenclature (Attachment – Map 1).
- **Kolašin-Mateševo-Andrijevica-Murino-Bjeluha (granica sa R Kosovom),** this section is the primary road M-9 in the national nomenclature (Attachment – Map 1).

Further, there are regional roads, which also connect Montenegro with the region, but of modest technical elements (for example road width 3-5 m, road surface with lightweight construction, very small curvature radii, with a large longitudinal inclination of road ..), on which there is almost no traffic or there may be modest volume of traffic, solely passenger transport. Within the national nomenclature such roads are marked by R, and are as follows: R-3 Pljevlja-Metaljka, R-3 Pljevlja-Dajevića Han-Čemerno (border with the Republic of Serbia), R-6 Nikšić-Krstac (border with Bosnia and Herzegovina), R-7 Rožaje-Vuča (border with the Republic of Serbia), R-8 Rožaje-Kula (border with the Republic of Kosovo), R-12 Vilusi-Deleuša (border with Bosnia and Herzegovina) and R-21 Gradac-Šula (border with Bosnia and Herzegovina).

Overall railway network in Montenegro is 248.6 km long in total of open trackand 79 km of station tracks. There are 191.7 km of its total length that form part of the South East European Core Regional Transport Network. The network is composed of three lines::

- **Bar – Vrbnica (border with the Republic of Serbia)**, length 167 km, is a part of the international railway line Bar – Beograd and Route 4, which connects the Port of Bar with Trans-European Corridors VII and X (MAP 2010-2014). It is the most important route for the economy of Montenegro and together with the Port of Bar represents one system and link with countries of Central Europe for cargo transport. It is an important mode of passenger transport in time of tourist season.
- **Podgorica – Tuzi (border with Albania)**, length 24.7 km, is a part of the international railway line Podgorica-Drač, and Route 2 which connects Montenegro with Corridor VIII (MAP 2010-2014). Since 2002 this railroad has been open only for cargo transport.
- **Railroad Nikšić – Podgorica** - length 56.5 km, for now represents a railway of local importance. In the beginning of 2006, the renewal and electrification project of this railroad was initiated, and its completion is expected by the end of 2010. The overhaul envisages its electrification throughout its entire length, installation of modern signal-safety devices and reconstruction of station buildings. In the beginning of September 2009, Spanish consulting company Inocsa Ingenieria S.L. was selected, which initiated the implementation of project Provision of preliminary solutions, studies and physical planning documentation for the regional railway link **Čapljina – Trebinje – Nikšić**, which is financed by CARDS Programme for Bosnia and Herzegovina. Official project contractor is delegation of the European Commission in Bosnia and Herzegovina, and deadline for this project is 18 months. Route of the future railway line, which will re-establish the railway link between Montenegro and Bosnia and Herzegovina, shall, in its major part, go along the route of old

narrow gauge Nikšić – Bileća –Trebinje – Čapljina, closed for traffic in 1976. Its construction, which may commence by the end of 2012 at the earliest, shall create conditions to connect Corridor Vc with Corridor VIII, and establishment of quality railway link in the back of future Adriatic -Ionian motorway.

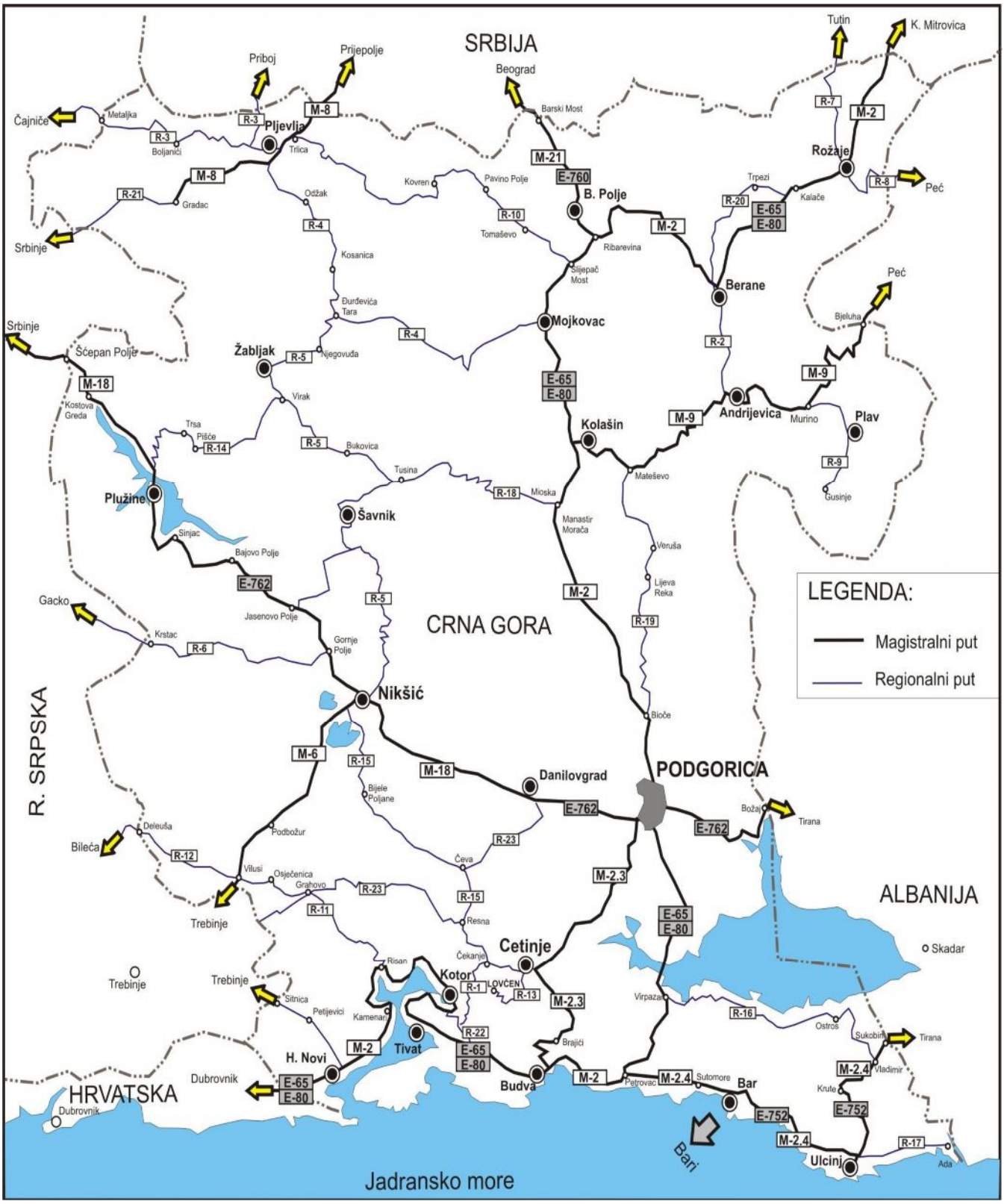
Within the Spatial Plan of Montenegro by 2020, as the highest hierarchical document, adopted by the Parliament of Montenegro, Chapter 2 considers the concept of organization, planning and space utilization, and subchapter 2.6 considers spatial concept of development of technical infrastructure systems, including the development of transport infrastructure Considering the fact that all lower order plans, strategies and projects have to be in line with it, and having regard to the development objectives of Montenegro and the role of road network in their accomplishments, the motorway corridors as proposed need to be preserved from other requests and utilization, thus the access of the future new motorway Bar-Boljare towards Kosovo has been defined on the following route:

- **Andrijevica-Murino-Čakor-Bjeluha** (Attachment - Map 2 and 3)

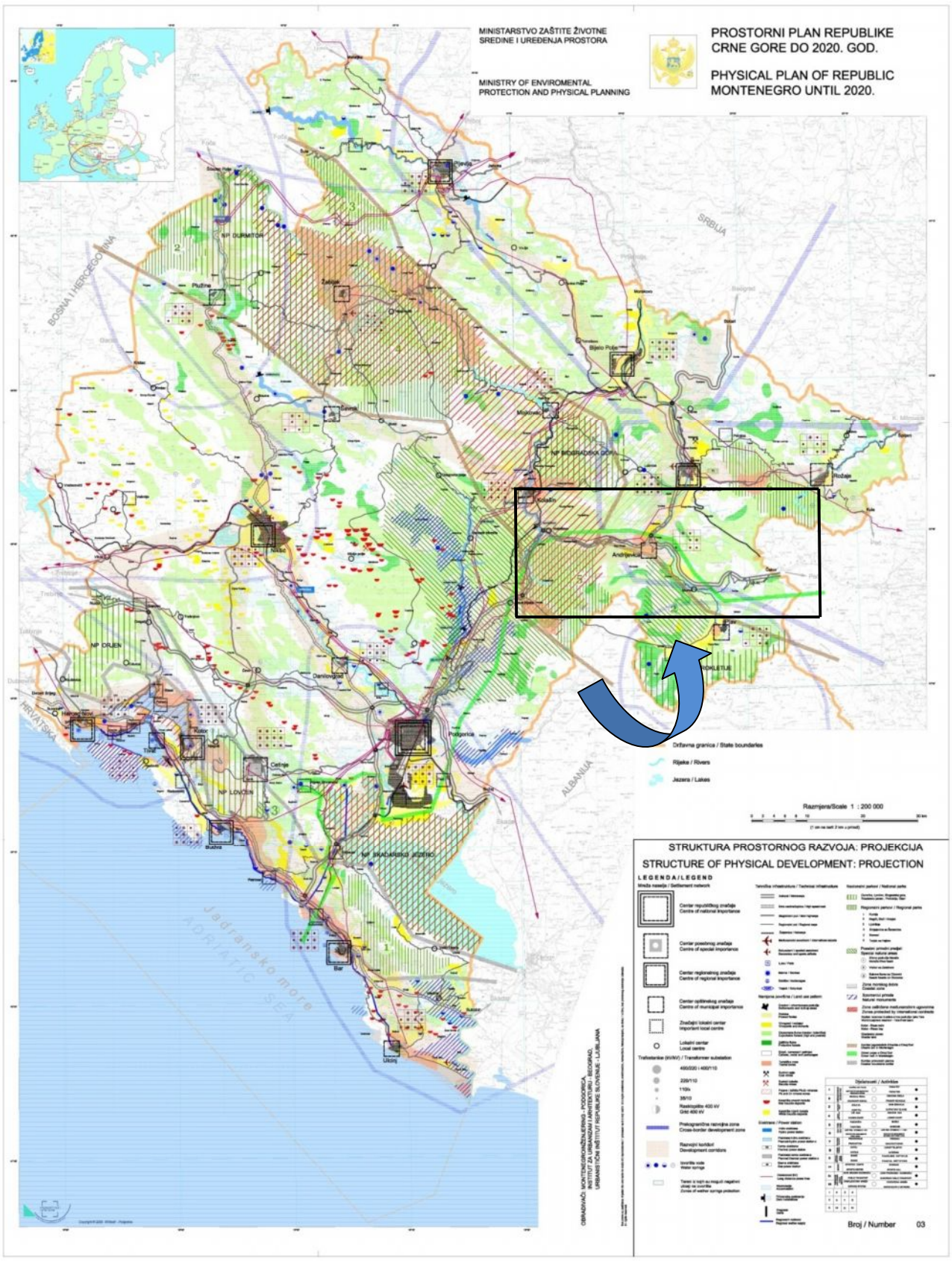
Also, please note that within framework of the Memorandum of Understanding on Development of the South East Europe Core Regional Transport Network, when it comes to document the Core Network Revision in November 2009, we exchanged correspondence with the Minister of Transport and Communications of the Republic of Kosovo, followed by support of Montenegro to the Route 6a, which shall connect Bar-Boljare motorway by means of a high quality road with the Republic of Kosovo. Correspondence and support to Route 6a was submitted to the South East Europe Transport Observatory-SEETO, which is body responsible for processing and evaluation of proposal by the signatories to the Memorandum of Understanding and its incorporation in the Core Network Revision.

- Additional Questions -

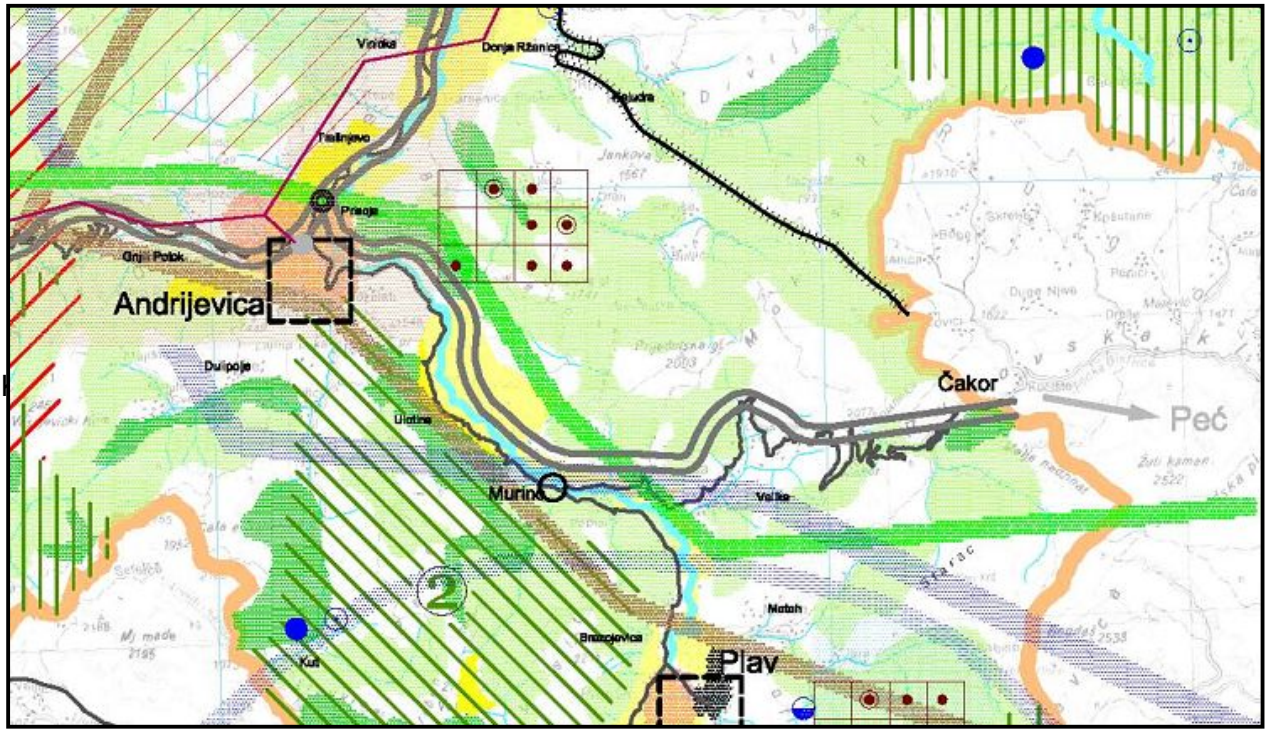
MAP 1:



MAP 2:


MINISTARSTVO ZAŠTITE ŽIVOTNE SREDINE I UREĐENJA PROSTORA
MINISTRY OF ENVIROMENTAL PROTECTION AND PHYSICAL PLANNING
PROSTORNI PLAN REPUBLIKE CRNE GORE DO 2020. GOD.
PHYSICAL PLAN OF REPUBLIC MONTENEGRO UNTIL 2020.
SRBIJA
BOSNA I HERCEGOVINA
HRVATSKA
ALBANIJA
Jadransko more
ADRIATIC SEA
NP DURMITOR
NP BIOGRADSKA GORA
NP LOVĆEN
NP ORJEN
NP SKADARSKO JEZERO
Državna granica / State boundaries
Rijeke / Rivers
Jezera / Lakes
Razmjera/Scale 1 : 200 000
STRUKTURA PROSTORNOG RAZVOJA: PROJEKCIJA
STRUCTURE OF PHYSICAL DEVELOPMENT: PROJECTION
LEGENDA/LEGEND
Broj / Number 03

MAP 3:



3. (Ref. to Q. 14) What plans do you have to link to the gas transmission lines of FYROM, Serbia and eventually Kosovo?

Launching the common market has been the main priority of EU in the area of energy policy since the end of the 1980's, when the revolutionary policies of energy markets' liberalization were initiated. Because of commercial reasons EU decided to introduce a competitive market of electric power and natural gas. Regulatory foundations for common European market are Electricity Directive, Electricity Regulation and Gas Directive (2003/54/EC, 1228/2003 and 2003/55/EC), which imply the complete opening of electricity energy and natural gas market.

For now there is no natural gas in Montenegro to meet the energy needs.

In case the development of national production fails, there are several possible supply options. The analyses envisage development of system and its consumption through LPG (liquefied petroleum gas) as precursor of natural gas.

Although Montenegro has no significant supplies of natural gas at disposal, there are several possible options for its supply, as follows:

- link through the territory of the Republic of Serbia (after the construction of gas pipeline Dimitrovgrad – Niš),
- option to procure gas through the territory of Albania, with access to interconnector Greece – Italy or TAP gas pipeline,
- procurement via territory of the Republic of Croatia (IAP).

In case the research of Montenegrin seabed would report significant quantities of natural gas, it could be expected that the system of natural gas supply would be much faster developed in Montenegro.

- Additional Questions -

Considering the low potential of gas consumption in Montenegro and envisaged high investments in the development of gas network, prior development of the system and consumption by use of liquefied petroleum gas (LPG) as precursor to the natural gas is envisaged. Previously developed consumption is a condition of successful development of the road system regardless of the fact whether it will be the natural gas of national production or imported natural gas.