

AUTO-PUT

CRNOGORSKI KAPITALNI PROJEKAT

Glavna vijest koja je obilježila kraj prethodne godine svakako je završetak pregovora sa kineskim partnerima oko početka izgradnje prve dionice auto-puta Bar-Boljare, Smokovac-Uvač-Mateševo. S obzirom na to da su, pored pravnih, krajem godine stvoreni i finansijski uslovi za izgradnju, potpisivanjem ugovora sa kineskom EXIM bankom, Ivan Brajović, ministar saobraćaja i pomorstva u Vladi Crne Gore, je za časopis Luxury Inflight istakao da je riječ o kapitalnom infrastrukturnom projektu vrijednom 809,6 miliona eura, čiji je rok otplate 20 godina, uz grejs period od 6 godina.

- Od ukupne cijene, za projektovanje i izgradnju prioritete dionice auto-puta Smokovac-Uvač-Mateševo, 85 odsto sredstava biće obezbijeđeno iz kredita EXIM banke, a preostalih 15 odsto obezbjeđuje naša država. Rok otplate je 20 godina, grejs period 6, a godišnja kamatna stopa 2 odsto. Zaista mislim da se bolji finansijski uslovi, u sadašnjim trendovima na globalnom tržištu kapitala, nijesu mogli obezbijediti, rekao je Brajović



Ivan Brajović,
ministar saobraćaja i pomorstva

Za Vama su jako dugi i naporni pregovori. Koje su glavne karakteristike Ugovora koji je potpisan sa kineskim partnerima?

- Pregovori oko izgradnje prioritete dionice auto-puta bili su naporni i dugi. Praktično smo danonoćno usaglašavali detalje Ugovora sa kineskim partnerima, ali smo, što je najvažnije, zadovoljni finalnim rješenjem. Za nama je veoma dinamična godina u kojoj smo stvorili preduslove da se počne sa realizacijom tog kapitalnog projekta. Tim od oko 50 eksperata različitih profila, sa zadovoljstvom ističem da je riječ o crnogorskim stručnjacima, intenzivno je radio na tom projektu, a kvalitetno vođenje ovih pregovora

imalo je za cilj da Crna Gora zaštiti svoje interese, uvažavajući pri tome i stavove partnera. Smatram da su dobro koncipiran pravni okvir i dobar partnerski odnos, odnosno jasno definisane obaveze ugovornih strana, ključni za brz početak i kvalitetnu realizaciju svakog projekta. Auto-put Bar-Boljare, odnosno putni pravac 4 SEETO-a treba da doprinese boljoj integraciji naše države, a od granice sa Srbijom, preko puta Požega-Beograd, sa TEN-T koridorom X sa Rumunijom, Mađarskom i Centralnom Evropom. Istovremeno auto-put će poslužiti i boljem povezivanju regionalnih centara, a omogućiće i da Luka u Baru u potpunosti bude povezana sa ostatkom evropskih

koridora. Jednom riječju, smatram da će auto-put doprinijeti ekonomskom razvoju i Crne Gore i našeg okruženja.

Usvajanje Zakona o auto-putu pratila je žustra rasprava poslanika Skupštine Crne Gore. Zakon je usvojen, koji su njegovi najvažniji detalji?

- Tačno je da je vođena duga i dinamična rasprava o Zakonu o auto-putu. Parlamentarna rasprava je jedan od najočitijih dokaza koji govori o transparentnosti cijelog projekta. Da podsjetim, nakon potpisivanja Ugovora o projektovanju i izgradnji prioritete dionice Smokovac-Uvač-Mateševo auto-puta Bar-Boljare između

Ministarstva saobraćaja i pomorstva i kompanija CCCC (China Communications Construction Company Ltd) i CRBC (China Road and Bridge Corporation), Ministarstvo finansija potpisalo je Ugovor o preferencijalnom zajmu sa kineskom EXIM bankom iz kojeg će se dominantno finansirati ovaj projekat. Pomenuti ugovori, zajedno sa Zakonom o auto-putu koji je usvojen u Skupštini Crne Gore, objavljeni su u Službenom listu i na taj način ispunjene su osnovne pravne pretpostavke za početak radova na terenu. Dosadašnji posao okončan je na najtransparentniji način. Ne pamti se duža rasprava o nekom Zakonu u našem Parlamentu, a ni intenzivnije učešće, nas kao predlagača u obrazlaganju svih rješenja. Ističem da smo u dosadašnjem radu insistirali na poštovanju svih procedura, upravo imajući u vidu važnost projekta i vrijednost investicije.

Zakonom o auto-putu uredili smo postupak eksproprijacije, način izrade i revizije tehničke dokumentacije, uslove izdavanja građevinske dozvole, uslove izvođenja pripremnih radova, poreska i carinska oslobođanja, a sve sa ciljem što brže i efikasnije izgradnje.

Suviše bi nam prostora trebalo da govorimo o svim detaljima ugovora, pa ću pomenuti jednu od stavki koju smatram najbitnijom – uspjeli smo da ispregovaramo da učešće domaće građevinske operative bude minimum 30

Što se cijene tiče, ona je 19,7 miliona eura po kilometru i naravno da je definišu objekti koje imamo na trasi.

Kakve koristi će Crna Gora imati od ove dionice auto-puta?

O značaju izgradnje auto-puta često se govorilo u javnosti. Tu prvenstveno mislim na povezivanje sjevera i juga, valorizovanje turističkih potencijala pogotovo sjevera, razvoj poljoprivrede, iskorišćavanje i unapređivanje kapaciteta mnogih naših privrednih subjekata i sl. Ova najzahtjevnija dionica je izabrana za početak realizacije čitavog projekta upravo zato što ćemo njenim završetkom izgraditi najteži dio auto-puta. Siguran sam da će se, nakon njene izgradnje, lakše naći investitor za izgradnju ostalih dionica auto-puta putem privatno-javnog partnerstva, koncesije ili nekog drugog vida finansiranja. Naravno da naša ambicija nije da pravimo samo ovu dionicu, nego da napravimo čitav auto-put kroz Crnu Goru i tim auto-putem se povežemo dalje sa Beogradom i susjednim državama. I moja koleginica iz Srbije, g-đa Zorana Mihajlović je više puta istakla značaj ovog koridora, naglasivši da Republika Srbija već radi na realizaciji ovog putnog pravca, te da se već izvode radovi na dionici Ljig-Obrenovac.



odsto od ukupne vrijednosti investicije. To je velika šansa za crnogorske građevinske firme i sve druge koje mogu da nađu svoje mjesto u ovom poslu, da steknu neophodno iskustvo za neke buduće projekte koji će se realizovati u Crnoj Gori.

Dužina dionice od Smokovca do Mateševa je 41 kilometar. Na trasi će biti veliki broj objekata od kojih možemo izdvojiti neke po karakteristikama. Da li to dodatno uvećava cijenu izgradnje po kilometru, koja je oko 19 miliona eura?

-Svima je poznato kakva je konfiguracija terena u Crnoj Gori. U zaleđu glavnog grada uzdižu se planinski vijenci i sa 63 metra nadmorske visine, za svega 41 kilometar puta do Mateševa, penjemo se na preko 1100 mnm. Taj podatak dovoljno govori o tome koliko je teško i komplikovano izvoditi bilo kakve radove na takvom terenu. Skoro 60 odsto trase će biti u objektima: tuneli, mostovi, vijadukti. Jedan od najzahtjevnijih objekata biće svakako most Moračica, koji je po idejnom projektu dužine 980 metara, a nosiće ga stubovi visine i do 180 metara. Tunel Vjeternik, dužine tri kilometra, biće najduži na trasi.

Kineski partner je veoma iskusan kada su veliki infrastrukturni projekti u pitanju. Svjedoci smo pojačane kampanje kroz koju se građani ipak mogu bolje upoznati sa izvođačem radova na ovom istorijskom projektu za Crnu Goru.

Kompanije CCCC i CRBC su jedne od vodećih svjetskih kompanija kada je u pitanju izgradnja mostova, auto-puteva, pruga. Najvažniji projekti su im: auto-put Shanghai–Nanjing dug 274 km; auto-put Beijing–Tianjin–Tanggu 143 km; Beijing–Zhuhai dužine čak 2291 km; most Donghai, Shanghai 32 km; most Hangzhou dužine 36 km. Crna Gora je od preferencijalnog kredita od 10 milijardi eura koji je NR Kina opredijelila za 16 zemalja centralne i jugo-istočne Evrope, iako teritorijalno najmanja među njima, povukla 10 odsto ukupnog iznosa.

“ Tuneli, mostovi, vijadukti činiće 60 odsto trase auto-puta. Jedan od najzahtjevnijih objekata je most Moračica, koji je po idejnom projektu dužine 980 metara, a nosiće ga stubovi visine i do 180 metara. Tunel Vjeternik, dužine tri kilometra, biće najduži na trasi. ”

Jedan od najvažnijih je bezbjednosni faktor. Kanjon Platije je najopasnija dionica u Crnoj Gori, na kojoj se godišnje desi veliki broj saobraćajnih nezgoda sa smrtnim ishodom. Na tom putu često imamo odrone, aktiviraju se klizišta, tako da i pored velikih ulaganja koja smo imali prethodnih godina, kvalitet odvijanja i bezbjednost saobraćaja teško se dalje mogu unaprijediti. Insistiranje na bezbjednosti i sigurnosti je naš najveći prioritet. Naravno, vrijeme putovanja je vrlo bitno, pa će potrebno vrijeme za savladavanje ove dionice biti makar upola kraće nego do sada.

Osim auto-puta, Ministarstvo saobraćaja i pomorstva realizovalo je brojne projekte. U kojoj oblasti je bilo najviše posla?

Ministarstvo saobraćaja i pomorstva obuhvata sve vrste saobraćaja i veliki broj privrednih subjekata. Na svim poljima je urađen ogroman posao. Osim auto-puta, kao kapitalnog infrastrukturnog projekta i najvrjednijeg u novijoj crnogorskoj istoriji, Ministarstvo ima mnogo svojih redovnih aktivnosti. Kada je u pitanju putna infrastruktura, u prvom redu bih pomenuo održavanje, modernizaciju i rekonstrukciju državnih puteva. Svake godine, preko Direkcije za saobraćaj, realizuju se brojni projekti kroz koje se u magistralne i regionalne puteve uloži desetina miliona eura. U 2014. godini izgradili smo i pustili u saobraćaj obilaznice Golubovaca i Nikšića, treću traku na lokalitetu Kuside na magistralnom putu Nikšić-Vilusi, dionicu Pavino Polje-Kovren regionalnog puta Slijepač most-Pljevlja, tunel Tivran nadomak Berana, a jedan broj projekata je u fazi realizacije. I u ovoj godini nas očekuje mnogo posla i vjerujem da ćemo imati čime da se pohvalimo. U sektoru za vazdušni saobraćaj možemo se pohvaliti konstantnim rastom broja putnika na crnogorskim aerodromima, koji je dostigao cifru od



1,6 miliona. Radilo se i na zakonskoj regulativi i usklađivanju sa EU legislativom. Svjetskim morima, pod crnogorskom zastavom u prošloj godini zaplovila su, pored brodova „Kotor“ i „Dvadeset prvi maj“, još dva broda: „Bar“ i „Budva“, poštujući najveće standarde koje pred nas postavlja međunarodna i evropska zajednica. Na ovim brodovima plove isključivo crnogorski pomorci. Povećanje broja putnika u lokalnom željezničkom saobraćaju, rezultat je remonta pruge Nikšić-Podgorica, eksploatacije tri nova elektromotorna voza kao i uvođenja promotivnih cijena karata na ovoj relaciji. Nažalost, na relaciji Bar-Beograd imamo velikih problema, dominantno zbog stanja željezničke mreže u Srbiji, koja je dodatno oštećena u katastrofalnim poplavama koje su zadesile naše susjede. Direktorat za drumski saobraćaj je takođe imao intenzivan rad na novim zakonskim rješenjima koja se tiču prevoza u drumskom saobraćaju, homologaciji vozila, a potpisan je i Sporazum o prevozu putnika i tereta u međunarodnom drumskom saobraćaju sa Republikom Italijom. Veliki posao urađen je na izradi novih zakona i podzakonskih akata

i njihovom usklađivanju sa EU legislativom. Konstantna ulaganja u sektor saobraćaja jedan su od preduslova za razvoj svih ostalih grana privrede. Posvećenost poslu i veliki broj projekata koje planiramo da realizujemo u ovoj godini, su pokazatelj koji nam daje osnov da vjerujemo da ćemo i nju moći ocijeniti veoma uspješnom.

“ Auto-put Bar-Boljare, odnosno putni pravac 4 SEETO-a treba da doprinese boljoj integraciji naše države, a od granice sa Srbijom, preko puta Požega-Beograd, sa TEN-T koridorom X sa Rumunijom, Mađarskom i Centralnom Evropom. ”

FENDI
CASA

 **visionnaire**
HOME PHILOSOPHY

GIUSTI PORTOS
LIFE DESIGN

Minotti


BENTLEY

SMANIA


baxter
MADE IN ITALY

cattelan
italia

UNODIU



MIRAI HOUSE

SHOWROOM MI-RAI HOUSE

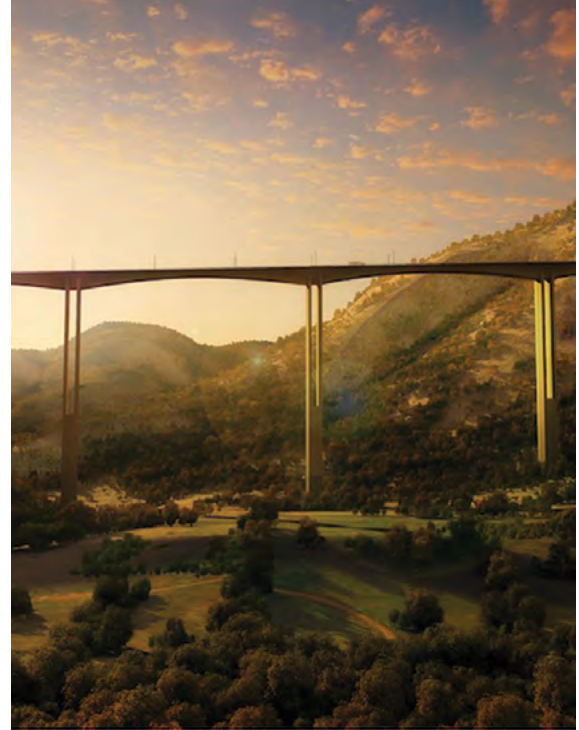
RADANOVIĆI BB, 85330 KOTOR - MONTENEGRO

TEL. +382 32 331 609 - FAX. +382 32 331 523

www.miraihouse.me - miraihouse@gmail.com

NATIONAL HIGHWAY

– MONTENEGRO'S CAPITAL PROJECT



Ivan Brajović,
the Minister of Transport
and Maritime Affairs

The major news that marked the end of last year was certainly the completion of negotiations with Chinese partners regarding the beginning of the construction of the first section of the Bar-Boljare highway: Smokovac-Uvač-Mateševo.

Apart from the legal requirements that were fulfilled before the end of last year, we have now met the financial requirements, as well, by the signing of an agreement with China's EXIM Bank. This is a capital infrastructure project worth €809.6 million, with repayment over 20 years and a 6-year grace period, says Mr Ivan Brajović, the Minister of Transport and Maritime Affairs in the Government of Montenegro for Inflight Luxury magazine.

- The EXIM Bank loan will provide 85% of the total price for the design and construction of the highway's Smokovac-Uvač-Mateševo priority section, and the remaining 15% will be secured by our government. The repayment period is 20 years, the grace period 6 years, and the interest rate 2%. I truly believe that, given the current trends on global capital market, it would not be possible to arrange better financial conditions, says Mr Brajović for Inflight Luxury magazine

Lengthy and difficult negotiations are over. What are the main details of the agreement signed with the partners from China?

- The negotiations over the construction of the priority section of the highway have been complex and extensive. We have spent days and nights harmonising the details of the agreement with the Chinese partners, but, in the end we were all satisfied with the final solution. Last year was very dynamic, as we have created all the preconditions to initiate the implementation of this capital project. The team, comprised of 50 experts from different fields, and I can say this with pride, all of whom are from Montenegro, have been intensively

working on this project, and the quality management of these negotiations was aimed at protecting the interests of Montenegro, and at the same time taking into consideration the partners' standpoints. It is my opinion that a well-established legal framework and fair partnership – in other words: clearly defined obligations of contracting parties – are key factors for a fast beginning to and quality implementation of any project. The Bar-Boljare highway, i.e. SEETO road route 4, will contribute to improved integration of our country, and from the border with Serbia, and via the Požega-Belgrade road, with the TEN-T corridor X with Romania, Hungary and Central Europe. Accordingly, the highway will also

establish better connections between main regional centres, i.e. a connection between the capitals of Bosnia and Herzegovina, Albania and Macedonia, and it will enable full connection of the Port of Bar with other European corridors. In short, I believe that the highway will contribute to the economic development of Montenegro and the region.

The adoption of the Law on the Highway was accompanied with intense discussion among the members of the Parliament of Montenegro. The law has been adopted, but could you tell us more about its most important details?

- It is true that there were long and



dynamic discussions about the Law on the Highway. The discussion held in the Parliament is one of the most obvious proofs of the transparency of the entire project. Let me remind you, after the agreement on the design and construction of the Smokovac-Uvač-Mateševo priority section was signed between the Ministry of Transport and Maritime Affairs, the company CCCC (China Communications Construction Company Ltd.) and CRBC (China Road and Bridge Corporation), the Ministry of Finance has signed an agreement on a preferential loan with the Chinese EXIM Bank from which this project will be mainly financed. These agreements, together with the Law on the Highway adopted by the Parliament of Montenegro, were published in the Official Gazette of Montenegro and thus all the basic legal preconditions for the commencement of field works have been met. Our work so far has been completed in the most transparent manner. There has never been such a long discussion about any law in our

Parliament nor have we participated so intensively as proposers in explaining all the solutions. I would like to stress that we have primarily insisted on harmonisation of procedures, bearing in mind the importance of the project and the value of the investment. Namely, the Law on the Highway governs the procedure for land expropriation, the manner of development and revision of technical documents, the requirements for the issuance of building permits, the conditions for carrying out preliminary works, the tax and customs exemptions, everything with a view to enable a faster and more efficient construction process. I won't go into all the details defined in the agreement, as it would take us a lot of time, but I will mention some of the most important ones. I am particularly glad that we have managed to negotiate for local construction companies to be involved in no less than 30% of the total investment value. This will be a great opportunity for local construction

some of which will be remarkable for their particular characteristics. Does this additionally increase the construction price per kilometre, which is around €19 million?

- We are all aware of the terrain configuration in Montenegro. In the hinterland of the capital there are mountain ranges rising up from 63 metres above sea level and only 41 km from Mateševo we climb above 1,100 metres. This fact clearly indicates as to how complex and difficult it is to carry out any work on such terrain. Almost 60% of the route will include structures: tunnels, bridges, viaducts. One of the most challenging structures will be the Moračica Bridge, which is according to the preliminary design 980 metres long, supported by pillars up to 180 metres high. The longest tunnel will be Vjeternik Tunnel, about three kilometres long. As for the price, it is around €19.7 million per kilometre and naturally, it is defined by the structures on the route.

What will be the benefits of this section of the highway for Montenegro?

When can we expect the construction of other sections and do you have any plans for their financing? There was a lot of public talk about the importance of the highway construction. In particular, as regards linking the northern and southern regions, putting into use tourism potentials, the development of agriculture, exploitation and improvement of the capacities of many of our companies, etc. This most demanding section was selected for the commencement of the implementation of the entire project because, with its completion, the most difficult part of the highway will be finished. I am confident that by so doing, it will be much easier to

companies and all other companies that may take part in this project and thus acquire the necessary experience for future projects that will take place in Montenegro.

The Smokovac-Mateševo section is 41 km long. There will be a large number of structures on the route,

Our partner from China has extensive experience as far as large infrastructure projects are concerned. We are familiar with the strong campaigning by which our citizens can become better acquainted with our main contractors on this historical project for Montenegro.

CCCC and CRBC are among the 500 leading global companies in the industry of construction of bridges, highways and railways. Their most important projects are: the Shanghai-Nanjing highway, 274 km long; the Beijing-Tianjin-Tanggu highway, 143 km long; Beijing-Zhuhai, some 2,291 km long; the Donghai Bridge, Shanghai, 32 km long; the Hangzhou Bridge, 36 km long.

Montenegro has withdrawn 10% from the preferential loan allocated by the People's Republic of China to 16 countries of Central and South-East Europe, although it has the smallest territory of all those states.

“ The Bar–Boljare highway, i.e. SEETO road route 4, will connect Montenegro, from the Adriatic Coast, via Podgorica, to the border of Serbia and, via the Požega–Belgrade road, to the TEN-T corridor X with Romania, Hungary and Central Europe. ”

find investors for the construction of the other highway sections, either through private-public partnerships, concessions, or other similar forms of financing. Naturally, our ambition is not to construct only this section, but to build a highway across the whole of Montenegro and connect with Belgrade and neighbouring countries. Mrs Zorana Mihajlović, my Serbian counterpart, recently spoke about the importance of this corridor, stressing that the Republic of Serbia is already engaged in the implementation of this road route, and that works on the Ljig–Obrenovac section are being carried out. One of the most important factors is safety. Platije Canyon is certainly the most dangerous section of all the roads in Montenegro, with a high rate of fatal traffic accidents. There are often rockfalls and landslides on that road, and despite the great investments we made in previous years, it is difficult to further improve the quality of operations



and safety of transport. Still, our top priority is insisting on safety and security. Naturally, travel time is very important, so the time needed to cross this section will be at least half what it is now.

In addition to the highway, the Ministry of Transport and Maritime Affairs has completed numerous projects. What was the most demanding area?

The Ministry of Transport and Maritime Affairs encompasses all types of transport and a large number of commercial entities. A lot of work has been done in all areas. Apart from the highway as the main infrastructure project and the most valuable one in the recent history of Montenegro, the ministry has many regular activities. With regard to infrastructure, firstly, I would mention the maintenance, modernisation and reconstruction of state roads. Every year, the Directorate General for Transport carries out numerous projects and invests tens of millions of Euros in both the main roads and the regional roads. We have constructed and put to use bypasses in Golubovci

and Nikšić, a third lane in Kuside on the Nikšić–Vilusi main road, the Pavino Polje–Kovren section of the Slijepač most–Pljevlja regional road, Tivran Tunnel near Berane, and a number of projects are in progress. This year there will be a lot of work, and I believe there will be plenty of things to be proud of.

As for the air transport sector, we can say that we are very proud of the constant rise in the number of passengers at Montenegrin airports, which has reached 1.6 million. Attention has been directed towards adoption of legal regulations and harmonisation with EU legislation. This year, besides the ships “Kotor” and “Dvadeset prvi maj”, another two ships, the “Bar” and the “Budva”, sailed out under the flag of Montenegro, in compliance with the highest standards imposed by the international and European communities. These ships are operated exclusively by Montenegrin seafarers.

The increase in the number of passengers in the local railway transport comes as a result of the rehabilitation of the Nikšić–Podgorica railway, putting into operation three new electric trains, as well as the introduction of promotional ticket fares on this route. Unfortunately, there are some serious issues on the Bar–Belgrade route, mainly due to the state of the railway network in Serbia, which was additionally damaged in the catastrophic floods that affected our neighbours.

The Transport Directorate has also been intensively working on new legal solutions concerning road transport, vehicle type approval, and an agreement on the transportation of passengers and cargo in international road transport with the Republic of Italy has been signed as well.

Also, much work has been done in drafting new laws and bylaws, and their harmonisation with EU legislation. Continuous investment in the sector of transport is the foundation for the development of all other industries. Commitment to work and the large number of projects that we have planned to carry out this year, are indicators that give us grounds to believe that we will be able to evaluate it as very successful, as well.

“ Almost 60% of the route will include structures: tunnels, bridges and viaducts. One of the most challenging structures will be the Moračica Bridge, 980 metres long, supported by pillars up to 180 metres high. The longest tunnel will be Vjeternik Tunnel, about three kilometres long. ”

Plantaže

SA NAŠIH PLANTAŽA,
OD NAJFINIJIH I
NAJSOČNIJH PLODOVA...

**STIGLA JE...
MIRIŠE
NA SREĆU.**

Plantaže

VOĆNA RAKIJA

BRESKVA

RAKIJA PROIZVEDENA PO ORIGINALNOJ RECEPTURI
OD PAŽLJIVO ODABRANIH PLODOVA BRESKVE

40% Vol



700 ml

Product of Montenegro