

# SEP Appendices

## Appendix 1 – Grievance Form

<b>Reference No:</b>	
<b>Full Name and Surname:</b> <i>(Grievance form can be filled as Anonymous)</i>	
<b>Contact information:</b> Please mark how you wish to be contacted (mail, telephone, e-mail)	<ul style="list-style-type: none"> <li>• <b>By Post:</b> Please provide postal address _____</li> <li>• <b>By phone:</b> _____</li> <li>• <b>By e-mail:</b> _____</li> </ul>
<b>Description of incident/grievance:</b>	<ul style="list-style-type: none"> <li>• What is your subject of concern/grievance?</li> <li>• Where did it happen?</li> <li>• Who did happen to?</li> <li>• What is the source and duration of the problem?</li> </ul>
<b>Date of incident/grievance:</b>	<p><b>One-time incident/grievance</b> (date _____ )</p> <p><b>Happened more than once/how many times?</b> (_____)</p> <p><b>On-going/currently experiencing problem</b></p> <p>_____</p>
<b>What would you like to see happen to resolve the problem?</b>	

Signature:

Date:

Please return this form to: Nikola Arnaut  
**Montenegrin Transport Administration**  
 IV Proleterske 19  
 81000 Podgorica, Montenegro  
 Tel: +382 20 655 095, 655 364  
 E-mail: [direkcijazasaobracaj@dzs.gov.me](mailto:direkcijazasaobracaj@dzs.gov.me)  
 Website: <https://dzscg.com>

March 2020

## Appendix 2 – Grievance Registry

No	Date of receiving incoming letter / form	Grievance Reference Number	Name / Surname of grievance originator (if not anonymous)	Gender	Type of grievance	Details of grievance	Medium of comm.	Name of TA person responsible for managing the grievance	Date of grievance acknowledgment	Date of feedback provision/reference number	Present status	Remarks
1												
2												
3												
4												
5												

Contact person:

Nikola Arnaut

Montenegrin Transport Administration

IV Proleterske 19

81000 Podgorica

Montenegro

Tel: +382 20 655 095, 655 364

E-mail: [direkcijazasaobracaj@dzs.gov.me](mailto:direkcijazasaobracaj@dzs.gov.me)

Web site: <https://dzscg.com/>),

## Appendix 3 - Grievance Mechanism

Step 1: Acknowledgement	Step 2: Investigation	Step 3: Resolution	Step 4: Follow up
<p>Upon receipt of a grievance (verbal or written form), TA will allocate a reference number to the grievance form and add it to the Grievance Registry. An TA contact will be allocated responsibility for managing the grievance. The grievance originator (if not anonymous) will receive acknowledgement of receipt within 7 calendar days.</p>	<p>Upon acknowledgment of receipt, TA will commence investigation of the grievance and will contact the grievance originator during this process, by e-mail or phone.</p>	<p>The grievance originator will be contacted within 30 calendar days, upon completion of step 2. TA will propose its response and any corrective measures, in a written form. In cases where TA is unable to resolve the issue, or where action is not required, TA will provide and explanation and justification to the grievance originator. Details will also be provided on how to escalate the grievance, should the originator not be satisfied with the outcome. All actions will be recorded in the Grievance Registry.</p>	<p>TA may follow-up with the grievance originator at a later stage to confirm the effectiveness of any corrective measures. Grievance close-out dates will be recorded in the Grievance Registry.</p>

## Appendix 4 – Public Announcement of ESIA in National EIA



# Rehabilitation and Upgrade of the M-2 Tivat - Jaz Road Section

**Project construction period:** 18 months

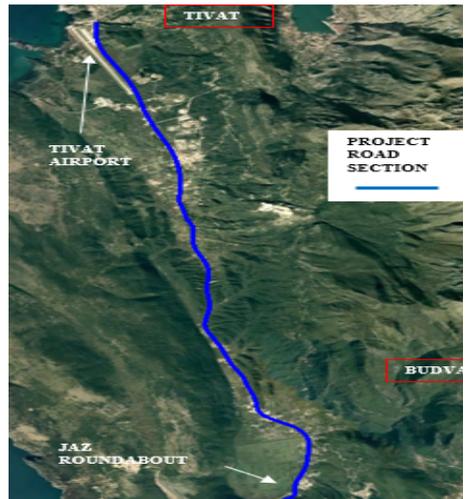
**Total length of the proposed road:** 16 km

**Construction activities:** Widening of the road from 2 to 4 traffic lanes

**Number of bridges:** 12 bridges

**Road safety elements:** elastic guardrails, modernised vertical traffic signs and horizontal traffic signalisation (roundabouts, pedestrian crossings), third traffic lane for slower traffic

**Total investment value:** 15 million EUR



## Project rationale

### The project will contribute to:

reduction of traffic jams

improvement of development opportunities for businesses

reduction of the number of traffic accidents

improvement of pedestrian safety

reduction of travel time for the local community

reduction of intervention time for special vehicles (e.g. emergency vehicles, firefighting units)



## Project Impact assessment will be carried out in 2 phases:

### National **Environmental** Impact Assessment

The consultation process for national Environmental Impact Assessment is currently being carried out, and the consultation meetings are only going to cover the matters related to **environmental aspects** of the project.

Environmental Permit is to be issued only after the public consultation phase and revision of the EIA are completed, i.e. after the national EIA is approved by NEPA.

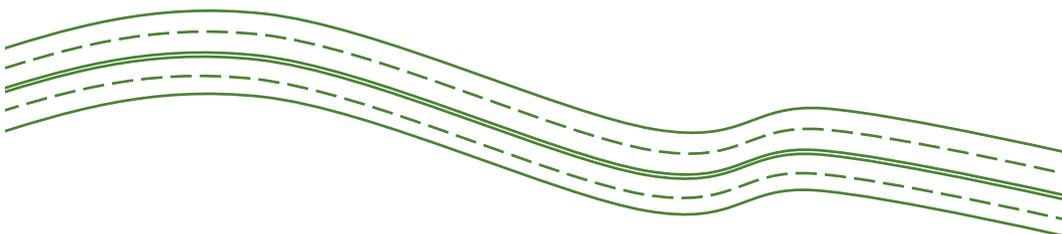


### **Environmental and Social** Impact Assessment based on International Standards

Preparation of a full Environmental and Social Impact Assessment in line with the EBRD ESP 2014 is currently starting, it is aimed to be finalized by May 2020.

Preparation of ESIA will include 2 public consultation meetings - one for scoping report and one for final draft ESIA. Public Consultation Meetings are going to be carried out in line with EBRD's regulations and they will cover both environmental and social aspects of the project.

Social impacts, including the land acquisition process, will be an integral part of development of ESIA.



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For further information, please visit our website [www.dzscg.com](http://www.dzscg.com) or contact Mr. Nikola Arnaut at [upravazasaobračaj@uzs.gov.me](mailto:upravazasaobračaj@uzs.gov.me) or via tel: **+382 20 655 095**

Transport Administration, IV Proleterske 19, 81000 Podgorica, Montenegro

## **Appendix 5 – Meeting Minutes**

### **5.1 National EIA Meeting Minutes**

**5.1.1 Budva**

**5.1.2 Grbalj**

**5.1.3 Kotor**

**5.1.4 Tivat**

## MINUTES OF PUBLIC CONSULTATIONS

<b>Date:</b>	<b>24<sup>th</sup> of December 2019</b>
<b>Location:</b>	<b>Akademija znanja, Budva</b>
<b>Purpose of public consultations:</b>	<ul style="list-style-type: none"> <li>• <b>Presentation of EIA study</b></li> <li>• <b>Introducing the National Environmental Impact Assessment Process and Environmental Impact Assessment and Society Conducted under EBRD Rules</b></li> </ul>
<b>Participants in public consultations:</b>	<ul style="list-style-type: none"> <li>• <b>Mr. Emir Redžepagić, Environmental Protection Agency</b></li> <li>• <b>Mr. Milan Maras, MEDIX</b></li> <li>• <b>Mrs. Ivana Raicevic, MEDIX</b></li> <li>• <b>Mr. Nikola Arnaut, Transport Directorate</b></li> <li>• <b>Mrs. Milica Dakovic, E3 Consulting</b></li> <li>• <b>Mrs. Ilinka Beatovic, E3 Consulting</b></li> <li>• <b>Mrs. Marija Sinđić, E3 Consulting</b></li> </ul>
<b>Main topics at the public consultations:</b>	<p>At the beginning of the meeting, flyers were provided with information on the project, as well as on the national EIA impact assessment process, that is, the EBRD's environmental and social impact assessment process. Flyers were distributed so that everyone present would be aware of the manner and scope of both studies, that is, their position and role, and both processes.</p> <p style="text-align: center;"><b>Introductory address and presentation of the national EIA process</b></p> <ul style="list-style-type: none"> <li>– Mr. Redžepagić welcomed all present and gave a brief overview of the process of development and approval of the national EIA study. Also, Mr. Redzepagic emphasized that the Agency for Environmental Protection announced the invitation for participation of NGOs in the EIA commission, emphasizing that 2 NGOs applied for the competition on December 23<sup>rd</sup> 2019 (the day the competition will be closed).</li> </ul> <p style="text-align: center;"><b>Presentation of national EIA study and main conclusions</b></p> <ul style="list-style-type: none"> <li>– Mr. Maras presented a national EIA study on behalf of drafting authority (MEDIX). During the introductory part, the MEDIX multidisciplinary team working on the EIA study was presented, as well as the main conditions that had to be met during the study design process (e.g. it was emphasized that the study complied with the UT conditions issued on 4<sup>th</sup> of September 2014). Mr. Maras stated that the traffic load on the section in question belongs to the category of "heavy traffic load", and that a total reconstruction of the roadway is planned, i.e. the removal of the existing carriageway structure and the installation of a new one. Mr Maras stressed that the EIA includes environmental impacts, mitigation measures and</li> </ul>

monitoring. After the introductory part, Mr Maras presentation was interrupted by the local population, whose representatives stated that the presentation of the environmental impact assessment was of little importance to them as they were not primarily familiar with the project.

- Red Mr. Redžepagić stated that the EIA study is accessible to all interested parties, not the websites of the competent authorities, but also on the premises of the Municipality of Budva.
- Mr. Arnaut emphasized that the representatives of Budva Municipality were familiar with the project from the very beginning and that they were repeatedly invited to attend the meetings, their interest for this topic was mild and that the mentioned communication problems could be one of the main reasons for the lack of information of the local population in the previous period.

**Description of the project and design solutions on the road section which is located on the territory of Budva Municipality**

- The Vice President of the Local Community of Svinjište, Mr. Igor Gluscevic, emphasized that in the previous period he had invested € 1.5 million in a hotel located near the road in question, but that he was not familiar with the design solutions related to that section.
- Mr. Arnaut emphasized that the Municipality of Budva was familiar with the project from the very beginning and presented the conceptual design (2016). The Municipality of Budva does not have a valid planning documentation (SP, GUP) to regulate the works in the area of interest, and therefore the Municipality of Budva could not have specific requirements related to the elements of the road, such as paths for cyclists. Also, Mr. Nikola stated that the Municipality of Budva only owns a planning document dating from the 1980s, and therefore it was not possible to define the project in accordance with the local planning documentation. In order to inform all those, present about the main features of the future boulevard, Mr. Arnaut stated that the two-sided sidewalks were designed 2m wide along the entire route, and that the pavement widths along the entire route were 3.25m (at the request of citizens, while the original design included construction of 3.50m wide traffic lanes). Also, Mr. Nikola stated that a split island 2m wide along the entire route was designed. Regarding the design solution for the part of the road located on the territory of Budva municipality, Mr. Nikola stated that 2 roundabouts were designed (at the bridge located close to the intersection which leads to Toplis and at the intersection leading to Jaz beach). Also, when it comes to the intersection in Poljice, Mr. Arnaut stated that the construction of a roundabout at this site was considered, stating

	<p>that the potential construction of the roundabout was conditioned by the location of the contact point with a future bypass around Budva. In this regard, the bypass project is currently in an advanced stage and a second location of the contact point (the location between the bridge to Kotor and the road leading to Terna) will be defined, and therefore a surface intersection with a left-turn lane will be made at this location, with a possibility of semi-circular turning. With regard to additional road elements (e.g. bicycle paths), Mr Arnaut stated that there were no special requirements for the construction of these elements, noting that the width of the 2m sidewalk leaves sufficient space for the unhindered movement of cyclists along the roadway and stated that the project also included the construction of bus stops.</p> <ul style="list-style-type: none"><li>– Mr. Igor Gluscevic stated that the construction of the intersection at the Poljica site does not represent the safest solution and that consideration should be given to constructing a roundabout for the safety of road users. Mr. Gluscevic also raised the issue of sewage installation during the construction of the future boulevard.</li><li>– Mr. Dragan Orlovic also emphasized that the construction of the intersection at the Poljice location is not a safe solution because it will not be safe to make a semi-circular turn at that location, and that safety must come first when designing the boulevard. Also, Mr. Orlovic emphasized that the Traffic Administration violated the valid DUPs in the Kotor area, because in the part of Radanovic and Lastva Grbaljska certain solutions that were defined in the local planning documentation were not respected.</li><li>– Mr. Arnaut stated that sewage was not the subject of this project and that this part of the work was under the jurisdiction of local authorities. Also, Mr. Arnaut stated that the Municipality of Kotor requested the main project from the Transport Directorate in order for them to be able to design water supply system in accordance with the project of the future boulevard, while they have not mentioned whether sewage network is going to be constructed. When it comes to traffic safety, Mr. Arnaut emphasized that the safety study is being prepared by independent EBRD experts, who emphasized that the planned number of roundabouts on the entire section (13) is too large, because they do not support so many interruptions of the dividing island. Also, Mr. Arnaut stated that during designing special attention was paid to compliance with the planning documentation, which was harmonized with the national planning documentation, whereby all solutions that could be designed in accordance with the valid planning documents were adopted. Also, the design respected the requirements of the local communities, so that the main project included 3 additional roundabouts. Regarding business facilities that are longer than the subject road, Mr. Arnaut stated that all business facilities were provided with access through curbs, and that service roads planned</li></ul>
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in some parts were the responsibility of municipalities. Also, Mr. Arnaut emphasized that the consultations in question should refer to the national environmental impact assessment study, considering the fact that one or more meetings will be organised in order to discuss the technical solutions in the Main Design with the local population, which will be done in accordance with EBRD's request.

**Environmental impact issues and design solutions related to the wideness of the dividing island**

- Mr. Labud Mihovic stated that the residents of Lastva Grbaljska (half of the settlements are in the territory of Budva municipality, while the other half of the settlements are in the territory of Kotor municipality) currently have a 3m wide sidewalk (with green belt where possible) in one part and that they insist on keeping the sidewalk width the same (or better) in that section even after the completion of construction of the new boulevard. When it comes to the environment, Mr. Mihovic wanted to know if the environmental impact assessment included the flow and speed of traffic, that is, pollution caused by the movement of motor vehicles. When it comes to vehicle speed, Mr. Mihovic emphasized that it must be adapted to the boulevard-type traffic. Mr. Mihovic commented on one of the flyer allegations, which emphasized that the new boulevard would create conditions for shortening travel time, emphasizing that the travel time would be shortened, but that crowds would still form at the entrance to Kotor and Tivat. Also, Mr. Mihovic asked how the wild animals would go from one part to the other, i.e. how would they cross the future boulevard. Finally, Mr. Mihovic said that the road in question was the only boulevard on which a 2m wide island would be built (except for the road that runs past the Aluminium factory), stressing that the locals felt it was necessary to reduce the width of the split island to 1m because it was sufficient for the smooth movement of pedestrians, thereby reducing the impact on land expropriation.
- Mr. Arnaut stated that new meters were installed in Radanovici and that the maximum recorded speed during the previous period was 158 km / h, therefore it is necessary to bear in mind the fact that it is not always possible to control all traffic participants.
- Mr. Mihovic replied that roundabouts are the best way to regulate traffic safety. He also emphasized that the boulevard represents a very good step towards the development of the area and will bring new opportunities to the local population and the economy, emphasizing that the locals were met during the design of the road.
- Mr. Arnaut emphasized that he understands that one of the reasons why the locals want to reduce the width of the dividing island is that they want to prevent the demolition of one of the

	<p>houses that must be demolished under the current design solution. However, Mr Arnaut stated that reducing the dividing island to a width of 1m would not help as it would be necessary to move the road route by 4.5m in order to prevent the house from being demolished, but he added that this course of action would cause other 4 houses to be demolished. Also, Mr. Arnaut spoke about the axis of the road, emphasizing that the axis was very precisely defined by the DUPs and the Location Study 24 on the route from the hill Ceren to Tivat Airport. Also, Mr. Arnaut stated that DSL 1, DSL 2 and DUP Radanovici did not define the construction of any roundabout on the move.</p> <ul style="list-style-type: none"><li>– Mr. Dragan Orlovic emphasized that it was not possible to design the boulevard without violating the DUPs, as confirmed by the Municipality of Kotor in response to a letter from representatives of the local communities. Mr Orlovic stated that the common position of the local population is that the existing road axis must be maintained.</li><li>– Ar Mr Arnaut emphasized that the road axis defined by the DUP must be respected, but that the Transport Authority worked in the best interests of the local population and the economy, and therefore made several changes to the project. One example cited by Mr. Arnaut is to reduce the width of the sidewalks in front of the Tomicic family facility to avoid demolishing their facility. Mr. Arnaut emphasized once again that Radanovici and Grbalj are defined by the DUP.</li><li>– Mr. Dragan Orlovic stated that the waters that flow from the Spas hill represent a problem and cause flooding of the road and the surrounding terrain. His question on this basis was related to the conduct of these waters, and he especially wanted to know how the drainage of water from the boulevard to the final recipients would be addressed.</li><li>– Mr. Arnaut stated that the recipient required cleaning and expansion of the recipients so that they would have the capacity to receive large quantities of water. On this occasion, Mr. Arnaut emphasized that 4 hydrologists had been doing detailed research for 7 days to identify the best design solutions in this regard, thus preventing the flooding of roads and terrain. Also, Mr. Maras stressed that separators would be installed along the entire route.</li><li>– Mr. Gluscevic asked about the expected duration of the works, to which Mr. Arnaut replied that the works would last 2 years, with breaks during the summer season. Also, Mr. Arnaut stated that the general plan for the dynamics of the works was defined in the way that the works would first be performed on the section parallel to the Tivat Airport and outside the existing route, while the second and third phase of the works would be carried out in the Kovačko Polje area, namely Lastva Grbaljska and Radanović.</li></ul>
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- Mr. Vido Gluscevic asked about the crossings defined for crossing animals from one side to the other (e.g. cows). Mr Arnaut replied that 3 corridors for crossing animals had been defined, under two bridges and at the Poljica site.

#### **Communication with the Directorate for Transport and awareness of the local population**

- Mr. Dragan Orlovic stressed that in the previous period there were many deficiencies in communication with the Transport Directorate, but that communication had improved since the local population submitted a petition to the EBRD. Also, Mr. Orlovic emphasized that when designing roads, the local population should be consulted because it is they who have the most experience and can expose any problems that need to be solved by constructing new roads. Finally, Mr. Orlovic concluded that, from the point of view of the national economy, the construction of the boulevard in question is a "crazy investment" because the state is already in debt and that the only road to be made in this area is a detour to the "Jugodrvno" facility located in the industrial zone in Radanovici.
- Mr. Jovo Doljanica stressed that the words of the locals who were present at the meeting were 750 citizens who signed the petition and jointly made requests and principles regarding concrete elements of the future boulevard.

#### **The capacity of the electricity, water, and sewage networks in the subject area of Budva Municipality**

- Mr. Igor Gluscevic emphasized that the existing infrastructure in the settlements belonging to the territory of Budva Municipality, which are located along the road, does not meet the needs of households located in this area. Mr. Gluscevic believes that the reconstruction of these elements of public infrastructure should be done in parallel with the construction of the planned boulevard.
- Mr. Arnaut replied that the Municipality of Budva is competent for the implementation of the aforementioned activities and that the public must contact the competent local self-government bodies on this occasion.

#### **Issues related to property relations and expropriation**

- Mr. Vido Gluscevic asked a question related to the payment of compensation to the owners of the plots in Mrčevo Polje, stating that there are more than 2000 owners of the plots in the territory, as well as that property and legal relations have not been resolved.

	<p>The owners of these parcels have been in the process of resolving property-law issues with the state since the 1960s, and these issues have not yet been resolved. Also, Mr. Gluscevic emphasized that the plots were not accurately plotted on the existing maps, and that they had to be plotted on the old (Austro-Hungarian) maps as they best show the true state of affairs regarding the division of the plots. Mr. Gluscevic's specific question was, "How will you know who to pay for the expropriation?"</p> <ul style="list-style-type: none"> <li>- Mr. Arnaut stated that Mrčevo Polje belongs to local community of Svinjište, i.e. KO Prijedor II. The expropriation survey for this cadastral municipality has been completed and it lists all applications, whereby the Traffic Administration has received information on the owners of parcels from the Real Estate Administration of Montenegro. Mr. Arnaut stated that the Transport Directorate is aware that this project cannot be realized without the support of the Mrčevo Polje NGO, given their importance. Also, Mr. Arnaut emphasized that the EBRD requires resolution of all property-legal relations before commencement of works.</li> </ul> <p style="text-align: center;"><b>Consultations within the EIA and ESIA processes</b></p> <ul style="list-style-type: none"> <li>- Mrs. Daković clarified and distinguished the environmental impact assessment process which is being carried out in accordance with the national legal framework and the environmental and social impact assessment process which is being carried out in accordance with the EBRD's regulatory framework. On this occasion, she emphasized that the procedure of development of ESIA has just started, whereby the interested public will have the opportunity to attend additional public consultations at which they will be able to express their opinions, make suggestions and present concrete problems, including the matters related to land acquisition. After the ESIA study is completed, it will be publicly disclosed and available for inspection and any comments or suggestions provided by the interested public, whereby this period will last 120 days.</li> <li>- Mr. Gluscevic wanted to be informed about the expected date of the meeting with the representatives of the Transport Directorate, while presenting the main project to the local population. Also, Mr. Gluscevic asked about the expected timeframe for the start of construction work. Mr. Arnaut stated that the meeting would be organized after January 13<sup>th</sup> 2020, while work was expected to begin in the fall of 2020.</li> </ul>
<p><b>Conclusions from the public consultations:</b></p>	<ul style="list-style-type: none"> <li>- Participants in the public consultation are familiar with the national and EBRD EIA procedures for impact on the environment (and society) emphasizing the manner and expected dynamics of communication. Representatives of MEDIX presented the main</li> </ul>

	<p>elements of the EIA study, while Mr. Arnaut presented the main elements of the pavement structure along the section located in the territory of Budva municipality. Also, Mr. Arnaut defined and presented the responsibilities of the Transport Directorate and the competent municipal authorities, referring the local population to the authorities responsible for the design and construction of public installations. Finally, the result of the meeting is an agreement to hold consultative meetings between the Transport Directorate and the local population, at which the Main Design and all project solutions will be presented to the representatives of the interested public.</p>
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PHOTOS FROM PUBLIC CONSULTATIONS





## MINUTES OF PUBLIC CONSULTATIONS

<b>Date:</b>	<b>26<sup>th</sup> of December 2019.</b>
<b>Location:</b>	<b>Primary school „Nikola Đurković“, Radanovići</b>
<b>Purpose of public consultations:</b>	<ul style="list-style-type: none"> <li>• <b>Presentation of EIA study</b></li> <li>• <b>Introducing the National Environmental Impact Assessment Process and Environmental Impact Assessment and Society Conducted under EBRD Rules</b></li> </ul>
<b>Participants in public consultations:</b>	<ul style="list-style-type: none"> <li>• <b>Mr. Emir Redžepagić, Environmental Protection Agency</b></li> <li>• <b>Mr. Milan Maras, MEDIX</b></li> <li>• <b>Mrs. Ivana Raicevic, MEDIX</b></li> <li>• <b>Mr. Nikola Arnaut, Transport Directorate</b></li> <li>• <b>Mrs. Milica Dakovic, E3 Consulting</b></li> <li>• <b>Mrs. Ilinka Beatovic, E3 Consulting</b></li> <li>• <b>Mrs. Marija Sindić, E3 Consulting</b></li> </ul>
<b>Main topics at the public consultations:</b>	<p>At the beginning of the meeting, flyers were provided with information on the project, as well as on the national EIA impact assessment process, that is, the EBRD's environmental and social impact assessment process. Flyers were distributed so that everyone present would be aware of the manner and scope of both studies, that is, their position and role, and both processes.</p> <p style="text-align: center;"><b>Introductory address and presentation of the national EIA process</b></p> <ul style="list-style-type: none"> <li>– Mr. Redžepagić welcomed all present and gave a brief overview of the process of development and approval of the national EIA study. Also, Mr. Redžepagić emphasized that the Agency for Nature and Environmental Protection has implemented a transparent process and that the expert evaluation committee is in the phase of evaluating the study. Mr. Redzepagic emphasized that the study on environmental impact assessment relates exclusively to environmental issues, while simultaneously implementing the process of environmental impact assessment and social issues in accordance with the EBRD procedure.</li> </ul> <p style="text-align: center;"><b>Consultations within the EIA and ESIA processes</b></p> <ul style="list-style-type: none"> <li>– Mrs. Sindić clarified the environmental impact assessment process and the environmental and social impact assessment process. On this occasion, she emphasized that ESIA is drafted in accordance with the rules of the EBRD, whereby the interested public will have the opportunity to attend additional public consultations at which they will be able to express their opinions, make suggestions and present concrete problems. Consultative meetings were announced on this occasion, which will be organized in early 2020</li> </ul>

with representatives of the Transport Authority (Nikola Arnaut) and representatives of the consultants (E3).

#### **Presentation of national EIA study and main conclusions**

- Mr. Maras gave a brief overview of the national EIA study on behalf of drafting authority (MEDIX). During the presentation of the EIA study, Mr. Maras emphasized once again that the study is only related to environmental issues, giving a brief overview of the project and facilities on the route, atmospheric sewage systems, waste management, etc.

#### **Questions and comments regarding solutions related to environmental protection**

- Mr. Ljubo Nikaljevic raised the question about the method of treatment and implementation of wastewater, that is, how it was mapped. Mr. Arnaut replied that a team of hydrogeologists worked in the field with representatives of the Montenegro Road Company, which is in charge of maintaining the highways. In accordance with the results of the research, a system of side channels along the entire route was designed, which will carry the coastal waters to the recipients. Also, the auditor envisaged cleaning and expansion of the recipients to ensure that large quantities of water were received. Also, Mr. Arnaut emphasized that the wastewaters from the pavement will be treated by a separator that will be installed along the route.

#### **Questions and comments related to the Environmental Impact Assessment Study**

- Mr. Stevan Kordic (Member of the Grbalj Local Community Council) pointed out the correction to be made in the EIA study. Namely, on page 140 it is stated that the recipients which are up to 25 m away are exposed to a strong noise effect (63 decibels), while the same is not indicated for the recipients up to 50 m (61 decibels), although the limit of the strong noise impact is defined as 60dB. Also, Mr. Kordić stated that it is necessary to consider the broader context when assessing the impact, paying particular attention to the fact that Tivat Airport is located in the area concerned and that there are up to 50 rotations a day during the summer, which causes a high noise level. Therefore, he stated that the specificity of the space in question must be taken into account when assessing the impact. Mr. Maras replied that the aforementioned definition of the impact of noise on recipients up to 50m away would be corrected in the study, in line with Mr. Kordic's suggestions. Mr. Maras also emphasized that noise levels can only be determined experimentally, so measurements are needed to determine the

actual noise level in the project area. Also, Mr. Maras stressed that corrections would be made to cumulative impacts, that is, to include the noise caused by aircraft movements in the impact assessment in relation to the noise level in the project area. Finally, Mr. Maras stated that the Study was still a "work in progress" document and that it was available for comments and suggestions.

- Mr. Kordić emphasized that the impact on people is mentioned only twice in the Elaborate, in sections 7.1 and 7.2, and therefore does not state what the impact on people is.
- Mr. Milivoje Vukadinović emphasized that the number of animals was specified in the Study, but that the number of inhabitants on the belt in question was incorrect. Mr. Maras replied that the population in the area in question was in accordance with the data from the last official census (2011), and that it was the only official data that had to be used when designing the studies. Mr. Orlovic replied that the factual situation does not correspond to this data, and that the population in the project area is higher than stated.
- Mr. Dragan Orlovic asked a question concerning the estimation of the number of vehicles, that is, the structure and category of vehicles, because he believes that a more detailed presentation on this issue should be made. Mr. Arnaut responded that a study of vehicles by category would be done at all intersections, so this data would be available for further impact assessment.
- Mr. Marko Popovic asked about the planned manner and location of disposal of low-quality material from the excavation. He also stated that the pollution caused by the traffic on the section in question would be at the same or lesser level because the traffic would proceed faster, bearing in mind that 4 road lanes would be constructed. He also suggested putting traffic lights at surface intersections because traffic safety could be better managed in this way.
- Mr. Maras replied that this type of material will be disposed of at a pre-arranged location, whereby the Investor must conclude a contract with the Municipality of Kotor. Also, for the purpose of project implementation, a Waste Management Plan will be defined, according to which the waste generated on the section in question will be disposed of.

#### **Questions and Comments Regarding Pedestrian Safety and Crossing**

- Mr. Ljubo Nikaljevic asked how pedestrian crossings were defined, as well as crossing points for animals (especially for livestock). Mr.

Arnaut responded that pedestrian crossings would be organized at surface intersections and roundabouts, with sites defined for pedestrian crossings rated as safe by an EBRD expert conducting a traffic safety study. Two-sided sidewalks with a width of 2m were designed along the entire route, with no construction of a Passarella. Mr Arnaut emphasized that passageways for small animals and wildlife are foreseen, with 3 corridors defined during biodiversity research. It is also envisaged that a guardrail will be erected in order to direct the animals towards the passageways. Finally, Mr. Arnaut emphasized that no livestock passes were provided.

- Mr. Ljubo Nikaljevic stated that the solutions defined for crossing animals are not good enough and that it is necessary to think about the local population engaged in agriculture and having to move the tractor from side to side. Mr. Nikaljevic stressed that people's safety must be taken into account, adding that the locals support the project and look forward to bringing them new development opportunities.
- Mr. Nikaljevic asked the maximum permitted speed, with Mr Arnaut replying that the maximum permitted speed in populated areas would be 50 km / h. In addition, some sections of the road (e.g. in the school area) will be fitted with additional traffic safety elements, such as deceleration lanes and "humps", which will further regulate vehicle speed.
- Mr. Nikaljevic stated that it would be good to consider the possibility of constructing several banners and subways, since a large number of pedestrians are moving along the road in question.

**Questions and comments regarding the manner and timing of the organization of the consultation**

- Mr. Dejan Stilet, President of the Local Community of Vranovici (the owner of the restaurant Bokeljska kužina) emphasized that it was necessary to discuss the project a long time ago, in order for the designers and the Transport Directorate to agree on design solutions. He emphasized that they were not against the boulevard, but that a commission had to be organized with the mayor, thus jointly defining the project solutions. Mr Stilet stated that he would lose his business if his 700-800m<sup>2</sup> were taken away, and that it was necessary to respect the existing road axis and make 3 instead of 4 lane lanes. He also stated that the requests of the local population that were sent to the Transport Directorate were not respected. Mr. Arnaut emphasized that the demands of the local population

were respected to the fullest extent possible, thus further designing 3 roundabouts at the request of the citizens.

- Mr. Stevan Doljanica emphasized that the villagers were not aware of the changes in the project which envisaged the construction of the 3 roundabouts that the inhabitants of this area required, while emphasizing that they had not yet been given the opportunity to look at the Main Design. Mr. Arnaut emphasized that communication with the Municipality of Kotor was taken into account during all phases, so they were sent a preliminary design for approval, after which they were also provided with the Main Project, which was to be presented to the local population.

#### **Comments related to expropriation**

- One representative of the local population emphasized that the urban plots were not well marked and that work should be done in accordance with Austro-Hungarian maps. Mr. Arnaut emphasized that the project must be done in accordance with valid and valid maps provided by the Real Estate Administration, and that issues related to parcel boundaries must be resolved by the landowners in cooperation with the Real Estate Administration.

#### **Comments related to the social environment**

- Ms. Petrovic concluded that the realization of the project would lead to more benefits than harm in the social environment, and made this conclusion in line with the EIA study.
- Mr. Vesko Kordić stated that he owns a vulcanizer shop in addition to the road in question and that the construction of the road would potentially lead to his business being shut down and that he would require compensation for damage and lost profits so that he could start another business and support his family. Mr Arnaut noted that as part of the development of the ESIA study, all residents whose properties would be subject to expropriation would be consulted, with fair compensation for land and compensation for loss of business.

#### **Timeframe for submitting comments to the EIA report**

- Mr. Redžepagić concluded that the deadline for submission of comments and suggestions to the Study was 5<sup>th</sup> January 2020, and that the Agency would act in accordance with the submitted comments.

#### **Final comments at a public consultation**

	<ul style="list-style-type: none"> <li>- Mr. Arnaut emphasized once again that consultative, thematic meetings with representatives of the local population and the economy will be organized after the holidays (most likely in the third week of January 2020).</li> <li>- The locals stated that they were not informed about the developments and the new version of the Main Design due to the fact that some members of the local communities did not share all the information with them, although they attended meetings with the Transport Directorate and the Government of Montenegro.</li> </ul>
<p><b>Conclusions from the public consultations:</b></p>	<ul style="list-style-type: none"> <li>- Participants in the public consultation are familiar with the national and EBRD EIA (and society) procedures, emphasizing the manner and expected dynamics of communication. MEDIX representatives presented the main elements of the EIA study, while Mr. Arnaut defined and presented the basic elements of the road and the description of the Main project. It was also emphasized to the locals that they would be invited to consultative thematic meetings in early 2020 to discuss all the technical details of the project, as well as to attend public consultations to discuss topics from the environmental and social issues.</li> <li>- One representative of the local community provided the consultants (E3) with a written statement, in which it is requested that the width of the road is changed from 4 to 3 traffic lanes. Additionally, this member of the local community asked the E3 representatives to provide the EBRD with the written statement he provided at the meeting.</li> </ul>

PHOTOS FROM PUBLIC CONSULTATIONS





## MINUTES OF PUBLIC CONSULTATIONS

<b>Date:</b>	<b>26<sup>th</sup> of December 2019</b>
<b>Location:</b>	<b>Culture centre „Nikola Đurković“, Kotor</b>
<b>Purpose of public consultations:</b>	<ul style="list-style-type: none"> <li>• <b>Presentation of EIA study</b></li> <li>• <b>Introducing the National Environmental Impact Assessment Process and Environmental Impact Assessment and Society Conducted under EBRD Rules</b></li> </ul>
<b>Participants in public consultations:</b>	<ul style="list-style-type: none"> <li>• <b>Mr. Emir Redžepagić, Environmental Protection Agency</b></li> <li>• <b>Mr. Milan Maras, MEDIX</b></li> <li>• <b>Mrs. Ivana Raicevic, MEDIX</b></li> <li>• <b>Mr. Nikola Arnaut, Transport Directorate</b></li> <li>• <b>Mrs. Milica Dakovic, E3 Consulting</b></li> <li>• <b>Mrs. Ilinka Beatovic, E3 Consulting</b></li> <li>• <b>Mrs. Marija Sindić, E3 Consulting</b></li> </ul>
<b>Main topics at the public consultations:</b>	<p>At the beginning of the meeting, flyers were provided with information on the project, as well as on the national EIA impact assessment process, that is, the EBRD's environmental and social impact assessment process. Flyers were distributed so that everyone present would be aware of the manner and scope of both studies, that is, their position and role, and both processes.</p> <p style="text-align: center;"><b>Introductory address and presentation of the national EIA process</b></p> <p>– Mr. Redžepagić welcomed all present and gave a brief overview of the process of development and approval of the national EIA study. Also, Mr. Redžepagić emphasized that the Agency for Environmental Protection has implemented a transparent process and that the expert evaluation committee is in the phase of evaluating the study. Mr. Redžepagic emphasized that the study on environmental impact assessment relates exclusively to environmental issues, while simultaneously implementing the process of environmental impact assessment and social issues in accordance with the EBRD procedure.</p> <p style="text-align: center;"><b>Presentation of national EIA study and main conclusions</b></p> <p>Mr. Maras gave a brief overview of the national EIA study on behalf of the drafting authority (MEDIX). During the presentation of the EIA study, Mr. Maras emphasized once again that the study is only related to environmental issues, giving a brief overview of the project and facilities on the route, atmospheric sewage systems, waste management, etc.</p>

### **Consultations within the EIA and ESIA processes**

Mrs. Sindić clarified the environmental impact assessment process and the environmental and social impact assessment process. On this occasion, she emphasized that ESIA is drafted in accordance with the rules of the EBRD, whereby the interested public will have the opportunity to attend additional public consultations at which they will be able to express their opinions, make suggestions and present concrete problems. Consultative meetings were announced on this occasion, which will be organized in early 2020 with representatives of the Transport Authority (Nikola Arnaut) and representatives of the consultants (E3).

- As one of the participants in the public forums raised the issue of expropriation and stated that the locals had not yet been contacted on this occasion, Mrs. Sindić clarified the procedure related to the expropriation process. Specifically, Mrs. Sindić stated that the completed expropriation reports for 15 (out of a total of 17) cadastral municipalities on the section from Tivat to Jaz were completed, and that the remaining 2 studies were expected to be completed by the end of January 2020. Mr Arnaut added that after completion of the expropriation study, a procedure for establishing public interest is expected, after which proceedings will be opened with all owners of parcels / properties along the section in question.

### **Questions and comments related to the EIA study**

Mrs. Bojana Petrovic from the Municipality of Kotor asked about the part of the study dealing with hazardous waste, stating that defining how to treat and dispose of hazardous waste is not a subject of the EIA study (on page 114 of the study). Mr. Arnaut replied that the hazardous waste management plan must be part of the project documentation, at the request of the EBRD, whereby the Contractor would be obliged to enter into a contract with the competent companies, thus organizing the process of disposal and treatment of hazardous waste.

Mrs. Bojana Petrovic raised the issue of division of responsibilities when it comes to maintaining the separators that will be installed along the newly designed boulevard. Mr Arnaut replied that the municipality was responsible for carrying out that part of the obligations (cleaning and emptying the separator). Also, on this occasion, Mr. Arnaut stated that the alienation of gutters is a problem that often arises, and that this issue is an important factor in terms of traffic safety.

	<ul style="list-style-type: none"> <li>– Mrs. Petrovic stated that Chapter V-Alternatives did not enumerate the conditions obtained from the Municipality of Kotor, and asked the elaborator of the study to include these changes in the document.</li> <li>– Mrs. Petrovic concluded that in the next 17 years the number of vehicles on the section in question is expected to increase by 2 times (from 3,500 to 7,000 vehicles per day, on average). In relation to this, she raised the question of the responsibility for pollution control, that is, for setting up measuring stations. Mr. Redzepagic replied that the inspection is responsible for pollution control, while the Environmental and Environmental Protection Agency is responsible for setting up measuring stations, which must be done in accordance with the Agency's plan and program.</li> <li>– Vu Mr. Vuksanovic emphasized that the construction of a 4-lane boulevard means that there will no longer be such intense traffic congestion, which means that vehicles will spend less time in one place and that there will be better traffic flow, which further implies that pollution will result from traffic flow will be less.</li> </ul> <p style="text-align: center;"><b>Comments related to the social environment</b></p> <ul style="list-style-type: none"> <li>– Mrs. Petrovic concluded that the realization of the project would lead to more benefits than harm in the social environment, and made this conclusion in line with the EIA study.</li> </ul> <p style="text-align: center;"><b>Timeframe for submitting comments to the EIA report</b></p> <ul style="list-style-type: none"> <li>– Mr. Redžepagić concluded that the deadline for submission of comments and suggestions to the Study was 5<sup>th</sup> of January 2020, and that the Agency would act in accordance with the submitted comments.</li> </ul>
<p><b>Conclusions from the public consultations:</b></p>	<ul style="list-style-type: none"> <li>- Participants in the public consultation are familiar with the national and EBRD EIA (and society) procedures, emphasizing the manner and expected dynamics of communication. MEDIX representatives presented the main elements of the EIA study, while Mr. Arnaut defined and presented the responsibilities of the Transportation Authority and the competent municipal authorities, referring the local population to the authorities responsible for the design and construction of public installations. The representatives of the Municipality of Kotor made their comments and suggestions on the Environmental Impact Assessment Study, pointing out to them important aspects that specifically relate to certain elements of competence regarding the components of the project in question, namely the road and road infrastructure.</li> </ul>

PHOTOS FROM PUBLIC CONSULTATIONS





## MINUTES OF PUBLIC CONSULTATIONS

<b>Date:</b>	<b>23<sup>rd</sup> of December 2019</b>
<b>Location:</b>	<b>Municipality of Tivat</b>
<b>Purpose of public consultations:</b>	<ul style="list-style-type: none"> <li>• <b>Presentation of EIA study</b></li> <li>• <b>Introducing the National Environmental Impact Assessment Process and Environmental Impact Assessment and Society Conducted under EBRD Rules</b></li> </ul>
<b>Participants in public consultations:</b>	<ul style="list-style-type: none"> <li>• <b>Mr. Emir Redžepagić, Environmental and Environmental Protection Agency</b></li> <li>• <b>Mr. Milan Maraš, MEDIX</b></li> <li>• <b>Mrs. Ivana Raičević, MEDIX</b></li> <li>• <b>Mr. Nikola Arnaut, Transport Directorate</b></li> <li>• <b>Mrs. Milica Daković, E3 Consulting</b></li> <li>• <b>Mrs. Ilinka Beatović, E3 Consulting</b></li> <li>• <b>Mrs. Marija Sindić, E3 Consulting</b></li> </ul>
<b>Main topics at the public consultations:</b>	<p>At the beginning of the meeting, flyers were provided with information on the project, as well as on the national EIA impact assessment process, that is, the EBRD's environmental and social impact assessment process. Flyers were distributed so that everyone present would be aware of the manner and scope of both studies, that is, their position and role, and both processes.</p> <p style="text-align: center;"><b>Introductory address and presentation of the national EIA process</b></p> <p>– Mr. Redžepagić welcomed all present and gave a brief overview of the process of development and approval of the national EIA study. Also, Mr. Redžepagic emphasized that the Agency for Environmental Protection announced the invitation for participation of NGOs in the EIA commission, emphasizing that 2 NGOs applied for the competition on December 23<sup>rd</sup> 2019 (the day the competition will be closed).</p> <p style="text-align: center;"><b>Presentation of national EIA study and main conclusions</b></p> <p>Mr. Maras presented the national EIA study and the name of the drafting authority (MEDIX). During the introductory part, the MEDIX multidisciplinary team working on the EIA study was presented, as well as the main conditions that had to be met during the study design process (e.g. it was emphasized that the study complied with the UT conditions issued on 4<sup>th</sup> of September 2014). Mr. Maras stated that the traffic load on the section in question belongs to the category of "heavy traffic load", and that a total</p>

reconstruction of the roadway is planned, i.e. the removal of the existing carriageway structure and the installation of a new one. It is stated that the works will include the construction of 7 bridges (including 1 pavement), 36 culverts and 76 retaining walls. Mr. Maras stressed that the EIA includes environmental impacts, mitigation measures and monitoring. Concerning the impact on the social environment, Mr. Marash stated that the locals would be exposed to noise, but that the impact would be mitigated by sound insulation. Also, Mr. Marash stated that some of the positive impacts on the local population will include better transport and economic connectivity, as well as a change in the value of land after the works are completed. At the end of his presentation, Mr. Maras stated that separators (a total of 47 separators) will be installed along the entire route to serve wastewater treatment.

#### **Questions and comments from participants**

##### **Planned start date for the reconstruction and sections of the road to be reconstructed in the territory of Tivat municipality**

- The first question was about the planned start date for the reconstruction, with Mr. Arnaut responding that the contractor selection process must be carried out in cooperation with the EBRD, which will define the deadlines and dynamics of contractor selection, but it is planned that the works begin before the start of summer the 2020 tourist season. On this occasion, Mr. Arnaut emphasized that in 2014 the Transport Administration requested complete local planning documentation from the Municipality of Tivat, including the DUP for "Sector 24", with the main project being in line with all submitted and valid local planning documents. Also, Mr. Arnaut emphasized that in 2017 the Transport Administration received approval of the preliminary design from the Municipality of Tivat. Mr Arnaut stated that the reconstruction would cover a part of the road that extends to the "Samms Commerce" facility and that the reconstruction would therefore include a bridge located at Tivat Airport.

##### **Wastewater treatment and treatment system at the section**

- The second question was related to the drainage system to be installed on the route, that is, to the system of treatment and monitoring of wastewater pollution indicators. Mr. Maras stressed that the separators would only be used for the treatment of wastewater from the pavement, with all separators being designed to a greater capacity than necessary, or expected at any time. Monitoring and maintenance should be done continuously, with separators getting cleaned 3-4 times a year, which will be the

responsibility of the contractor and the competent municipal authorities.

- Mr. Arnaut emphasized that the maintenance of the drainage system and the separator system is the responsibility of local governments, which is in accordance with the legal regulations in this area.

#### **Levels in the airport area**

- The third question concerned the level of roadway in the area adjacent to the airport, with one of the participants in the public consultation wishing to know whether the level of the road was raised in this part to prevent the flooding of that part of the road. Mr. Arnaut stated that the levelling was erected along this section of the road, precisely for the purpose of reducing the flooding of this section of the road. Also, in this section, the receiving channels for coastal waters from the tunnel Vrmac were designed, while one of the requirements of the audit included detailed cleaning and expansion of the recipients in order to provide greater flow capacity. Also, Mr. Arnaut stated that in this part it is specific that there is a drainage pipe under the airport runway, but it is impossible to access it, so the above solutions and separators will be used for drainage of excess water from the road, or for atmospheric sewage.

#### **Regional water supply system**

- Mrs. Vesna Nikolic asked about the possible relocation of installations used within the regional water supply system. Mr. Arnaut stated that it was necessary to move the regional water supply installations to 3 locations, which was done with the approval and in cooperation with the Regional Water Supply. Also, Mr. Arnaut stated that the reconstruction of the main road will be carried out in parallel with the installation of a new part of the regional water supply system, with their installations placed on the right side of the road, viewed from the direction of Budva. Mr. Arnaut stated that Kotor Water Supply, CEDIS and CGES design their installations in accordance with the main design solutions, and that these companies stated that the width of the distribution island would place their installations in the central, i.e. distribution zone.

#### **Allowed speed on the new road and paths for cyclists**

- Mr. Radovan Lakovic raised the question about the maximum permitted speed on the newly designed route, with Mr. Arnaut stating that these restrictions were not defined by the planning

	<p>documentation, but that the decision was left to the designer. Also, Mr. Arnaut emphasized that the traffic safety study was conducted by an independent expert from the EBRD, and these experts will be in charge of making the final decision on the maximum permitted speed. Finally, Mr. Arnaut stressed that the safety of pedestrians and road users would be a priority, and therefore fence bays would be erected along sidewalks and along the dividing island.</p> <ul style="list-style-type: none"> <li>- Mr. Lakovic's second question was about bicycle/e-scooter lanes, with Mr. Arnaut stressing that these lanes were not designed, and that their eventual design would require additional space. Mr. Arnaut also stated that the municipalities had no requirements in this regard.</li> </ul>
<p><b>Conclusions from the public consultations:</b></p>	<ul style="list-style-type: none"> <li>- Participants in the public consultations are familiar with the national and EBRD EIA procedures for impact assessment, emphasizing the manner and expected dynamics of communication. Representatives of MEDIX presented the main elements of the EIA study, while Mr. Arnaut presented the main elements of the pavement structure along the section located in the territory of Tivat municipality.</li> </ul>

## PHOTOS FROM PUBLIC CONSULTATIONS





## **5.2 Scoping Meeting Minutes**

### **5.2.1 Kotor Municipality**

### **5.2.2 Radanovici Municipality**

### **5.2.3 Tivat Municipality**

## MEETING MINUTES

<b>Date:</b>	<b>December 5<sup>th</sup> 2019.</b>
<b>Place:</b>	<b>Municipality Kotor</b>
<b>Purpose of the meeting:</b>	<b>Project: "Reconstruction of the Main Road Tivat-Jaz"</b>  <i>Discussion about ESIA and the Project</i>
<b>Meeting participants:</b>	<ol style="list-style-type: none"> <li>1. <b>Mr. Zeljko Aprcovic (Mayor of Kotor municipality) with his deputies</b></li> <li>2. <b>Ms. Bojana Petkovic (Kotor municipality)</b></li> <li>3. <b>Ms. Tamara Lompar (Kotor municipality)</b></li> <li>4. <b>Mr. Freddy Shaoul (EBRD)</b></li> <li>5. <b>Ms. Polina Pimenova (EBRD)</b></li> <li>6. <b>Mr. Nikola Arnaut (MTA)</b></li> <li>7. <b>Mr. Radojica Poleksic (MTA)</b></li> <li>8. <b>Ms. Milica Dakovic (E3 Consulting)</b></li> <li>9. <b>Ms. Vanessa Sheehan (EA)</b></li> <li>10. <b>Mr. Ciprian Popovici (Green Partners)</b></li> </ol>
<b>Discussed during the meeting:</b>	<p><b>TOPIC 1: Introduction</b></p> <ul style="list-style-type: none"> <li>• Mr. Aprcovic has introduced meeting participants with his team and its roles and responsibilities and thanked to EBRD for its Project support. Mr. Arnaut has introduced representatives of Kotor municipality with the meeting participants (EBRD and consultant representatives) and briefly presented key purpose of the meeting and information about upcoming project activities. Mr. Shaul has informed Mayor about EBRD role in MTA projects as well as potential new project opportunities (Tivat boulevard and water supply project) and emphasized environmental and social aspect as important ones from the Bank's perspectives. Ms. Sheehan and Ms. Dakovic have introduced meeting participants with the role of international and local consultants in ESIA project, while Mr. Popovici emphasized importance of communication between Kotor municipality and local community representatives as well as briefly introduced social aspect of the project and its requirements.</li> </ul>

**TOPIC 2: Kotor municipality development projects**

- Mr. Aprcovic has introduced meeting participants with the plans for Kotor municipality that would lead to its further economic development whereas it was presented following:
- Project represents important project for Kotor municipality and the economic development of the region having in mind traffic density during summer season.
- Municipality of Kotor has intense communication with the local community representatives regarding the project. For example, during last 4 months' municipality has organized 8 meetings with the local community representatives in order to discuss their needs and requirements related to the project. Mayor will attend EIA public discussion that will be organized on December 26<sup>th</sup> 2019.
- In order to divert traffic during construction of the section Tivat-Jaz municipality Kotor has allocated 500,000euro for local road design and construction (Lastva Grbaljska-Stara Fortica) that will ease traffic during construction of Tivat-Jaz section.
- In general, local population is supporting Project realization.

Mr. Aprcovic pointed that Kotor municipality is UNESCO protected and because of its specific position and having in mind future economic and tourism development it is planned that Kotor should expand out of Old city walls where following projects are planned:

- Construction of new settlement 'Kotor II';
- Started new project 'Bigova bay resort' (300 million euro);
- Ethno villages in Grbalj
- Future new operations on the airport Tivat

Municipality Kotor represents 9 month touristic destination with intention to

	<p>extend its tourism offer through the whole year (12 months).</p>
<p><b>Conclusions:</b></p>	<p>It was agreed that municipality Kotor will provide its representatives who will be contact points to the consultants and provide them additional data on socio or environmental aspects that will be required.</p> <p>Kotor municipality will actively be involved in upcoming EIA public discussions in December.</p>

## MEETING MINUTES

<b>Date:</b>	<b>December 05<sup>th</sup> 2019.</b>
<b>Place:</b>	<b>Premises of the Local Community Radanovici – Kotor</b>
<b>Purpose of the meeting:</b>	<p align="center"><b>Project “Reconstruction of the Main Road Tivat-Jaz”</b></p> <p align="center"><i>Communication and engagement with representatives of the local community</i></p>
<b>Meeting participants:</b>	<ol style="list-style-type: none"> <li>1. <b>Mr. Freddy Shaoul (EBRD)</b></li> <li>2. <b>Ms. Polina Pimenova (EBRD)</b></li> <li>3. <b>Mr. Rade Ralevic (EBRD)</b></li> <li>4. <b>Mr. Ciprian Popovici (Green Partners)</b></li> <li>5. <b>Mr. Nikola Arnaut (Montenegrin Transport Administration)</b></li> <li>6. <b>Ms. Ilinka Beatovic (E3 Consulting)</b></li> <li>7. <b>Mr. Gojko Dakovic (E3 Consulting)</b></li> <li>8. <b>Ms. Marija Sindjic (E3 Consulting)</b></li> <li>9. <b>Mr. Stevan Kordic (President of the local community “Grbalj”)</b></li> <li>10. <b>Mr. Labud Mihovic (President of the Local Community “Lastva Grbaljska”)</b></li> <li>11. <b>Mr. Milorad Radanovic (President of the Local Community “Radanovici)</b></li> <li>12. <b>Mr. Sreten Doljanica (Representative of the local community)</b></li> </ol>
<b>Discussed during the meeting:</b>	<p><b>TOPIC 1: Requirements and expectations of the local community</b></p> <ul style="list-style-type: none"> <li>• Representatives of the local community provided all the official communication records with the local and national authorities regarding the petition which has been signed by 700 local residents.</li> <li>• Representatives of the local community stated that their requests have not been approved and incorporated in the Main Design, with the exception of the request for reducing the <u>width of the traffic lane from 3.5m to 3.25m.</u></li> <li>• Representatives of the local community stated that a <u>3-lane boulevard</u> should be made instead of the fast 4-lane road which has been designed. The road should have 3 lanes in the populated areas, while 4 lanes can be built in unpopulated areas. Their rationale for building 3 lanes is avoiding land acquisition and reducing speed limit to 50 km/h.</li> <li>• Local representative Labud Mihovic stated that the petition and their requests have been submitted to the local authorities, the MTA, the Government of Montenegro and the EBRD.</li> <li>• Local representatives stated that the new road is going to have great</li> </ul>

	<p>importance for the local community and businesses in the area, and that it is going to be especially important for economic development and valorisation of the tourism potential in the area.</p> <ul style="list-style-type: none"> <li>Local representatives stated that the traffic jams are most common during summer and that they are most frequent at the entrance to Kotor, Tivat and Budva, i.e. in the area of the existing roundabouts.</li> <li>Mr Labud Mihovic stated that <u>construction of additional roundabouts should be considered</u> since the local population would have to travel much further than now in order to reach their households, because distance between some roundabouts ranges from 1 to 2 km.</li> <li>Mr Labud Mihovic suggested <u>construction of a roundabout in front of the elementary school in Radanovici (42°21'39.44"N, 18°45'33.06"E)</u>. The Main Design defines construction of a 4-way intersection at this location. The local community deems that construction of a roundabout would provide better traffic safety conditions, better local communication and reduction of speed in this section. Additionally, they mentioned that traffic safety represents an important issue at this section because many people (including kids) have died due to collision with cars. The local community mentioned that the existing underpass is not being used by kids, and that the reconstructed underpass will not be used either because the community is not used to using it.</li> <li>Mr Labud Mihovic stated that the Main Design is <u>not aligned with the local spatial plans</u> which have been defined for this specific area (DSP Radanovici, LSL Grbalj, LSL Grbalj II, UPN Lastva Grbaljska).</li> <li>Mr Milorad Radanovic stated that the Main Design was presented to the Municipality Kotor, not to the representatives of the local community, so they are not informed about the final version of the Main Design.</li> <li>Mr Milorad Radanovic stated that the local community requires <u>reduction of width of the separating island from 2m to 60cm</u>. They stated that many new roads in Montenegro have narrow separating islands (60cm) and that this width would be enough and that it would satisfy all the traffic safety conditions.</li> <li>Representatives of the local community stated that there is no need for</li> </ul>
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placing road barriers along the footpaths and the separating island, since they think this would not be visually appealing. Additionally, they stated that there are no road barriers along the existing road, thus their removal would not decrease traffic safety.

- Representatives of the local community stated that they do not want to have fencing along the separating island.
- Representatives of the local community stated that the local roads which are currently connected to the main road should also be included in the Main Design.
- Representatives of the local community stated that the national EIA does not take into account the social aspect of the project, and that these matters need to be considered so that the project would meet the needs of the local communities. They stated that they have analysed the document and that they will attend the public consultation meetings regarding the national EIA, which are going to be held after 20<sup>th</sup> December.

#### **TOPIC 2: Response provided by the MTA (Nikola Arnaut)**

- Mr. Arnaut initially mentioned that the MTA has had many meetings with the representative of the local community over the past 3 years, and that their requests were incorporated into the Main Design to the reasonable and technically acceptable extent. Thus, the MTA has reduced the width of the traffic lane to 3.25m and they added one of the roundabouts which was requested by the local community. Additionally, Mr Arnaut emphasised that the MTA has provided an official response to their requests stipulated in the petition.
- Mr. Arnaut stated that a 4-lane road has been designed for the purpose of providing better traffic flow along the entire section, while speed is going to be regulated through construction of roundabouts.
- Mr. Arnaut stated that the width of the separating island (2m) has been defined for the purpose of providing better safety conditions for pedestrians.

- Mr. Arnaut stated that the new road has been designed in accordance with the laws and national spatial planning documentation (Spatial Plan of Montenegro until 2020), which represents the principal document that should be followed in respect to design of main roads. The only local spatial plan that could not be fully integrated in the Main Design is the LSL Grbalj, because this plan is not aligned with the Spatial Plan of Montenegro until 2020.
- Road barriers are included in the Main Design for the purpose of traffic safety, and for protection of pedestrians while crossing the road. Road barriers will be placed along the separating island so as to avoid head-on collisions.
- Mr. Arnaut stated that 2 roundabouts have been designed just before and after school in Radanovici so that cars would slow down and thus provide conditions for safe crossing of the street. In case a roundabout was designed at this location, the restaurant “Velji mlini” (42°21'36.72"N, 18°45'38.41"E) would have to be demolished since the minimum radius of a roundabout is 26m.
- Mr. Arnaut emphasised that there are currently no pedestrian crossings or footpaths along the existing road, and that the Main Design includes footpaths along the entire road section, while pedestrian crossing will be provided at all intersection and roundabouts. Additionally, the Main Design provides road access to all the households and businesses along the subject road section.
- Mr. Arnaut stated that the number of roundabouts along the entire section is not low since 13 roundabouts are included in the Main Design.
- Mr. Arnaut emphasised that the MTA developed the Main Design in the way that interests of the entire community are satisfied, and not individual interests.
- Mr. Arnaut stated that the local municipalities are responsible for construction/reconstruction of the local roads, while the MTA is only responsible for construction/reconstruction of regional/main roads, so that the local community should communicate with the Municipality Kotor in

this regard.

**TOPIC 3: Comments and questions by the EBRD and consultant representatives**

- Mr. Shaoul introduced himself as EBRD’s social expert and stated that ESIA and the project itself must be developed and implemented in line with the EBRD’s ESP and PRs which regulate environmental and social matters. Additionally, Mr Shaoul clarified that stakeholder engagement represents the essential component of all the EBRD’s requirements, thus the local community is going to be consulted during the entire process and that their requests and suggestions in regards to environmental and social context are going to be taken into account.
- Ms. Pimenova introduced herself as EBRD’s environmental expert and stated that all the potential gaps between EBRD’s policy and the national EIA are going to be covered in ESIA which is going to be developed for this project. Ms Pimenova emphasised that further analysis will be carried out over the upcoming 2-3 months and that the ESIA is going to be available for public consultation over the period of 120 days upon its disclosure.
- Mr. Popovici introduced himself as a member of the social team in charge of impact assessment and land acquisition, whereby he emphasised that the national laws and regulations will be complied with during the assessment, along with the EBRD’s requirements. When it comes to social impacts, all aspects are going to be taken into account, such as traffic and pedestrian safety, accessibility, etc.

**TOPIC 4: Request for an additional roundabout at the location of Zecanka homestore (42°22'14.95"N, 18°45'11.83"E)**

- The local community required construction of a roundabout (instead of the planned intersection) at the subject location, because they deem that it would provide conditions for better traffic flow and better connection

	<p>between settlements in the project area. Additionally, they emphasise that this location would be ideal for a roundabout since it would reduce travel time for the local people, since distance between two closest roundabouts in this area is around 1.2 km.</p> <ul style="list-style-type: none"> <li>• Mr. Arnaut stated that the designer and the MTA have considered various options regarding construction of a roundabout at this section, but that it is not possible to build a roundabout at this location without demolition of a couple of business objects, which would also cause high additional compensation costs. However, Mr Arnaut stated that the designers and the MTA are going to consider the option of providing traffic lights at this section.</li> </ul>
<p><b>Conclusions:</b></p>	<ul style="list-style-type: none"> <li>• Local community representatives requested that all their issues related to the social context are taken into account and that the project satisfies all their needs in terms of traffic safety, accessibility, land acquisition and all their legal rights.</li> <li>• The local community deems that there should be more roundabouts along the section since the current design would cause them to have much longer travel time in order to reach their households.</li> <li>• The local community suggested that the width of the separating island is reduced to 60cm (from 2m), with the aim of reducing the width of the road, and thus avoiding land acquisition to a certain extent.</li> <li>• The local community emphasised that their requests should be reconsidered and that they need to be provided with the final version of the Main Design. Mr Arnaut invited representatives of the local communities to come to the MTA so that he would present them the final Main Design and discuss their suggestions.</li> <li>• The EBRD team, the consultants and the MTA are going to cooperate closely in order to implement a successful and efficient stakeholder engagement process.</li> </ul>



## MEETING MINUTES

<b>Date:</b>	<b>December 5<sup>th</sup> 2019.</b>
<b>Place:</b>	<b>Tivat municipality</b>
<b>Purpose of the meeting:</b>	<b>Project: "Reconstruction of the Main Road Tivat-Jaz"</b>  <i>Discussion about ESIA and the Project</i>
<b>Meeting participants:</b>	<ol style="list-style-type: none"> <li><b>1. Mr. Sinisa Kusovac (Mayor of Tivat municipality) with his associates</b></li> <li><b>2. Mr. Radojica Poleksic (MTA)</b></li> <li><b>3. Ms. Vanessa Sheehan (EA)</b></li> <li><b>4. Ms. Milica Dakovic (E3 Consulting)</b></li> </ol>
<b>Discussed during the meeting:</b>	<p><b>TOPIC 1: Introduction</b></p> <ul style="list-style-type: none"> <li>• Mr. Kusovac has introduced meeting participants with his team and its roles and responsibilities and emphasized importance of the Tivat-Jaz road reconstruction for the municipality. Mr. Poleksic provided introduction in the name of MTA, while Ms. Sheehan and Dakovic presented ESIA project and the role of consultants. Ms. Dakovic has introduced a mayor with previously conducted activities related to the project and upcoming future activities.</li> </ul> <p><b>TOPIC 2: Tivat municipality development projects</b></p> <p>In order to identify cumulative impact of the Project consultants have asked Mr. Kusovac to provide more information about upcoming planned projects in Tivat municipality. Mr. Kusovac emphasized following:</p> <ul style="list-style-type: none"> <li>• Capital budget for 2020 of the Tivat municipality is mostly addressing investments whereby 60% of the budget will support new investments in Tivat municipality.</li> <li>• There are two development projects that are important for Tivat municipality. The first one are 3 roundabouts where on December 5<sup>th</sup> 2019. Municipality selected a contractor to start works on the 1<sup>st</sup> roundabout, while by December 20<sup>th</sup> 2019 it will be selected one for the 2<sup>nd</sup> roundabout. Third roundabout is harmonized with the regional water supply projects in</li> </ul>

	<p>order to ensure that all projects are mutually aligned.</p> <ul style="list-style-type: none"> <li>• Second development project is related to the construction of the Sports Centre Zupa (for the water sports with indoor and outdoor pools), with total surface 3,700m<sup>2</sup> where Preliminary design is in the process of preparation.</li> </ul> <p>Mr. Poleksic confirmed that MTA projects are already aligned with those from Tivat municipality.</p>
<p><b>Conclusions:</b></p>	<p>It was agreed that municipality Tivat will provide its representatives who will be contact points to the consultants and provide them additional data on socio or environmental aspects that will be required.</p> <p>Municipality Tivat is open for any further activities that might help smooth project realization.</p>

## Appendix 6 – Survey Announcement

6.1 Announcement of Socio –Economic Survey

## **OBAVJEŠTENJE**

### **Rekonstrukcija i modernizacija magistralnog puta M2, dionica Tivat-Jaz**



Obavještavamo zainteresovanu javnost da će kao jedna od aktivnosti u okviru izrade Studije procjene uticaja na životnu sredinu i društveno okruženje (ESIA), a za potrebe realizacije projekta „Rekonstrukcija i modernizacija magistralnog puta M2, dionica Tivat-Jaz, od 885km+500 do 901km+500“, biti sprovedeno **socio-ekonomsko istraživanje među domaćinstvima i privrednim subjektima u projektnoj oblasti.**

Socio-ekonomsko istraživanje će biti sprovedeno u skladu sa politikom Evropske banke za obnovu i razvoj (EBRD), u periodu od **5. do 16. februara 2020. godine.**

## 6.2 Introductory Overview of the Socio-Economic Survey Leaflet for Households and Businesses

### Uvodno predstavljanje socio-ekonomskog istraživanja

Evropska banka za obnovu i razvoj razmatra finansiranje projekta (EBRD) „Rekonstrukcija magistralnog puta M2, dionica Tivat-Jaz, od 885km+500 do 901km+500“, koji sprovodi Uprava za saobraćaj Crne Gore. Projekat se sprovodi u skladu sa dva paralelna procesa: nacionalnom regulativom i propisima (npr. Elaborat procjene uticaja na životnu sredinu sa pratećim javnim raspravama, proces eksproprijacije), kao i istovremeno EBRD politikama u oblasti životne sredine i društva što će rezultirati pripremom Studije procjene uticaja na životnu sredinu i društvo (ESIA) za predmetnu dionicu Tivat-Jaz.

Za potrebe izrade ESIA studije koja će biti data na uvid javnosti u proljeće 2020. godine, a u skladu sa EBRD politikama angažovan je multidisciplinarni tim konsultanata koji čine kompanija Earth Active iz Velike Britanije i kompanija E3 Consulting iz Podgorice. U cilju izrade ESIA studije, a u skladu sa EBRD Uslovom realizacije 5 (*Otkup zemljišta, prinudno raseljavanje i izmještanje poslovnih aktivnosti*) među brojnim aktivnostima definisana je aktivnost sprovođenja socio-ekonomskog istraživanja među svim domaćinstvima i privrednim subjektima koji se nalaze u oblasti buduće realizacije Projekta. S tim u vezi tim anketara konsultantskog tima uz ovlaštenje Uprave za saobraćaj Crne Gore će u predstojećim sedmicama biti angažovan na terenu sa ciljem prikupljanja podataka za potrebe gorenavedenog istraživanja. Cilj istraživanja jeste da prepozna potencijalne uticaje i definiše odgovarajuće mjere koje će lokalnom stanovništvu i privrednim subjektima u projektnoj oblasti omogućiti održavanje ili unaprijeđenje uslova života i sredstava za život usled realizacije projekta.

Dodatno, s obzirom da EBRD politike podrazumijevaju obavezu učešća javnosti u procesu procjene uticaja Projekta na životnu sredinu i društveno okruženje, u predstojećem periodu planirano je održavanje niza konsultativnih sastanaka i fokus grupa sa subjektima u zoni buduće realizacije Projekta sa ciljem sažimanja komentara i sugestija lokalnog stanovništva i privrednih subjekata po pitanju realizacije predmetnog projekta. Takođe, svim predstavnicima lokalnog stanovništva i privrede u projektnoj oblasti biće dostupan žalbeni mehanizam, putem kog će imati priliku da iznesu sve svoje komentare, pitanja, pritužbe i/ili žalbe u toku faze izgradnje i korišćenja planiranog puta. O gorenavedenim i svim predstojećim aktivnostima bićete blagovremeno obaviješteni.

Za sva pitanja o projektu možete nas kontaktirati na:

**Uprava za saobraćaj Crne Gore, IV Proleterske, 81000 Podgorica**

Predstavnik Uprave za saobraćaj: Nikola Arnaut

+382 20 655 095

[upravazasaobracaj@uzs.gov.me](mailto:upravazasaobracaj@uzs.gov.me)

[www.uzs.gov.me](http://www.uzs.gov.me)

### 6.3 Statement Introducing the Questionnaires

Poštovani,

Evropska banka za obnovu i razvoj (EBRD) razmatra finansiranje projekta „Rekonstrukcija magistralnog puta M-2, dionica Tivat-Jaz, od 885km+500 do 901km+500“ (u daljem tekstu: Projekat), koji realizuje Uprava za saobraćaj Crne Gore. Projekat se sprovodi u skladu sa EBRD politikama životne sredine i društva koje između ostalog definišu obavezu realizovanja (1) socio-ekonomskog istraživanja među svim domaćinstvima i (2) istraživanja među privrednim subjektima koji se nalaze u oblasti buduće realizacije Projekta.

Istraživanje među domaćinstvima usmjereno je ka prikupljanju polaznih podataka o domaćinstvima koja se nalaze u projektnoj oblasti. Za potrebe realizacije socio-ekonomskog istraživanja među domaćinstvima i istraživanja među privrednim subjektima, odnosno izrade Studije procjene uticaja projekta na životnu sredinu i društvo (ESIA) po proceduri i zahtjevima EBRD banke angažovan je multidisciplinarni tim konsultanata, koji čine konsultantska kuća "Earth Active" iz Velike Britanije i "E3 Consulting" iz Podgorice.

Stoga ovim putem želimo da Vas informišemo da će naš tim anketara za potrebe gorenavedenog projekta realizovati anketu u Vašem domaćinstvu. Rezultati istraživanja, uz rezultate predstojećih aktivnosti komunikacije sa lokalnim stanovništvom i privredom o kojima ćete biti blagovremeno obaviješteni, predstavljaju osnovu za procjenu potencijalnih uticaja Projekta i izradu ESIA studije.

Ovom prilikom želimo da Vas informišemo da će rezultati ankete biti korišćeni samo i isključivo u svrhe ovog Projekta, dok će analiza podataka biti data isključivo na kumulativnom nivou. Kontakt telefoni služiće samo i isključivo u svrhe interne kontrole procesa prikupljanja podataka.

Ovom prilikom se u ime konsultantskog tima zahvaljujemo na Vašem učešću u istraživanju i vremenu odvojenom za popunjavanje ankete.

S poštovanjem,

Konsultantski tim

## 6.4 Memorandum about Socio-Economic Surveys



Uprava za saobraćaj Crne Gore



31. januar 2020. godine

### DOPIS

**Predmet:** Obavještenje o sprovođenju socio-ekonomskog istraživanja među preduzećima i domaćinstvima duž trase puta Tivat-Jaz (projekat „Rekonstrukcija i modernizacija magistralnog puta M-2 Tivat-Jaz od 885 km + 500 do 901 km + 500)

Poštovani/a,

Obraćamo Vam se u ime tima E3 Consulting iz Podgorice, koji je angažovan od strane Uprave za saobraćaj Crne Gore za potrebe sprovođenja socio-ekonomskog istraživanja među preduzećima i domaćinstvima na potezu od Jaza do Tivta. Socio-ekonomsko istraživanje će biti sprovedeno među domaćinstvima i preduzećima koja se nalaze duž trase Magistralnog puta M2, dionica Tivat-Jaz.

Evropska banka za obnovu i razvoj (EBRD) razmatra dodjelu finansijskih sredstava Upravi za saobraćaj Crne Gore (UZS) za potrebe rekonstrukcije, modernizacije i nadzora radova na predmetnoj dionici. Stoga, gorepomenuto istraživanje se sprovodi u skladu sa regulativnim okvirom i odredbama definisanim u EBRD-ovim politikama zaštite životne sredine i socijalnih pitanja. Predmetno istraživanje predstavlja dio procesa izrade Studije procjene uticaja na životnu sredinu i društveno okruženje (ESIA). Predmetna ESIA će biti urađena kako bi se ispunili zahtjevi EBRD-a koji se odnose na projekat „Rekonstrukcija i modernizacija magistralnog puta M-2 Tivat-Jaz od 885 km + 500 do 901 km + 500“.

Tim ovlašćenih anketara će sprovoditi istraživanje u periodu **od 04. do 16. februara 2020. godine**. Cilj socio-ekonomskog istraživanja je prikupljanje podataka i informacija o socio-ekonomskim i demografskim karakteristikama lokalnog stanovništva i privrednih subjekata u projektnoj oblasti. Prikupljene informacije će imati za cilj da stvore osnovu za razumijevanje vrsta uticaja koji će nastati usled realizacije projekta, a sve sa ciljem implementacije efikasnih mjera za ublažavanje uticaja projekta.

S tim u vezi, želimo da Vas obavijestimo da će članovi našeg time anketara posjetiti Vaš poslovni objekat u navedenom periodu, pri čemu će uraditi anketu sa jednom od Vaših predstavnika/zaposlenih.

Nadamo se da ćete biti u prilici da nam izađete u susret i učestvujete u navedenom istraživanju.

S poštovanjem,

mr Milica Daković  
Izvršni direktor E3 Consulting

Tel: +382 20 227 501  
Fax: +382 20 227 502  
E-mail: office@e3consulting.co.me  
www.e3consulting.co.me  
Jola Piletica 24, 81000 Podgorica, Montenegro



## ZAPISNIK br.1

<b>Datum sastanka:</b>	<b>28.01.2020</b>
<b>Mjesto sastanka:</b>	<b>Uprava za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Upoznavanje stranke sa situacijom na terenu</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Uprava za saobraćaj Erdan Seferović, predstavnik vlasnika parcele 297/1</b>
<b>Glavne teme na sastanku:</b>	<b>Sadržaj projektne dokumentacije u zahvatu predmetne parcele i informacije o zahvatu elaborata eksproprijacije</b>
<b>Zaključci sastanka:</b>	<b>sa</b> Nakon pruženih informacija o statusu projekta i predviđenoj eksproprijaciji, gđin Seferović se zahvalio na pruženim informacijama te izrazio želju da se ostane u kontaktu po pitanju budućeg razvoja parcele.

## ZAPISNIK br.2

<b>Datum sastanka:</b>	<b>28.01.2020</b>
<b>Mjesto sastanka:</b>	<b>Uprava za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Upoznavanje stranke sa situacijom na terenu</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Uprava za saobraćaj Nikola Stanišić, vlasnika parcele 17/1 i 18/1 KO Pobrđe</b>
<b>Glavne teme na sastanku:</b>	<b>Sadržaj projektne dokumentacije u zahvatu predmetne parcele i inforacije o zahvatu elaborata ekspropriacije</b>
<b>Zaključci sastanka:</b>	<b>sa</b> Nakon pruženih informacija o statusu projekta i predviđenoj ekspropriaciji, gđin Stabnišićse zahvalio na pruženim informacijama te izrazio želju da se ostane u kontaktu po pitanju budućeg razvoja parcele.

### ZAPISNIK br.3

<b>Datum sastanka:</b>	<b>30.01.2020</b>
<b>Mjesto sastanka:</b>	<b>Uprava za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Upoznavanje stranke sa situacijom na terenu</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Uprava za saobraćaj Radojica Pleksic ,Uprava za saobraćaj Guissepe Porpiglia, Terna Michele Pantini , Terna Ivana Kojić. Terna Paolo Campani, Toshiba Verica Jušković, Toshiba Vlatko Radović, Toshiba</b>
<b>Glavne teme na sastanku:</b>	<b>Sadržaj projektne dokumentacije u zahvatu priključka postrojenja TERNA na budući bulevar</b>
<b>Zaključci sastanka:</b>	<b>sa</b> Nakon pruženih informacija o statusu projekta i predviđenom priključku za potrebe postrojenja TERNA, predstavnici TERNE i TOSHIBE su se zahvalili na vremenu te zatražili da m se dostavi izvod iz projekta kako bi nastavili sa izradom svoje projektne dokumentacije.

## ZAPISNIK br.4

<b>Datum sastanka:</b>	<b>11.10.2016</b>
<b>Mjesto sastanka:</b>	<b>Opština Tivat</b>
<b>Svrha sastanka:</b>	<b>Upoznavanje stranke sa situacijom na terenu</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Uprava za saobraćaj Radojica Pleksic ,Uprava za saobraćaj Simeon Matovic , Simm inženjering</b>
<b>Glavne teme na sastanku:</b>	<b>Predstavljanje projektnog rješenja projektne dokumentacije u zahvatu opštine Tivat</b>
<b>Zaključci sastanka:</b>	<b>sa</b> Nakon pruženih informacija o statusu projekta i predviđenom izgledu trase na teritoriji opštine Tivat , te rasprave o pojedinačnim detaljima projekta predstavnici opštine su se zahvalili na vremenu.

## LISTA UČESNIKA NA SASTANKU

Nikola Arnaut , Uprava za saobraćaj

Radojica Pleksic ,Uprava za saobraćaj

Siemon Matovic, Simm inženjering

Vesna Nikolić, Opština tivat

Tamara Furtula, Opština Tivat

**ZAPISNIK br.5**

<b>Datum sastanka:</b>	<b>11.02.2018</b>
<b>Mjesto sastanka:</b>	<b>Uprava za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Upoznavanje stranke sa situacijom na terenu</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Uprava za saobraćaj Željko Baljevic ,Kotor</b>
<b>Glavne teme na sastanku:</b>	<b>Predstavljanje projektnog rješenja projektne dokumentacije u zahvatu opštine Kotor te priljučka na parcelu u vlasništvu g dina Baljevića</b>
<b>Zaključci sastanka:</b>	<b>sa</b> Nakon pruženih informacija o statusu projekta i predviđenom izgledu trase na teritoriji opštine Tivat , te rasprave o pojedinačnim detaljima projekta gospodin Baljevic se zahvaliio na pruženiim informacijama te se zahvalio na vremenu. Zatražio je izvod iz proejkte dokumentacije kako bi izvrrio doprojektvanje svog priključka

## ZAPISNIK br.6

<b>Datum sastanka:</b>	<b>19.12.2017</b>
<b>Mjesto sastanka:</b>	<b>Uprava za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Odgovor ministru saobraćaja gđinu Osmanu Nurkoviću</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Uprava za saobraćaj</b>
<b>Glavne teme na sastanku:</b>	<b>Odgovor na poslanička pitanja poslanice Jovanke Laličić</b>
<b>Zaključci sa sastanka:</b>	Dopisom br: 01-12392//2 od 19.12.2017 godine dostavljen je odgovor ministru saobraćaja i pomorstva gospodinu Osmanu Nurkoviću vezano za poslanička pitanja poslanice Jovanke Laličić koja se tiču projekta rekonstrukcije magistralnog puta od Tivta do Jaza.

## ZAPISNIK br.7

<b>Datum sastanka:</b>	<b>10.01.2018</b>
<b>Mjesto sastanka:</b>	<b>Uprava za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Odgovor gospodinu Petru Pajičiću</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Uprava za saobraćaj Petar Pajičić</b>
<b>Glavne teme na sastanku:</b>	<b>Odgovor pitanja gospodina pajičića</b>
<b>Zaključci sa sastanka:</b>	Dopisom br: 02-80/1 od 10.1.2018 godine gospodin Pajičić je tražio uvid u situaciji budućeg bulevara na potezu kod projekta Montepranzo. Predstavljen mu je projekat te pozicije kružnih tokova na potezu između aerodroma tivat i kružnog toka ka tunelu Vrmac.

## ZAPISNIK br.8

<b>Datum sastanka:</b>	<b>13.09.2017</b>
<b>Mjesto sastanka:</b>	<b>Uprava za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Instalacije vodovoda Budva</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Uprava za saobraćaj</b>
<b>Glavne teme na sastanku:</b>	<b>Instalacije vodovoda Budva</b>
<b>Zaključci sa sastanka:</b>	Dopisom br: 02-9046/1 od 13.09.2017 godine Vodovod Budva je tražio saglasnost da se postave njihove instalacije u sklopu izgradnje budućeg bulevara. Na sastanku u opštini Budva je predjedniku opštine gospodinu Krapoviću pojašnjenje da su te instalacije isključiva nadležnost lokalne samouprave te da je potrebno da oni izvrše projektovanje tih instalacija i njihovo finansiranje.

## ZAPISNIK br.9

<b>Datum sastanka:</b>	<b>24.07.2017</b>
<b>Mjesto sastanka:</b>	<b>Uprava za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Odgovor ministru saobraćaja gđinu Osmanu Nurkoviću</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Uprava za saobraćaj</b>
<b>Glavne teme na sastanku:</b>	<b>Odgovor na poslanička pitanja poslanice Jovanke Laličić</b>
<b>Zaključci sa sastanka:</b>	Dopisom br: 01-7452/2 od 24.07.2017 godine dostavljen je odgovor ministru saobraćaja i pomorstva gospodinu Osmanu Nurkoviću vezano za poslanička pitanja poslanice Jovanke Laličić koja se tiču projekta rekonstrukcije magistralnog puta od Tivta do Jaza.

**ZAPISNIK br.10**

<b>Datum sastanka:</b>	<b>19.03.2018</b>
<b>Mjesto sastanka:</b>	<b>Uprava za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Dostava pozicija trafostanica TS10/04kV u zahvatu magistralnog puta Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Uprava za saobraćaj CEDIS</b>
<b>Glavne teme na sastanku:</b>	<b>Dostava pozicija trafostanica TS10/04kV u zahvatu magistralnog puta Tivat- Jaz</b>
<b>Zaključci sa sastanka:</b>	Dopisom br: 02-1584/2 od 19.03.2018 godine dostavljene su pozicije trafostanica TS10/04kV u zahvatu magistralnog puta Tivat- JAz koja se tiču projekta rekonstrukcije magistralnog puta od Tivta do Jaza.

## ZAPISNIK br.11

<b>Datum sastanka:</b>	<b>19.03.2019</b>
<b>Mjesto sastanka:</b>	<b>Vlada Crne Gore</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Šef kabineta predsjednika vlade Dragoljub Bulatović Direktor Dirkecije za saobraćaj Savo Parača Nikola Arnaut , Direkcija za saobraćaj Željko Četković, predstavnik mjesnih zajednica Grblja Dr Predrag Štilet, predstavnik mjesnih zajednica Grblja</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Zaključci sastanka:</b>	Sastanak održan u prstorijama Vlade Crne Gore. Razgovarano je o otme šta su problemi priliko izgradnje i na koji način mogu da se preduprijede. Iznesena su viđenja od strane predtavnika mjesnih zajednica Grblja kao i viđenje projektanta i Direkcije za saobraćaj. Dogovoreno je da se nađe kompromimis koji će zadovoljiti najvećim dijelo zahtjeve predstavnika mjesnih zajedniva.

**ZAPISNIK br.12**

<b>Datum sastanka:</b>	<b>09.04.2019</b>
<b>Mjesto sastanka:</b>	<b>Uprava za Saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Zaključci sastanka:</b>	<b>sa</b> Dopisom br: 02-4033/1 od 09.04.2019 godine predstavnici mjesnih zajednica Grblja su dostavili spisak zahtjeva koji se jednim dijelom poklapaju sa onim što je na sastanku u Vladi komentarisano.

**ZAPISNIK br.13**

<b>Datum sastanka:</b>	<b>06.03.2019</b>
<b>Mjesto sastanka:</b>	<b>Uprava za Saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj Regionalni Vodovod</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz i novog cjevovoda regionalnog vodovoda</b>
<b>Zaključci sa sastanka:</b>	Dopisom br: 02-2586/1 od 06.03.2019 godine predstavnici Regionalnog vodovoda su pokrenuli inicijativu za održavanje sastanka na temu izgradnje nove cijevi regionalnog vodovoda paralelno sa izgradnjom bulevara.

## ZAPISNIK br.14

Datum sastanka:	<b>16.05.2019</b>
Mjesto sastanka:	<b>Regionalni Vodovod Budva</b>
Svrha sastanka:	<b>Izgradnja bulevara Tivat- Jaz</b>
Učesnici na sastanku:	<b>Nikola Arnaut , Direkcija za saobraćaj Regionalni Vodovod</b>
Glavne teme na sastanku:	<b>Izgradnja bulevara Tivat- Jaz i novog cjevovoda regionalnog vodovoda</b>
Zaključci sa sastanka:	Organizovan sastanak predstavnika Regionalnog vodovoda i Uprave za saobraćaj o pokrenutoj inicijativi na temu izgradnje nove cijevi regionalnog vodovoda paralelno sa izgradnjom bulevara.

## LISTA UČESNIKA NA SASTANKU

Savo Parača, Uprava za saobraćaj, direktor

Mile Ostojić, Uprava za saobraćaj

Nikola Arnaut , Uprava za saobraćaj

Goran Jevrić, Regionalni vodovod, Direktor

Ivan Špadijer, Regionalni vodovod, tehnički direktor

Milan Janović, Regionalni vodovod,

**ZAPISNIK br.15**

<b>Datum sastanka:</b>	<b>19.03.2019</b>
<b>Mjesto sastanka:</b>	<b>Uprava za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj CEDIS</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Zaključci sa sastanka:</b>	Dopisom br 02-3151/1 od 19.03.2019 CEDIS je dostavio Uslove za izradu tehničke dokumentacije za rekonstrukciju magistralnog puta Tivat-Jaz.

**ZAPISNIK br.16**

<b>Datum sastanka:</b>	<b>13.10.2016</b>
<b>Mjesto sastanka:</b>	<b>Opština Kotor</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj Radojica Poleksic, Direkcija za saobraćaj Simo Matović, simm inženjering Biljana Ivanović, Via projekt Slavica Vojinović, opština Kotor Vladimir Jokić, opština Kotor Branko Nedović, opština Kotor Ivo Magud, opština Kotor Predstavnici mjesnih zajednica Grblja</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Zaključci sastanka:</b>	<b>sa Sastanak održan u prostorijama opštine Kotor u cilju prezentacije idejnog rješenja budućeg bulevara.</b>

**ZAPISNIK br.17**

<b>Datum sastanka:</b>	<b>01.11.2016</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Zaključci sa sastanka:</b>	Dostava UPN Lastva Grbaljska kojeg nije bilo na sajtu opštine Kotor, dopisom br 02-10615/1 od 01.11.2016 godine

**ZAPISNIK br.18**

<b>Datum sastanka:</b>	<b>04.07.2018</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Odgovor na peticiju građana</b>
<b>Zaključci sa sastanka:</b>	Dostava odgovora na peticiju građana br: 02-2093/2 od 04.07.2018 godine upućenog svim mjesnim zajedncama na teritoriji opštine Kotor.

**ZAPISNIK br.18**

<b>Datum sastanka:</b>	<b>08.10.2018</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj Kavarić Group d.o.o</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / raskrsnica kod zećanke</b>
<b>Zaključci sa sastanka:</b>	Dostava dopisa br: 02-9835/1 od 08.10.2018 godine od strane Kavarić group d.o.o Podogirca, koji su vlasnici poslovnog objekta ZECANKA, koji se protive inicijativi mjesnih zajednica za izgradnju kružog toka kod njihovog objekta.

**ZAPISNIK br.19**

<b>Datum sastanka:</b>	<b>08.10.2018</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj Kavarić Group d.o.o</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / raskrsnica kod zećanke</b>
<b>Zaključci sa sastanka:</b>	Dostava dopisa br: 02-9835/1 od 08.10.2018 godine od strane Kavarić group d.o.o Podogirca, koji su vlasnici poslovnog objekta ZECANKA, koji se protive inicijativi mjesnih zajednica za izgradnju kružog toka kod njihovog objekta.

**ZAPISNIK br.20**

<b>Datum sastanka:</b>	<b>01.08.2018</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj Savjet mjesnih zajednica Grblja</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / odgovor na dostavljeni dopis od 02-2093/2 od 04.07.2018 godine</b>
<b>Zaključci sastanka:</b>	<b>sa Dostava dopisa br: 02-7925/1 od 01.08.2018 godine od strane savjeta mjesnih zajednica Grblja , kao odgovor na dostavljeni dopis od strane Direkcije za saobraćaj .</b>

**ZAPISNIK br.21**

<b>Datum sastanka:</b>	<b>18.10.2018</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj Zaštitnik ljudskih prava i sloboda Crne Gore</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / izjašnjenje na dopis nr 01-624/2-18 od 28.09.2018 godine</b>
<b>Zaključci sastanka:</b>	<b>sa Dostava dopisa br: 02-9925/2 od 18.10.2018, tj dostava izjašnjenja Zaštitniku ljudskih prava i sloboda Crne Gore povodom navoda od strane zastupnika savjeta mjesnih zajednica Grblja.</b>

**ZAPISNIK br.22**

<b>Datum sastanka:</b>	<b>21.03.2016</b>
<b>Mjesto sastanka:</b>	<b>Opština Kotor</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj Opština Kotor</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Zahtjev za dostavu planske dokumentacije</b>
<b>Zaključci sastanka:</b>	<b>sa Dostava dopisa br: 02-2659/1 od 21.03.2016, opštini Kotor kojim se traži dostava planske dokumentacije na teritoriji opštine Kotor od Krtolske raskrsnice do Budve .</b>

**ZAPISNIK br.23**

<b>Datum sastanka:</b>	<b>08.11.2017</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj CEDIS</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Zahtjev za dostavu planske dokumentacije</b>
<b>Zaključci sastanka:</b>	sa Dostava dopisa br: 02-10882/1 od 08.11.2017, CEDISU kojim se traži dostava podataka o položaju i vrsti trafostanica koje se nalaze na potezu Tivat – Budva.

**ZAPISNIK br.24**

<b>Datum sastanka:</b>	<b>25.09.2017</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj Stevan Vučetić &amp; ostali</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Dostava dopisa o protivljenju zahtjevima MZ Lastva Grbaljska</b>
<b>Zaključci sastanka:</b>	<b>sa Dostava dopisa br: 02-9389/1 od 25.09.2017,kojim se vlasnici više poslovnih objekata u zoni Lastve Grbaljske protive zahtjevima MZ Lastva Grbaljska.</b>

**ZAPISNIK br.25**

<b>Datum sastanka:</b>	<b>09.03.2018</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj Savjet mjesnih zajednica Grblja</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Dostava peticije o protivljenju izgradnje bulevara</b>
<b>Zaključci sastanka:</b>	<b>sa Dostava dopisa/ PETICIJE br: 02-2093/1 od 09.03.2018,kojim se mjesne zajednice protive uizgradnji bulevara i dostavljaju svu listu zahtjeva.</b>

**ZAPISNIK br.26**

<b>Datum sastanka:</b>	<b>05.04.2018</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj Stevan Vučetić &amp; ostali</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Dostava dopisa o protivljenju zahtjevima MZ Lastva Grbaljska</b>
<b>Zaključci sastanka:</b>	<b>sa Dostava dopisa br: 02-3105/1 od 05.04.2018,kojim se vlasnici više poslovnih objekata u zoni Lastve Grbaljske protive zahtjevima MZ Lastva Grbaljska.</b>

**ZAPISNIK br.27**

<b>Datum sastanka:</b>	<b>14.03.2018</b>
<b>Mjesto sastanka:</b>	<b>Opština Kotor</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj Opština Kotor</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Inicijativa za održavanje radnog sastranka</b>
<b>Zaključci sa sastanka:</b>	Dostava dopisa br: 02-2231/1 od 14.03.2018,kojim se traži održavanje radnog sastanaka po pitanju izrade projektne dokumentacije za izgradnju bulevara Tivat- Jaz.

**ZAPISNIK br.28**

<b>Datum sastanka:</b>	<b>08.03.2017</b>
<b>Mjesto sastanka:</b>	<b>Opština Kotor</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj Stevan Vučetić &amp; ostali</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Peticija za zadržavanje projektovanih elelmanta bulevara</b>
<b>Zaključci sastanka:</b>	<b>sa Dostava dopisa br: 02-2268/1 od 08.03.2017,kojim se dostavlja Peticija za zadržavanje projektovanih elelmanta bulevara za izgradnju bulevara Tivat-Jaz.</b>

**ZAPISNIK br.29**

<b>Datum sastanka:</b>	<b>08.03.2017</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj Opština Kotor</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Dostava Pozitivnog mišljenja Opštine KOTOR</b>
<b>Zaključci sa sastanka:</b>	Dostava dopisa br: 02-12207/1 od 16.12.2016,kojim se dostavlja pozitivno mišljenje opštine Kotor na projekat izgradnje bulevara Tivat- Jaz.

**ZAPISNIK br.30**

<b>Datum sastanka:</b>	<b>30.03.2017</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj Opština Kotor</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Dostava Pozitivnog mišljenja Opštine Tivat</b>
<b>Zaključci sa sastanka:</b>	Dostava dopisa br: 02-3160/1 od 30.03.2017, kojim se dostavlja pozitivno mišljenje opštine Tivat na projekat izgradnje bulevara Tivat- Jaz.

**ZAPISNIK br.31**

<b>Datum sastanka:</b>	<b>25.12.2017</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj Kabinet Predsjednika Crne Gore</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Dostava izjašnjenja Direkcije za saobraćaj na pitanja mjesne zajednice Lastva Grbaljska</b>
<b>Zaključci sastanka:</b>	<b>sa</b> Dostava dopisa br: 02-12533/2 od 25.12.2017, kabinetu Predsjednika Crne Gore kojim se odgovara na pitanja mjesne zajednice Lastva Grbaljska po pitanju izgradnje bulevara Tivat- Jaz.

**ZAPISNIK br.32**

<b>Datum sastanka:</b>	<b>25.12.2017</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj Savjet mjesnih zajednica Grblja</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Dostava izjašnjenja Savjeta mjesnih zajednica</b>
<b>Zaključci sastanka:</b>	<b>sa Dostava dopisa br: 02-1587/2 od 22.02.2018, od strane savjeta mjesnih zajednica Grblja kojim se na protive izgradnji bulevara li traze da im se upodobi sa njihovim zivotnim potrebama.</b>

**ZAPISNIK br.33**

<b>Datum sastanka:</b>	<b>15.02.2018</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj Vodovod Kotor</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Dostava izjašnjenja na dopis Vodovoda Kotor</b>
<b>Zaključci sastanka:</b>	<b>sa Dostava dopisa br: 02-1302/2 od 15.02.2018, Vodovodu Kotor.</b>

**ZAPISNIK br.34**

<b>Datum sastanka:</b>	<b>05.05.2017</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj Opština Kotor</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Dostava zahtjeva mjesnih zajednica</b>
<b>Zaključci sa sastanka:</b>	Dostava od strane mjesnih zajednica opštini kotor.

**ZAPISNIK br.35**

<b>Datum sastanka:</b>	<b>05.05.2017</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj Opština Kotor</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Dostava mišljenja opštine &gt;Kotor</b>
<b>Zaključci sa sastanka:</b>	Dostava mišljenja opštine Kotor br: 02-7349/2 od 26.07.2017 godine.

**ZAPISNIK br.36**

<b>Datum sastanka:</b>	<b>30.11.2017</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj Ministarstvo saobraćaja i pomorstva</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Dostava mišljenja mještana Lastve Grbaljske</b>
<b>Zaključci sastanka:</b>	<b>sa Dostava mišljenja mještana Lastve Grbaljske br: 02-11660/2 od 26.07.2017 godine.</b>

## ZAPISNIK br.36

<b>Datum sastanka:</b>	<b>11.04.2017</b>
<b>Mjesto sastanka:</b>	<b>Opština Kotor</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj Radojica Poleksic, Direkcija za saobraćaj Simo Matović, simm inženjering Slavica Vojinović, opština Kotor Danijela Jablan, opština Kotor Vladimir Jokić, opština Kotor Zoran Živković, opština Kotor Jovan Ristić, opština Kotor Predstavnici mjesnih zajednica Grblja</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz /</b>
<b>Zaključci sastanka:</b>	<b>sa Sastanak održan u prostorijama opštine Kotor 11.04.2017</b>

## LISTA UČESNIKA NA SASTANKU

Nikola Arnaut , Direkcija za saobraćaj

Radojica Poleksic, Direkcija za saobraćaj

Simo Matović, simm inženjering

Slavica Vojinović, opština Kotor

Danijela Jablan, opština Kotor

Vladimir Jokić, opština Kotor

Zoran Živković, opština Kotor

Jovan Ristić, opština Kotor

Predstavnici mjesnih zajednica Grblja

**ZAPISNIK br.37**

<b>Datum sastanka:</b>	<b>19.02.2018</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Dostava informacije opštini Kotor o statusu izrade projektne dokumentacije</b>
<b>Zaključci sastanka:</b>	<b>sa Dostava informacije opštini Kotor o statusu izrade projektne dokumentacije</b>

**ZAPISNIK br.38**

<b>Datum sastanka:</b>	<b>10.11.2016</b>
<b>Mjesto sastanka:</b>	<b>Agencija za zaštitu životne sredine, Ilija Radović</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj Agencija za zaštitu životne sredine, Ilija Radović</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Potreba izrade elaborata procjene uticaja na životnu sredinu</b>
<b>Zaključci sastanka:</b>	<b>sa Potreba izrade elaborata procjene uticaja na životnu sredinu.</b>

**ZAPISNIK br.39**

<b>Datum sastanka:</b>	<b>19.07.2017</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut , Direkcija za saobraćaj Opština Kotor</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / nastavka aktivnosti na projektovanju</b>
<b>Zaključci sastanka:</b>	<b>sa Dostava informacije opštini kotor o nastavku aktivnosti na izradi projektne dokumentacije.</b>

## ZAPISNIK br.40

<b>Datum sastanka:</b>	<b>16.05.2017</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Savo Parača, Direkcija za saobraćaj Nikola Arnaut , Direkcija za saobraćaj Radojica Poleksic, Direkcija za saobraćaj Simo Matović, simm inženjering Danijela Jablan, opština Kotor Vladimir Jokić, opština Kotor Zoran Živković, opština Kotor Jovan Ristić, opština Kotor</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / nastavak aktivnosti na projektovanju</b>
<b>Zaključci sastanka:</b>	<b>sa U prostorijama Direkcije za saobraćaj održan sastanak na temu izgradnje bulevara Tivat- Budva</b>

## LISTA UČESNIKA NA SASTANKU

Savo Parača, Direkcija za saobraćaj

Nikola Arnaut , Direkcija za saobraćaj

Radojica Poleksic, Direkcija za saobraćaj

Simo Matović, simm inženjering

Danijela Jablan, opština Kotor

Vladimir Jokić, opština Kotor

Zoran Živković, opština Kotor

Jovan Ristić, opština Kotor

**ZAPISNIK br.41**

<b>Datum sastanka:</b>	<b>01.06.2017</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut, Direkcija za saobraćaj Opština Kotor</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Dostava informacije</b>
<b>Zaključci sa sastanka:</b>	Dostava informacije od strane opštine Kotor o formiranju radne grupe.

**ZAPISNIK br.42**

<b>Datum sastanka:</b>	<b>19.05.2017</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut, Direkcija za saobraćaj Opština Kotor</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Dostava informacije o održavanju sastanka</b>
<b>Zaključci sa sastanka:</b>	Dostava informacije opštini Kotor o održavanju sastanaka u podgorici 26.05.2017 godine.

## ZAPISNIK br.43

<b>Datum sastanka:</b>	<b>09.05.2017</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut, Direkcija za saobraćaj Opština Kotor</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Dostava informacije o zahtjevima mjesnih zajednica</b>
<b>Zaključci sastanka:</b>	<b>sa Dostava informacije opštine Kotor br: 02- 4493/1 od 09.05.2017 godine o zahtjevima mjesnih zajednica i 26.05.2017 godine.</b>

**ZAPISNIK br.44**

<b>Datum sastanka:</b>	<b>13.04.2017</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut, Direkcija za saobraćaj Opština Kotor</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Dostava informacije o zahtjevima za produženju roka za davanje mišljenja</b>
<b>Zaključci sastanka:</b>	<b>sa Dostava informacije opštine Kotor br: 01- 5292/1 od 13.04.2017 zahtjevima za produženju roka za davanje mišljenja na projekat.</b>

**ZAPISNIK br.45**

<b>Datum sastanka:</b>	<b>10.10.2016</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut, Direkcija za saobraćaj MZ Lastva Grbaljska</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Dostava informacije o zahtjevima za MZ Lastva Grbaljska</b>
<b>Zaključci sastanka:</b>	<b>sa Dostava informacije MZ Lastva Grbaljska br: 02- 9897/1 od 10.10.2016 zahtjevima MZ Lastva Grbaljska na projekat.</b>

**ZAPISNIK br.46**

<b>Datum sastanka:</b>	<b>10.10.2016</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut, Direkcija za saobraćaj MZ Lastva Grbaljska</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Dostava informacije o zahtjevima za MZ Lastva Grbaljska</b>
<b>Zaključci sastanka:</b>	<b>sa Dostava informacije MZ Lastva Grbaljska br: 02- 9897/1 od 10.10.2016 zahtjevima MZ Lastva Grbaljska na projekat.</b>

**ZAPISNIK br.47**

<b>Datum sastanka:</b>	<b>20.03.2017</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut, Direkcija za saobraćaj Opština Budva</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Dostava situacionog plana na saglasnost</b>
<b>Zaključci sa sastanka:</b>	Dostava situacionog plana buduceg bulevara na saglasnost dopisom br ; 02-2707/1 od 20.03.2017 opštini Budva.

**ZAPISNIK br.48**

<b>Datum sastanka:</b>	<b>29.12.2016</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut, Direkcija za saobraćaj Opština Budva</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Dostava mišljenja na trasu bulevara</b>
<b>Zaključci sa sastanka:</b>	Dostava mišljenja na trasu bulevara dopisom br ; 02-12661/1 od 29.12.2016 od opštine Budva.

## ZAPISNIK br.49

<b>Datum sastanka:</b>	<b>12.10.2016</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut, Direkcija za saobraćaj Radojica Poleksic, Direkcija za saobraćaj Siemun Matovic, Simm inženjering Kapisoda Mihailo, Opština Budva Milena Antovic Opština Budva</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Sastanak o trasi bulevara</b>
<b>Zaključci sastanka:</b>	<b>sa Sastanak na temu izgradnje i prezentacije idejnog rješenje budueg bulevara Tivat – budva.</b>

## LISTA UČESNIKA NA SASTANKU

Nikola Arnaut, Direkcija za saobraćaj

Radojica Poleksic, Direkcija za saobraćaj

Siemun Matovic, Simm inženjering

Kapisoda Mihailo, Opština Budva

Milena Antovic Opština Budva

**ZAPISNIK br.50**

<b>Datum sastanka:</b>	<b>29.03.2016</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut, Direkcija za saobraćaj Opština Budva</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / Dostava planske dokumentacije za zradu glavnog projekta</b>
<b>Zaključci sastanka:</b>	<b>sa Dostava Dostava planske dokumentacije za zradu glavnog projekta dopisom br ; 02-2658/1 od 31.03.2016 opštini Budva.</b>

**ZAPISNIK br.51**

<b>Datum sastanka:</b>	<b>29.03.2016</b>
<b>Mjesto sastanka:</b>	<b>Direkcija za saobraćaj</b>
<b>Svrha sastanka:</b>	<b>Izgradnja bulevara Tivat- Jaz</b>
<b>Učesnici na sastanku:</b>	<b>Nikola Arnaut, Direkcija za saobraćaj HD Lakovic d.o.o Podgorica</b>
<b>Glavne teme na sastanku:</b>	<b>Izgradnja bulevara Tivat- Jaz / zahtjev za definisanje kruznog toka kod trznog centra</b>
<b>Zaključci sastanka:</b>	<b>sa Dostava zahtjev za definisanje kruznog toka kod trznog centra dopisom br ; 02-11733/1 od 05.12.2016 godine.</b>