



ŽELJEZNIČKA
INFRASTRUKTURA
CRNE GORE
AD-PODGORICA



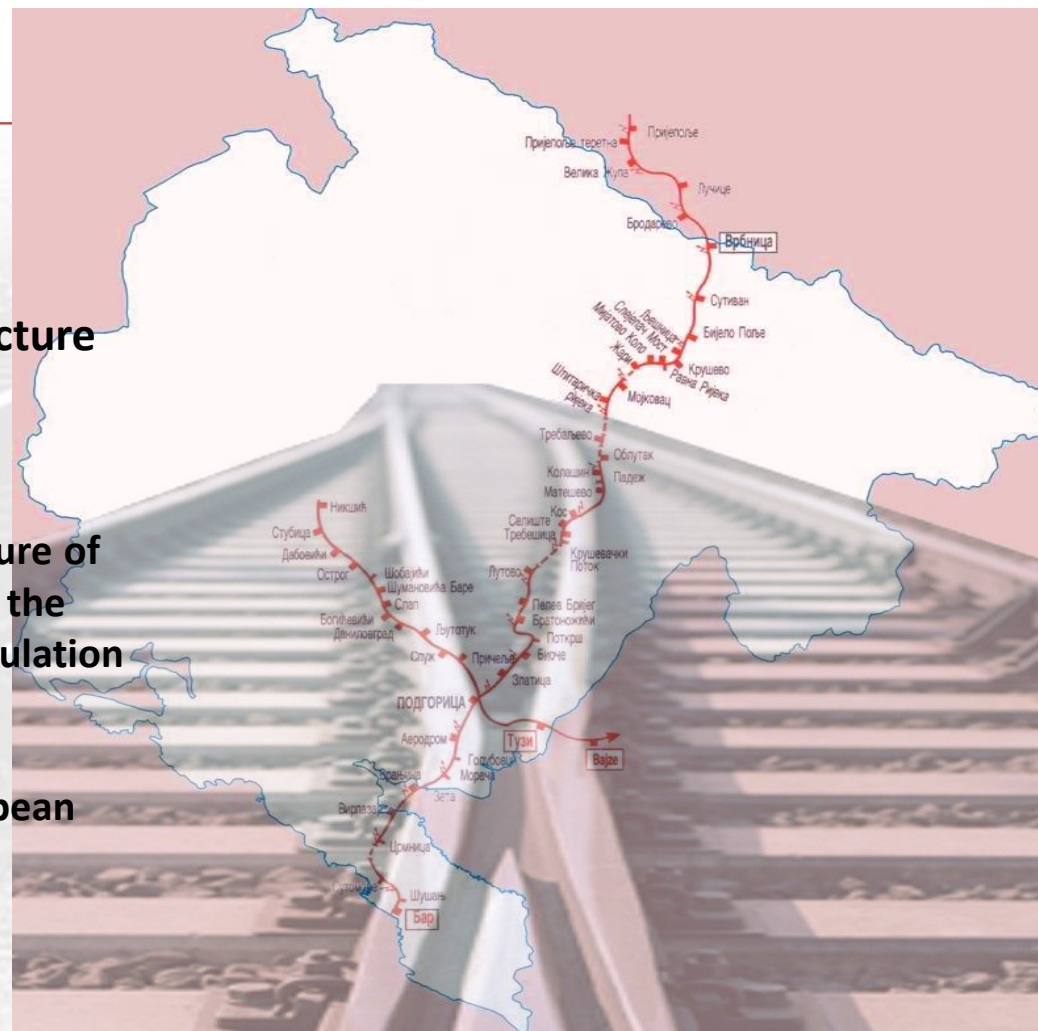
IDENTITY CARD OF RAILWAY INFRASTRUCTURE JSC - PODGORICA

Joint Stock Company – ownership structure

**Railway Infrastructure of Montenegro JSC-
Podgorica is a legal entity.**

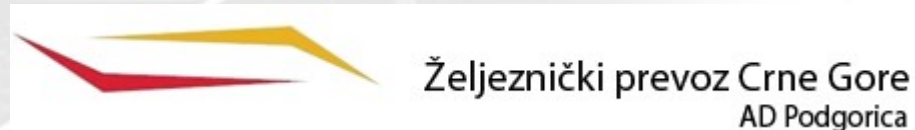
**The main activity of the Railway Infrastructure of
Montenegro JSC - Podgorica is maintaining the
railway infrastructure, organization and regulation
of traffic.**

**It is a member of CER (Community of European
Railway and Infrastructure Companies).**





- In accordance with the Strategy of restructuring the Railways of Montenegro, in July 2008, two joint stock companies have been established: Railway Infrastructure of Montenegro AD and Railway Transport of Montenegro AD, and in further process of restructuring Railway Transport of Montenegro have been subdivided into AD MONTECARGO and OŽVS AD.
- Main activity of Railway infrastructure of Montenegro is ongoing maintenance of the railway infrastructure, organization and regulation of traffic.
- Bodies of the Company are:
 - Assembly;
 - The Board of Directors;
 - Executive Director;
 - Secretary;
 - The auditor.





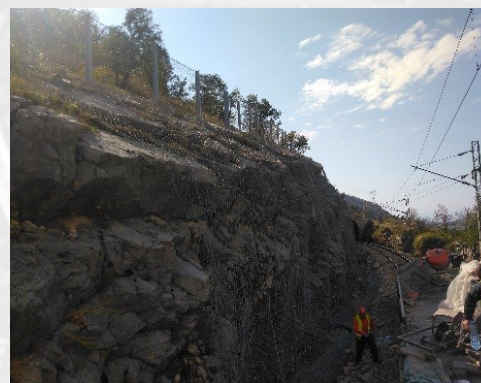
STRATEGIC IMPORTANCE

- Railway line Belgrade – Bar is of the great international and regional importance, specially for the development of business with Italy and South East Europe.
- Railway line (Route 4) represents direct link between ports on the Adriatic Sea, the Port of Bar and Belgrade - Pan European Corridor X and VII (river Danube) - connection to the TEN-T, as well as the connection with all the countries of central and southern Europe, given the strategic position of the Serbian capital.



RAILWAY LINE VRBNICA - BAR

- ❖ **Part of the international railway line Belgrade - Bar;**
- ❖ **Length on the territory of Montenegro is 167,1 km;**
- ❖ **Put into operation in 1976;**
- ❖ **It is entirely electrified by single phase system 25 kV, 50 Hz;**
- ❖ **Official places on the line: 9 stations, 8 passing points and 19 stops;**
- ❖ **Larger stations in this direction are Bijelo Polje (7 tracks), Podgorica (13 tracks) and Bar (15 tracks);**
- ❖ **The minimum curve radius is 300 meters and the maximum gradient is 25 ‰;**
- ❖ **The railway line includes:**
 - **107 bridges (91 concrete and 16 steel), in a length of 7,9 km**
 - **106 tunnels, in a length of 51,5 km**
 - **14 galleries, in a length of 392 m**
 - **372 culverts under the line**
 - **45 km retaining and facing walls**





Bridge “Mala Rijeka”

- The highest railway bridge in Europe and second in the world;
- It is located about 20 km north of Podgorica towards Kolašin;
- The length of the bridge is 498,8 m;
- Height 200 m;
- Construction work took 4 years(1969 -1973);
- 23,000 m³ of concrete was installed in the columns;
- The steel structure weighs 25,000 tons.





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SOURCES OF PROJECTS FINANCING

Since 2006, more significant investments in railway infrastructure are realized through loans and since 2010 through the grants of European Union .

ŽICG / RIoM is user of loans of:

- ❖ European Investment Bank (EIB);
- ❖ European Bank for Reconstruction and Development (EBRD).

ŽICG / RIoM is user of grants :

- ❖ IPA funds
- ❖ WBIF



**IPA INSTRUMENT FOR
PRE-ACCESSION ASSISTANCE**



WHAT ARE OUR ACHIEVEMENTS ARE SO FAR

- Superstructure on the railway section from Bijelo Polje to Trebešica and from Virpazar to Sutomore (tunnel Sozina) total length of 57,94 km and amount of **31,16 mil EUR**.
- 6 steel bridges with the amount of 4,70 m.
- 6 large slopes on railway section from Lutovo to Bratonožići with the amount of **4,44 mil EUR**.
- Signalling system in railway station Podgorica with the amount of **6,08 mil EUR**.
- Power substation Trebešica with the amount of 3,4 m.
- 4 tunnels 187,190,193 and 206 with total amount of **5,09 mil EUR**.





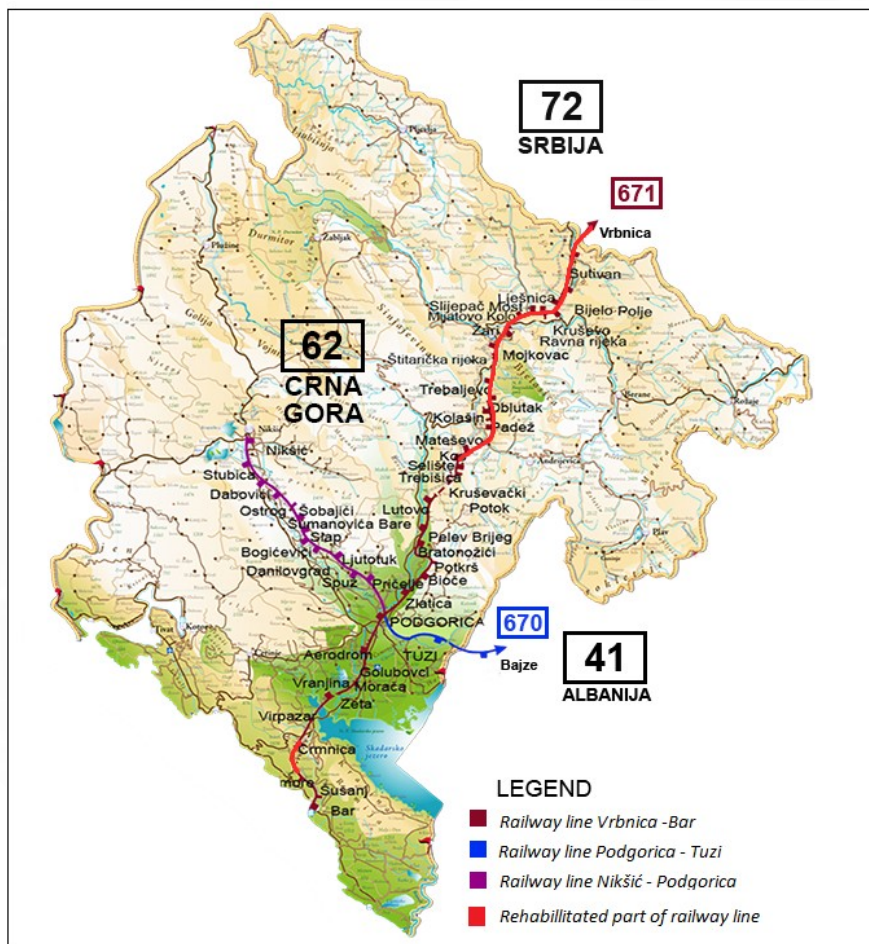
FUTURE INVESTMENT ACTIVITIES OF ŽICG/RIoM

In addition to investing in the modernization of the **main line Beograd-Bar**, at the end of the current year, regarding the project technical documentation, we expect to complete the Main Designs for: investment maintenance of 10 priority tunnels. A budget of € 11 million has been earmarked for next year's raves. Also, the final phase is the preparation of the Main Designs for the replacement of signaling and safety devices in all stations with an estimated budget of over EUR 60 million. The preparation of the Main Projects for the Overhaul of the Upper Track Machine Using Concrete Sills is planned for next year, etc. Special emphasis was also placed on the regional line, **Podgorica-Albania state border**, and design is planned for next year. The conceptual design cost, with Feasibility Study and cost benefit analysis, is EUR 1, 3 million.





OBJECTIVES OF INVESTMENT IN RAILWAY INFRASTRUCTURE OF MONTENEGRO



EXPECTED RESULTS OF MODERNIZATION

- ❖ Modernization and reconstruction of the railway line is in accordance with European and major international railway lines
- ❖ Improve traffic safety, increase the speed of trains and reduce journey time
- ❖ Achieve interoperability of the railway line along Corridor X.



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**THANK YOU FOR YOUR
ATTENTION !**

November 2019.