THE NETWORK STATEMENT

2013.

CONTENTS

1. GENERAL INFORMATION

The Network Statement is prepared in accordance with Montenegrin Railway Transport Act and the European Union Directives.

It is in compliance with requirements provided by association Rail Net Europe and serves like informative material for domestic and international transporters and operators.

Network Statement provides general information on railway network, traffic, conditions for railway infrastructure access and charging usage.

1.1. INTRODUCTION

According to Strategy of restructuring of the Railway Infrastructure of Montenegro and conclusions of the Government of Montenegro on implementation of restructuring strategy, in the process of further restructuring of the Railway Infrastructure of Montenegro, in 2008 has been made complete separation of the Infrastructure Manager(IM) and Transport, while abrogating parent company. During the farther restructuring in 2009. Transport has been divided into two Companies:

- Railway Transport of Montenegro AD.-Podgorica and
- MONTECARGO AD- Podgorica JSC

Within Railway Transport of Montenegro AD.-Podgorica has been recognized new joint stock company ,, Rolling stock maintenance JSC – Podgorica`` on 01/01/2011. In compliance with Strategy of 2012, procedure for further restructuring of Željeznička infrastruktura Crne Gore AD – Podgorica as infrastructure manger will continue. Željeznička Infrastruktura Crne Gore AD – Podgorica is a legal entity and within its scope independently act in legal affairs, concludes legal procedeengs and undertakes other legal jobs of importance for performance.

Main activity of Željeznička infrastruktura Crne Gore AD – Podgorica includes maintenance of railway infrastucture , organisation and regulation of traffic.

Railway infrastructure of Montenegro is a public property owned by State of Montenegro,that all interested railway transporters may use under equal conditions in a way regulated by Railway Law.

In compliance with Railway Law, ŽICG as IM gives and declares Network Statement.

Organisation scheme of ŽICG has been shown below.

Organization chart of ŽICG is given below.

1.2. OBJECTIVE

The objective of this Network Statement is to provide single source of essential information that will be required by railway undertaking wishing to operate train services on railway infrastructure of Montenegrin Railway Infrastructure.

The Network Statement is made to present railway infrastructure and access conditions to this Infrastructure, legal , technical and economic conditions, especially usage charges and other services and procedures for path usage.

Part of Network Statement defines:

- Characteristics of infrastructure and access conditions,
- Principles of charges and fees, neccesssary data for calculation of usage charge and formulae for calculation of usage charges,
- Principles and criterion for capacity allocation,containing general characteristics of infrastructure, available to railway undertakings and all restrictions related to its usage, including possible requests regarding capacity maintenace, and specialized procedures and terms for capacity allocation,
- Specification of capacity allocation, specially:
  - procedure used by submitter – candidate who request capacity allocation from IM ,
  - conditions to be met by candidate,
  - dynamics of request submission and capacity allocation procedure,
  - principles of coordination process,
  - procedures and criterion used for the case of conflict requests for some parts of infrastructure,
  - detailed obstructions in infrastructure usage,
  - other conditions considering prior level of capacities in determination of priorities of allocation process.
- Measures underlying ad-hoc procedure.

1.3. LEGAL FRAMEWORK

Functioning of infrastructure and traffic on the railway network ŽICG have been regulated by:

- Legal act of Montenegro,
- Infrastructure Managers Acts – ŽICG,
- acts and technological procedures of Transporter, within specified items mentioned in legal act.

Since issuing of this document by itself is in comliance with European Act, where local regulations do not define content of Network Statement, EU recommendations and directives have been taken into consideration.

1.3.1. European Legal Act

European legal acts of special importance include documents as follows:

- Council Directive 91/440/ECC of 29 July 1991. on the Development of EU Community‘s Railway,
- European Parliament and Council Directive 95/18/EC of 19 June 1995. on licencing railway companies,
- European Parliament Directive 96/35/EC of 3. June 1996. on appointment and expertise of safety counsellor in transport of dangerous goods by road, rail and inland waterways,
- European Parliament and Council Directive 2001/14/EC of 26. February 2001. on railway infrastructure capacity allocation and access charges and safety certificates,
- European Parliament and Council Directive 2004/49/EC of 29. April 2004. on safety at Community railway lines and amended Council Directive 95/18/EC on licencing railway companies,
- European Parliament and Council Directive 2001/16/EC of 19. March 2001. on interoperability of conventional railway system,
- European Council Regulation(EEC) no. 1191/69 of 26. June 1969. on member states activities related to public service operations by road, rail and inland waterways,
- European Council Regulation (EEC) no. 1192/69 of 26. June 1969. on common rules for normalisation of accounts of railway companies,
- European Council Regulation (EEC) no. 1108/70 of 04. June 1970. on accounting of infratsructure costs in relation to road, rail and inland waterways,
- European Parliament Resolution and Council Resolution no. 96/1692 of 23. July 1996. on EU guidelines for development of Trans-European transport networks,
- European Council Resolution (EEC) of 22. January 1990. on setting of common rules for specific types of combined transport of goods between member states,
- European Parliament Resolution (EC) of 19. June 1995. on development of railway and combined modes of transport.
- Rules for international railway transport of dangerous goods - RID

1.3.2. Montenegrin Legal Act

Legal Acts of Montenegro of special importance for this Statement include the documents as follow:

- Railway Transport Act („Official Gazette of the Republic of Montenegro“, no. 54/09),
- Railway Safety Law,(„ Official Gazette of the Republic of Montenegro“, no. 4/08),
- Law on contracts of railway transport(„Official Gazette of the SRJ“, no.41/10),
- Inspection Control Law („Official Gazette of the Republic of Montenegro ”, no.39/03),
- Law on ratification of agreement on establishing South-East Europe High Performance Railway Network („Official Gazette of the Republic of Montenegro ”, no. 44/07),
- Law on transport of dangerous goods („Official Gazette of the Republic of Montenegro ”, no.5/08),
- Arm Law („Official Gazette of the Republic of Montenegro“, no.49/04 i „Official Gazette of the Republic of Montenegro“, no. 49/08),

- Law on production and trading of poisonous substances(„Official Gazette of the Republic of Montenegro“, no. 31/77; 40/77; 29/89; 39/89; 48/91; 17/92),
- Environmental Law („Official Gazette of the Republic of Montenegro“, no. 48/08),
- Law on explosive materials („Official Gazette of the Republic of Montenegro“, no. 049/08-59.058/08-8)
- Law on transport of dangerous substances(„Official Gazette of the Republic of Montenegro“, no 005/08-6).
- Law on noise protection („Official Gazette of the Republic of Montenegro“, no 045/06-25)
- Law on ratification of the Protocol of 3.June 1999.on Amendments to the Convention on International Rail Transports (COTIF) of 9 May 1980. (the Protocol of 1999.) and the Convention on International Rail Transport (COTIF) from May 9 1980. in the version on the basis of the Protocol on Amendments of the 3rd.June 1999. (Official Gazette of Montenegro – International contracts No. 4 / 09)
- Law on ratification of Agreement between the Government of Montenegro and the Government of the Republic of Serbia on border control of railway transportation (Official Gazette of Montenegro – International contracts No. 4 / 09)
- Regulation 20 on exceptional transport(„Official Gazette of the ZJŽ”, no. 27/94),
- Regulation on licencing for managing of railway infrastructure („Official Gazette of the Republic of Montenegro“, no. 56/08),
- Regulation on issuing of safety certificate for railway transport („Official Gazette of the Republic of Montenegro“, no. 56/08),
- Regulation on licencing for railway transport(„Official Gazette of the Republic of Montenegro“, no. 56/08),
- Regulation on issuing safety certificate for regulation of railway infrastructure(„Official Gazette of the Republic of Montenegro“, no. 56/08).

1.3.3. Other legal acts required for transporter performance

Transport operation on the rail infrastructure is subject to the European and national legislative regulations as well as to uniform technological processes and regulations of the transport operator. Rules and procedures for transport operator in Montenegro have been defined by the Ministry of Transport, Maritime Affairs and Telecommunications in cooperation with Transport Directorate and ŽICG. The rules of the transport operation on the rail infrastructure determine the scope, means and conditions of the transport operator's activities, which are necessary for securing the transport operation, especially:

a) Rolling stock operating,
b) Putting into operation of rolling stock,
c) Stopping and breaking of the train,
d) Accompanying of the train

1.4. LEGAL STATUS

1.4.1. General provisions

Under Railway law, Network statement has been made and published by Infrastructure Manager -ŽICG.

ŽICG is responsible for regular updating and amending of Network Statement accordingly. Network statement shall be published at least four months prior to deadline for submission

of request for infratsructure capacity allocation – train paths and shall be valid with annual timetable.

The Network Statement is based on the legislative regulations of part 1.3. In the case of unclarity or lawsuits corresponding provisions of the legislative regulations of Montenegro will be applied. The Network Statement is a subjective information document dedicated for a concrete users and its character is not legally binding.

All regulations and technical documents entrying into force upon publishing of Network statement shall be applied and considered in interpretation of Network Statement.

Network Statement shall be published in english language. In case of doubt or dispute the montenegrin version shall take precedence.

1.4.2. Liability

ŽICG is responsible for the regularity of information provided in this Network Statement. ŽICG is not responsible for detriment caused by printing of Network Statement.

Network Statement is elaborated according to information available up to 01.01. 2009.

In the case of disparity of Network statement with valid legislation, valid legislation is applied. Legislation in preparation shall not be considered.

All regulations and technical documents entrying into force upon publishing of Network statement shall be applied and considered in interpretation of Network Statement.

1.4.3. Appeals procedures

The applicant for allocation of transport infrastructure capacity may request the Railway Regulatory Authority to review:

- the Network Statement and criteria it sets,
- allocation of transport infrastructure capacity, if the request of the applicant has not been provided, or only in the limited extent,
- charging process and price level or price structure for the use of the transport infrastructure procedure,
- in other cases with regard to access securing and usage of railway infrastructure.

If the corresponding infrastructure administrative institution (Railway Directorate) reveals an incorrect procedure of the infrastructure manager when preparing the Network Statement or when allocating transport infrastructure capacity, it shall decide on the modification of the Network Statement or shall decide on different capacity allocation.

1.5. STRUCTURE OF NETWORK STATEMENT

The Network Statement is elaborated in accordance with the adopted general structure by the RaiNetEurope association.

The Network Statement ensures availability of the information for the potential and existent transport operators, while following a harmonised format of the Network Statement with other infrastructure managers.

The Network Statement is divided as following:

1. General information	–	Contain an aim of publishing of Network Statement, legal provisions for railway infratsructure and transport operations on railway infrastructure,
2. Access conditions	–	Give specification of conditions to be fulfilled by railway transport operators in order to access railway infrastructure,
3. Infrastructure	–	Contains description of Željezničke infrastrukture Crne Gore AD – Podgorica network,
4. Capacity allocation	–	Give specification of procedure for capacity allocation and its conditions,
5. Services	–	Give specifications of services provided by Željeznička infrastruktura Crne Gore AD – Podgorica,
6. Charges	–	Give specification of methods of charging for usage of railway infratsructure and for other services provided by Željeznička infrastruktura Crne Gore AD – Podgorica.

1.6. VALIDITY AND UPDATING PROCESS

1.6.1. Validity of Network Statement

Network statement is valid for the period of timetable with timetable changes within agreed days to be published. Timetable validity of railway is one year from the midnight of second Saturday of December.

This Network statement is valid for timetable 2012/2013.

Network Statement is published at least 3 months prior to deadline for submission of request for slot allocation and is valid for whole time of validity of timetable.

1.6.2. Updating process

Network Statement shall be updated in case of changes of important information contained in this statement. Each change of Network Statement shall be separetely published on website www.zicg.me, whereby changes and updates of statement shall be published. Transport operators shall be informed on changes of network statement by email.

1.7. NETWORK STATEMENT PUBLISHING, DISTRIBUTION AND ACCESSIBILLITY

Network Statement is published in hard copy and in electronic copy on website of ŽICG (www.zicg.me) in montenegrin and english language.

ŽICG, at Transport operator's request, may free of charge send Network Statement or its part in electronic form or by email.

1.8. CONTACTS

ŽICG shall at transport operator's request make available other information not contained in Network Statement.

Contacts:

Željeznička infrastruktura Crne Gore AD Podgorica
Trg Golootočkih žrtava 13
20000 Podgorica
Montenegro
Contact person: Natalija Asanović B.Sc. in traffic
Service for traffic operations and regulation
Tel.: 00 382 20 441 268
Fax: 00 382 20 441 349
e-mail: saobracaj.direktor@zicg.me
www.zicg.me

Ministry of Transport and Maritime Affairs
Rimski trg 46
20 000 Podgorica
Montenegro
Department for railway transport and maritime affairs and european integrations

Tel :00 382 20 483 376
www.mps.gov.me

Railway Directorate
Ul. Hercegovačka 75
20 000 Podgorica
Montenegro

Tel: 00 382 20 232 127
Fax: 00 382 20 232 128

1.9. COOPERATION WITH OTHER INFRASTRUCTURE MANAGERS

1.9.1. Rail Net Europe

RailNetEurope Association(hereinafter referred as RNE) is established in January 2004.by 12 Infratsructure Managers of whole Europe. Joint Office for coordination of all activities of association is based in Vienna.

RailNetEurope is the consequent step from bilateral and multilateral cooperations among European rail infrastructure companies towards one common organisation with an European focus. The members of RailNetEurope jointly harmonise conditions and introduce corporate approaches to promote the European rail business from the rail infrastructure point of view, to the benefit of the entire rail industry.

RailNetEurope is joined by 33 rail infrastructure managers, being either full or associated members or candidates.

RailNetEurope by its members manage with over 230.000 km railway network including important ferry lines and cooperates with more than 120 carriers in international rail transport and with more than 300 carriers currently operating in domestic transport of members. .
RNE main aim is to improve access conditions and international railway transport, specially operational issues. To do this, RNE focuses on entire process of international traffic operations. It starts with harmonising middle and long term planning of some Association members, common marketing & sales approaches, appropriate planning, operations and ends up with RailNetEurope after sales services, such as monitoring, inspection and estimation of realised transport operations.

One of the first steps towards progressive harmonisation was modelling for preparation of Network Statement used by all members of RNE. Since 2005., RNE assumed overall responsibility for international timetable and supports its activities. RNE also regulate EICIS i Pathfinder information systems .

One of the paramount steps of RNE was organisation of Business offices international network One Stop Shop (OSS)

For list of all members of RNE, and for further information on this association, please visit web site www.railneteurope.com.

During 2011, Infratsructure manager shall submit request for RailNetEurope membership.

1.9.2. "One Stop Shop" - (OSS)

Infrastructure Managers as members of RNE have set up national offices called One Stop Shops(OSS) working as a network of customer contact points within the framework of RNE. For international path requests, the customer needs only to contact one of these One Stop Shops, which will then initiate the whole international path allocation process.

In close coperation with other Infrastructure Managers the contacted OSS will:

- offer the customer support and information on the full product and service range of the Infrastructure Managers;
- supply all the information required to gain access to the infrastructure of any Infrastructure Manager participating in RNE;
- handle requests for any international train path within RNE;
- make sure that requests for the next timetable period are duly taken into account in the yearly timetabling process;
- provide train path offers for the whole international journey.

In line with its motto "one face to the customer", the OSS provides competent and efficient assistance across all borders, based on transparent, confidential and non-discriminatory procedures.

A list of OSS contacts is available at www.railneteurope.com.

1.9.3. RNE tools

PATHFINDER
Pathfinder is an online software tool available to all railway operators and infrastructure managers. Infrastructure managers agreed that all international routes (in passenger and freight transport) should be defined by this tool.

Pathfinder facilitates communication during the path ordering process and coordination in all phases of preparation of the international timetable. Pathfinder is a tool that fully meets the international process for the preparation of a new and correct the existing timetable. It also allows railway carriers to submit the study on routes in order to prepare their future requests for international routes.

In terms of request management for international routes, Pathfinder includes function One Stop Shop. At the end of each calendar year are published "Pathfinder guidelines" that clearly define roles and responsibilities.

For more information on the Pathfinder can be obtained at: www.pfndr.org or write to the helpdesk: support.pathfinder@rne.at.

EICIS

EICIS (European Infrastructure Charging Information System - Information system of fees for the use of European infrastructure) is the RNE's international tool for assessing fees for the use of railway infrastructure, which gives users information on prices. Internet roofing system for a variety of national systems of railway infrastructure charges can calculate access fee for international routes in a second, 24 hours a day - including fees for the route of the train, using of the platforms and the cost of maneuverability.

The current aim of EICIS development is to match the information EICIS provide with information from Network Statement.

EICIS's web site is www.eicis.com. Helpdesk can be made to contact and e-mail: support.eicis@rne.at.

EUROPTIRAILS

EUROPTIRAILS is an online application that monitors the traffic of international trains from their origin to their destination. It supports management of international trains by providing information relating to international trains for passenger transport and freight trains on the RNE corridors. EUROPTIRAILS does not apply to national transport services.

EUROPTIRAILS in real time via the Internet provides information on trains and generates reports based on historical data. These two products of EUROPTIRAILS rely on the same basic information:

- Review of information on trains collects in real time, centralizes them and publishes information on trains operating on most RNE`s corridors (in a growing number of countries including Austria, Belgium, France, Germany, Italy, Luxembourg, Netherlands, Slovenia and Switzerland) such as:
  - current and previous location of train
  - information on the agreed daily timetable
  - Information about the delay and the reasons for the delay
- Reporting feature allows you to track information about train and delays over some period of time.

In addition, it is planned even the third product that will enable exchange of data in real time between infrastructure managers and railway carriers that use the TAF TSI format.

EUROPTIRAILS is the associated tool of EPR (European Performance Regime - European system of transport quality indicators) - a joint project of RNE and UIC.

EUROPTIRAILS can be accessed via the website: https://www.europtirails.eu.

DESCRIPTION OF TERMS AND ABBREVATIONS

Network statement	Statement determining in details rules, terms, procedures and criteria for railway infrastructure capacity allocation and charging.
Ad - hoc request	Request for a infrastructure capacity allocation, which could not be requested during the normal procedure of preparing the timetable, because it is not known early enough.
One Stop Shop (OSS)	Representative of Infrastructure Manager jointly with representatives of other infrastructure managers make international network facilitating access to international railway infrastructure for customers.
Pathfinder	Internet communication system for optimal coordination of international train paths.
Access right	Right given to railway carrier to use railway infratsructure.
Freight terminal	All official spots opened for freight reception and parcel dispatching.
Train path	Infrastructure capacity required for train running between two places for determined period.
Access contract	Contract enabling Infrastructure Manager to give right to railway carrier or transport operator of access to railway infrastructure and determining common rights and duties, defining allocated capacity, fees for usage of railway infrastructure and other transport safety and environmental issues.
Infrastructure Manager (IM)	Corporate entity, any legal person or enterpreneurials(in Montenegro), competent for managing of railway infrastructure.
Railway company (carrier or transport operator)	Corporate entity, any legal person or enterpreneurials, with licence awarded by Transport Directorate in conformity with appropriate law, and with main activity to make transport on railway infrastructure.
Tranport licence	Certificate given to carrier or corporate entity from authorized body(Transport Directorate) awarding right to all or specific railway transportation
Certificate on safety of transport	Certificate given to carrier or corporate entitybody from authorized body on fulfilling of conditions set up for safe railway transport.
Submitter or applicant	Railway company or international group of railway companies having valid licence issued by Transport Directorate, or any natural person or legal person whose business interest is to use railway infrastructure capacity and who fulfill conditions set in Railway Transport Act, or its sublegal act setting licence and certificate issuing.

Network	Railway infrastructure regulated by Infratsructure Manager(IM).
Railway path	Part of infratsructure capacity needed for movement of train between two places for given period of time.
Timetable	Infrastructure manager`s document defining schedule for passenger transport and freight transport as well for its own needs of infrastructure.
Infrastructure capacity	Available infratsructure traffic capacity in relation to required path allocation for given railway infrastructure section ingiven period of time.
Bottlenecks	A part of infrastructure that cannot meet requirements for infratsructure capacity, not even after coordination of various requirements for capacities.
Train path allocation	Process of railway infrastructure capacity allocation managed by ŽICG.
Coordination	Process of capacity allocation by body and applicant attempt to solve conflict situation caused by applicant`s requests for railway infrastructure capacity allocation.authoriye
Authorized institution, Responsible body	Body with right to adopt various decions related to particular areas.
Relevant body for railway	Body authorized to deal with administartive issues in railway sector of Montenegro(subject to type of concrete case it can be Ministry of Transport, Maritime Affairs and Telecommunication or Transport Directorate – Railway Transport Department).
TAF TSI	Technical specifications for interoperability of telematic applications in the freight transport

Abbrevations used in this Network have following meanings:

ŽICG	Željeznička infrastruktura Crne Gore AD – Podgorica
ŽPCG	Željeznički prevoz Crne Gore AD – Podgorica
MC	AD „MONTECARGO" – Podgorica JSC
OŽVS	JSC „Rolling stock maintenance " Podgorica
EC	European Commission
EP	European Parliament
EU	European Union
RID (2001)	Regulation for international railway transport of dangerous good
RIV (2000)	Agreement on exchange and use of freight cars among railway companies
RNE	RailNetEurope (RailNetEurope Association of Infrastructure Managers)
SMGS	Agreement on international railway freight transport
UIC	International Railway Union
OTIF	Intergovernmental Organisation for International Carriage by Rail
COTIF	Convention concernig international carriage by rail
ŽS	PE „Serbian railway"
HSH	Albanian railway company
UI	Infrastructure Manager
STO	Transport forwarding

2. CONDITIONS FOR ACCESS TO RAILWAY INFRASTRUCTURE

2.1. LEGAL FRAMEWORK

Conditions for access to railway infratsructure are determined by the Railway Transport Act.This Network Statement is a guideline for railway transport operators who submit a request for allocation of infrastructure capacity.

2.2. GENERAL CONDITIONS OF ACCESS

Infrastructure can be used by Transport operator for public transport or corporate entity that make transport for its own needs, if, in compliance with regulations, it has:

- Licence for transport and certificate on transport safety, issued by Transport Directorate;
- Contract on use of railway infrastructure, concluded with IM;
- Allocated capacity – train paths;
- Insurance as per Law on contracts for railway transport.

Conditions for submission of requests for awarding of licence, safety certificates are defined by:

- Regulation on licence issuing for railway traffic operations,
- Regulation on issuing safety certificates for railway traffic operations.

2.2.1. Conditions for submission of requests for train path allocation

Applicant who intend to apply for train path must :

a) Be carrier in railway transport in the time of submission of request, i.e. to be registered for public ralway transport operations or to be economic company that make transport for its own purposes.

b) Submit request for train path allocation one year prior to begining of validity of new timetable based on public invitation.

During the validity of timetable it is allowed to submit requests for train path allocation and to conlude contracts on infrastructure use.

2.2.2. Who to apply for train path

Request for train path allocation may be submitted by aplicant who:

- Has licence for railway transport operations,
- Has certificate on safety issued by Transport Directorate of Montenegro or authorized body in other conutry based on reciprocity and conluded agreement on mutual recognition of certificates.

Transport on railway infrastructure can be carried out by applicants who fulfill conditions from item 1 of this chapter and who have contract on infrastructure use.Contract on infrastructure use closely defines common rights and obligations among Infratsructure managera and carriers, with regard to security of technical and other conditions for safe railway traffic operations and payment of user fees and scheduling and regulating of

railway traffic. Contract on infrastructure use must be concluded at least six months prior to begining of validity of this timetable.

2.2.3. The Licences

Licence and certificate for carrier in Montenegro are issued, recalled and controlled by Transport Directorate. Transport Directorate issue licence and certificate if economic company fulfill following conditions(under Article 41 of Railway Transport Act):

1. To be registered for railway transport operations(with or without train traction or only train traction);
2. Not to be in or under insolvency procedure;
3. Any member of its direction not to be legally binding adjudged on one or more years of prison for criminal offence in economic affairs, criminal offence in general safety of people, property, railway safety, violation of work rights and other rights per work;
4. To be financially competent, which means that its realized and future obligations can, under normal business terms fulfill for a specific time-limit;
5. To have competent staffs to ensure safe railway transport obligations;
6. To have high-grade rolling stock and appropriate technical equipment;
7. To be insured by insurance company and capable to compensate likely loss as a result of doing its obligations and duties and capable to give security for loss compensation in case of accidents of passangers, luggage, cargo, third parties and environment in compliance with law and other regulations as well contract binding Montenegro.

Under regulation on licencing of railway transport operations, licence is to be issued to carrier or transport operator upon application for a period of five years and cannot be transposed on other carrier.

Upon carrier's request, managament body will consider option for prolongation of licence for a period of five years if carrier meets conditions prescribed by law and mentioned regulation.

Management body shall not allow carrier under insolvency procedure to keep licence, if he is assured that there have not been any real possibility for financial restructuring within the reasonable period of time.

2.2.4. Certificate of safety

Transport Directorate is authorized to issue safety certificate for transport. Certificate of safety is to be issued to Carrier upon request and in accordance with Railway Safety Law and Regulation on issue of certificate for railway transport if Carrier meets following conditions:

1. That rolling stock has use permit and is technically in good condition in accordance with regulations and standards defininig safe and secure railway traffic operation in Montenegro.
2. That staffs is engaged in managing and using of rolling stock, competent and healthy in compliance with regulations and standards determining safety of railway transport in Montenegro.
3. To have organized service for supervision of railway transport operations.

The certificate is issued to the Carrier, upon request, for a period of five years and cannot be transferred to another carrier.

At the request of the Carrier, the Directorate of Railways would consider extending the certification period of five years, if the carrier meets the requirements prescribed by law and regulation.

2.2.5. Insurance

The ability to compensate for any damages arising from liability in the performance of transport and provision of guarantee that it can cover the damage in case of accident in relation to passengers, baggage, cargo and third parties and the environment in accordance with law and other regulations, and agreements binding Montenegro, Carrier is obliged to conlude contract on insurance with insurance company from eventual losses due to traffic operations and must be insured during the whole period of infrastructure transport operations.

The insurance contract is one of the requirements for a license award for the transportation in railway traffic

2.3. TRAIN PATHS

Prior to application for train path, the Carrier must fulfill conditions in chapter 2.2.

Type of form for ordering of train paths is given in Appendix 1a.

2.4. GENERAL BUSINESS CONDITIONS

2.4.1. Framework agreement

Framework agreement is legally binding agreement setting rights and obligations of applicants for railway infrastructure capacity allocation and IM for a period longer than one timetable.

Framework agreement is effectuated by execution of Contract on infrastructure use.

Railway infrastructure and applicant must conclude framework agreement under condition to include other applicants to use railway infrastructure.

2.4.2. Railway infrastructure access contract

Railway infrastructure access contract is a contract entered into between infratsructure managerl and carrier. The contract shall specify the mutual rights and obligations between the IM and the Carrier, with a guarantee of technical and other requirements for the safety of railway transport, as well as payment of fees for the use of infrastructure, organization and regulation of transport under the Railway Act.

Railway infrastructure access contract approves to the Carrier the use of awarded capacity.

2.4.3. Other services

IM itself or with Contractor must provide equally use of railway infrastructure train paths and other infrastructure facilities for railway companies with allocated train path. These services are called ancillary services and listed in chapter 5.4 of Network Statement.

Railway company, Transport operator, provides above mentioned services by signing contract with IM or by its negotiation with supplier of these services.

According to special contract based on marketing principles, Infrastructure manager or any suplier of services may offer other services as per chapter 5.3 or ancillary services as per chapter 5.4 of Network Statement.

2.5. OPERATIONAL RULES

Railway infrastructure must be used under conditions and in a way determined by Railway Transport Act and Law on safety of railway transport. Railway infrastructure transport operations must be carried out under conditions defined by Railway Transport Act, other laws and regulations for railway transport, determining safety of railway transport.

Law on safety of railway transport in Montenegro prescribes conditions and way of safe,regular and free railway traffic operations and functioning of railway tranport system in Montenegro. Terms of this law are related to public transport of passangers and goods and transport of passengers and goods for their own needs within railway traffic operations.

Ministry of Transport and Maritime Affairs is responsible for passing sublegal regulating the performance of railway transport.

2.6. EXCEPTIONAL TRANSPORT OR SPECIAL CONSIGNMENT

Parcel is considered exceptional if, due to its external size, volume or quality, in relation to station equipment or cars owned by railway company in operation, causes particular difficulties whereby it is accepted for transport only under special technical or operating conditions.

When exceptional consignment is concerned, Transport Directorate of Montenegro and IM apply UIC definitions and provisions set in Regulation 20 on exceptional consignment transport.

Railway Directorate and IM are in charge of capacity allocation and determining of conditions for exceptional transport, so that approval for exceptional transport is issued by IM, at least 20 days from the date of application.

In international exceptional transport, carrier must adhere to provisions of the following international agreements(rules):

- RIV (2000) – Agreement on exchange and use of freight cars among railway companies
- RIC (2001) – Agreement on exchange and use of passanger cars for international transport
- SMGS – Agreement on international railway freight transport
- UIC provisions 502 – regulating approval for exceptional transport

CONTACT:

Željeznička infrastruktura Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
81 000 Podgorica
Montenegro
Control and Regulation Department
Operational service
Contact person: Slobodan Kumburović, B.Sc.in traffic
Tel: 00 382 20 441 267
Fax: 00 382 20 441 255
e-mail: ranko.kumburovic@zicg.me

2.7. TRANSPORT OF DANGEROUS GOODS

When transporting dangerous goods, i.e. good that may cause explosion, fire, damages to wagons, railway installations or other structures or may case injuries, poisoning, burns or other health problems that is to say whose transport is forbiden as per Regulation on international railway transport of dangerous goods-RIV or is allowed as per particular regulations prescribed by Regulation RID, Carrier adheres to provisions RID- Regulations for international railway transport of dangerous goods. Transport of dangerous good is defined by Convention concernig international carriage by rail COTIF.

National legislation that deals with storage and transport of dangerous goods are: Law on transport of dangerous goods, Arm law, Law on generation and trading of poisons, Environment Law and Law on explosive materials, flammable liquids and gases.

Information on the way and possibility of getting of above mentioned laws and regulations are available at Transport Directorate.

The carrier proves by the acquisition of the Safety Certificate that he fulfilled all conditions prescribed by Law on safety in railway transport and Regulation on issuing certificate on safety in railway transport operations whereby he is capable of carrying railway transport od dangerous goods on the Montenegrin railway lines.

CONTACT:
Željeznička infrastruktura Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
81 000 Podgorica
Montenegro
Control and Regulation Department
Operational service
Contact person: Slobodan Kumburović, B.Sc.in traffic
Tel: 00 382 20 441 267
Fax: 00 382 20 441 255
e-mail: ranko.kumburovic@zicg.me

2.8. ROLLING STOCK ACCEPTANCE

Carrier may use rolling stock that conforms with technical regulations and standards. Structure and technical condition of rolling stock must provide safe transport operations on infrastructure, safe transport of passangers and goods, safety of employees and must comly with regular conditions for railway lines of operations.

Foreign rolling stock may operate on railway lines of ŽICG if meet conditions set in international contracts, international railway regulations and regulations of Montenegro.

One of the conditions for obtaining of Safety Cerificate for railway transport is that rolling stock intended to be used by carrier for montenegrin railway infrastructure transport operation meet all technicall conditions and standards prescribed by law on safety in railway transport, Articles 29-40. Carrier is responsible for their technical conditions, maintenance and performance.

Rolling stock that may be used in railway line of ŽICG:

- Local rolling stock that have licence for use issued in comliance with law on safety in rail transport and Railway Transport Law.
- Foreign freight and passanger cars with identification RIV, RIC i TEN, as well as wagons/cars being subject of particular bilateral and multilateral agreements or approved as special transport by IM;
- Locomotives and rake of coaches licenced in accordance with bilateral agreements.

Carrier's rolling stock with valid licence for transport and safety sertificate in rail transport, meet conditions for transport operations in railway line of Montenegro.

2.9. STAFF ACCEPTANCE

One of the conditions for obtaining of Safety Cerificate is that staff employed by carrier to regulate and use rolling stock for transport services, meet conditions with regard to appropriate expertise and health as per Law on safety in rail transport (articles 59-73).

Carrier`s staff owning valid certificate on rail transport safety, meet conditions for regulation and use of roling stock on montenegrin railway lines.

2.10. PASSENGER TRANSPORT

Railway passenger transport on the territory of Montenegro is provided as public interest activity under article 48 of the Railway Transport Law.

Public interest activity may be done by corporate entity that concluded with authorized body of directorate contract regulating rights and liabilities of public interest activity as per article 49 Railway transport law.

3. INFRASTRUCTURE

3.1. DEFINITION OF PUBLIC RAILWAY INFRASTRUCTURE (PRI)

In this chapter of Network Statement is described railway infrastructure owned by state of Montenegro and represent general use property managed by ŽICG and available for use under equal conditions to all interested corporate entities in charge of transport, in accordance with Railway transport law.

Information on railway infrastructure in Network Statement are based upon a facts known in the moment of its creation. All changes appeared after publishing of this statement shall be updated and published on web site of ŽICG.

On the infrastructure facilities that are not operated by ZICG, contacts and addresses were given where you can get detailed information about the possibilities of use.

3.2. THE EXTENT OF NETWORK

Total single line montenegrin railway network length is 331 km. Electrified 168 km of open line and 70 km of station tracks and crossing tracks, monophased system 25 KV, 50Hz. Non electrified 59,8 km of open line and 12 km of station tracks.

The Network Statement shall be updated during 2012, after completion of rehabilitation and electrification project of railway line Nikšić-Podgorica (56.6 km). Electrification of railway section Danilovgrad – Podgorica (22.2 km) has been finished and use permit for this section is in the process of obtaining.

Montenegrin railway network is presented in Appendix 2.

3.2.1. Borders

Regarding ownership and managing of railway network in Montenegro exists only one railway network, state-owned managed by ŽICG, so that term ''border''means state borders at the same time representing border with neighbouring railway networks.

Border stations of the montenegrin railway network with neighbouring railway networks are :

- Bijelo Polje on the north
- Tuzi, on the east

Change of train traction is carried on the border crossing with the Republic of Serbia at border station Bijelo Polje when operating with Railway of Serbia. In Freight trains operating between Montenegro and Serbia has been only done change of train staff in border station Bijelo Polje.

Change of train traction is carried on the border crossing with the Republic of Albania(HSH) alternatively at border stations Tuzi(Montenegro) and Bajze(Albania) when operating with Albanian railways. According to timetable for 2012/2013 traction of trains on border shall be done by carier AD Montecargo.

3.2.2. Border crossings/neighbouring railway network

Montenegrin railway network is connected with railway networks of two states as follows Albania and the Republic of Serbia.

Review of border stations is given in table no.1

Table no. 1

No.	Name of the border station	Name of the railroad	Railway identification	Opened for :
1	Bijelo Polje	Bijelo Polje – Bar	ŽS	Passanger and freight transport
2	Tuzi	Podgorica – Tuzi	HSH	Freight transport

Railway infrastructure of Montenegro managed by ZICG is connected with industrial tracks that are privately owned by other entities.
The railway infrastructure is connected with a public port infrastructure managed by the Port of Bar AD and Container terminal of Bar AD.

3.2.3 Other information

For further information on railway infrastructure managed by ŽICG, not included in this Network statement please contact as follows:

CONTACT:

Željeznička infrastruktura Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
20000 Podgorica
Montenegro
Contact person: Natalija Asanović B.Sc. in traffic
Service for traffic operations and regulation

Tel.: 00 382 20 441 268
Fax: 00 382 20 441 349
e-mail: saobracaj.direktor@zicg.me
www.zicg.me

3.3. NETWORK DESCRIPTION

3.3.1. Geographic data

Network information are given in table2.

Table 2.

Total network length	**335,46 km**
Single lines	**249,3 km**
Not electrified railroads	**24,7 km**
Open railroad	**249,3 km**
Station tracks and track connection	**86,16 km**
Electrified railroad	**224,6 km**

3.3.1.1. Types of railroads

Total montenegrin railway network is single line.

3.3.1.2. Track width

Total montenegrin railway network width is 1435 mm.

3.3.1.3. Name of stations and official places along railroad

The review of stations and other official places of montenegrin railway network is given in Appendix 3.

The review of the maximum allowed train length in stations is given in Appendix 4.

3.3.2. The characteristics of railroad

3.3.2.1. Clearance

Clearance is defined as dimensioned space within cross section accross the track axis, free of parts of facilities, deposited material and other objects, except rolling stock of vehicular electric connection with elements of construction used for its installation in electric traction.

Publishing 506 UIC, clearance of the Montenegrin railway line is GB. Layout of clearance is given in enclosure 5.

Montenegrin railway lines are not coded for combined transport clearance. However, executed measurements have shown that operation of trains loaded with containers"HIGH CUBE" within the distance Bar-Podgorica-Bijelo Polje and Podgorica – Tuzi is allowed, without any special conditions and restrictions. On the part of the railroad Bijelo Polje – Vrbnica (border with the Republic of Serbia), Nikšić – Podgorica and Tuzi – Bajze, train operation is allowed only as extraordinary consignments.

3.3.2.2. Allowed axle load

Railroad vehicle load per running metre is load of empty or loaded railroad vehicle divided with length of railroad vehicle quantified in metres and measured from head to head of incompacted buffers or autocouplers of railroad vehicle without buffers.

Axle load of railroad vehicle is load of emty or loaded railroad vehicle divided with number of axles of vehicle.

Montenegrin railway network are categorized by D4 and the highest allowed axle load is 22,5 t per and 8 t per running metres.

3.3.2.3. Gradient and resistance of railroad

Paramount railroad gradient for braking is gradient longitudinal ratio on the basis of which is determined braking percentage, or required braking mass of trains in reilway line, i.e. railroad section.

As paramount gradient of railroad, or railroad section is taken the highest longitudinal gradient(escalation or cadence) of related line, or railroad section of the length1000 metres or more.

Paramount resistance of railroad or part of it means portion of its specific resistance due to gradient, curve and tunnel defining train mass or traction mass of locomotive.

The review of paramount gradients and resistances of the railway line of sections is shown in Annex 6.

3.3.2.4. Railroad speed

The highest allowed speed with respect to railroad capacity means the highest speed allowed on railroad or railroad section with reference to superstructure condition, civil engineering stuctures, electric traction plants and signalling and safety equipment.

The review of distances between official places and the highest allowed speed on the railway lines is shown in Annex 7.

3.3.2.5. Maximal train length

The maximal allowed train length along a line, in order to accept and connect trains on track without constraints, is determined upon the maximum allowed train length regarding useful length of main track in specific stations of specified line.

The review of the maximal allowed train length is given in Addendum 4.

3.3.2.6. Power supply

Railway line of Montenegro has been supplied by electricity from state electrical power system of EPCG, through electrical traction substations(EVP) and overhead contact line. There are electrified and non-electrified railway lines. All electrified lines have power supply system – monophased – 25 kV, 50 Hz.

Power supply system has a voltage U=25 kV, and frequency f=50Hz. Height of contact wire is Hkpmin=5000 mm, Hkpnom=5500 mm, and Hkpmax=6000 mm. Staggering is p=±200 mm direction, a p=± 300 mm curve.
Catenary consists of contact conductor and bearing rope.

Electrification system is shown in Addendum 8.

3.3.2.7. Pantograph

Layout and size of pantograph to be used along montenegrin line is given in Addendum 9.

3.3.3. Traffic regulation system and equipment and communication systems

Signalling devices and telecommunication systems are used for train operations, including signalling, regulation, reception and dispaching of trains, any communication related to railway network operations.

3.3.3.1. Signalling systems

Montenegrin railway network security system is realised via electrical relay system SpDr64 SIMENS with interstation distance control based on axles counter principles and electronic substation ESA -11, with interstation distance control.

3.3.3.2. Traffic regulation systems

Traffic of opposing and successive trains is regulated by seeking and granting permission or consent, advising trains, or reporting and advising trains and giving out.

Permits, advices, check in and out give and receive train dispatcher via telecommunication device (usually a phone), demonstrably.

Successive trains can be followed, one after the other only in the spatial interval.

In one spatial section, on the same track and in the same time may be only one train.

Managing and regulation of traffic on Bijelo Polje – Bart railway line and Podgorica – Tuzi railway line is realized via electrical relay system SpDr64 SIMENS with inter-station distance control based on axles counter principles.

Overhaul and electrification of Nikšić – Podgorica railway line and installation of remote control system with signal box ESA – 11 with control of inter-station system via electrical sensors to be located in station Podgorica, are under way. This system of regulation has been finished at the end of 2010 for the line section Danilovgrad-Podgorica and since then it is in trial use. Before putting into operation of this system traffic regulation on line section Nikšić-Podgorica is realized via mechanical devices and the way of traffic regulation is within station gap.

Communication between movements inspectors regulating train operations and movements inspectors and drivers is realized via telephone equipment.
Communications related to train movement regulation have been provided by attested communication equipment.
Communication between movements inspector and driver is realized in montenegrin language.
Communication between movements inspector and shunters in arranged stations is realized via radio equipment.
The review of telecommunication equipment along line is listed in Addendum 10, Addendum 11 and Addendum 12.

3.3.3.3. ATC systems – Automatic control system

For the present, there is no automatic control system on the railway line of Montenegro but automatic stopping (AS) equipment, type INDUSI (I 60).
Automatic stopping equipment is used for control of train movements on line. According to the manner of functioning is one of the group control device for movement of trains in one point, the so-called intermittent systems, in contrast to the continuous systems, where the transfer of information with line on the traction vehicle performs continuously along the entire track

The purpose of automatic stopping equipment is to increase safety in railway traffic in the cases when driver does not notice or take appropriate measures to reduce speed before signal the "**Restricted speed**", i.e. to stop the train in front of signal the "**Stand**".

The method of operation and handling automatic stopping equipment have been stipulated in details by Instructions on inductive automatic stopping equipment I 60 (Instruction 426）.

The review of line equipped with the automatic stopping equipment is in the booklet of timetable and in instruction on technical norms and data for the development and execution of timetable - Guidelines 52.

3.4. TRAFFIC RESTRICTIONS

Operators of the the railway line of Montenegro will be informed about the restrictions in the traffic until the date of conclusion of contract of carriage or immediately after the introduction of restrictions that are not planned but occurred in the meantime.

3.4.1. Special infrastructure

According to Directive 2001/14/EC , term special infrastructure refers to special parts of infratsructure that will be used for certain types of transport or giving priority to certain type of transport. IM may, after consultation with interested parties, determine special infrastructure for certain types of traffic. This infrastructure will be available for all types of traffic in accordance with the characteristics necessary for the development of the traffic on that route . This is not to deny that such infrastructure is used for other types of traffic when capacity is available and appropriate means of transportation are in compliance with technical characteristics necessary for railway traffic operation

On the railway network in Montenegro, which manages ŽICG, there is no special infrastructure in this regard .

3.4.2. Environmental restrictions

Environmental restrictions, e.g. noise level, the railways of Montenegro do not currently apply.

3.4.3. Dangerous goods

Transportation of hazardous materials in the railway line of Montenegro can be made only in accordance with the Rules for the international rail transport of dangerous goods - RID and the Law on transport of dangerous substances.

All stations on the railway network of Montenegro are for goods 1st grade RIDs (explosive materials and objects with explosive materials) closed, except for those stations that are specifically to approve.

3.4.4. Restrictions in tunnels

Restrictions in terms of special conditions imposed that are not derived from construction parameters of the tunnel, such as the prohibition of the use of diesel pulling in the traffic in the tunnels and the like Not exist in the railway of Montenegro.

3.4.5. Restriction on bridges

Restrictions in terms of special conditions imposed that are not derived from construction parameters of bridges, not exist in the railway of Montenegro

3.5. AVAILABILITY OF INFRASTRUCTURE AND SERVICE CAPACITIES

Rail traffic on the railway of Montenegro is in operation continuously in the period from 0-24 h. Line of the railroad network in Montenegro, which works with a limited-time railway-Podgorica - Tuzi, in the 08-20h -line Nikšić- Podgorica, at the time of 19 - 07 h for the realization of overhaul and electrification investment of track.

IM is responsible for maintenance, reconstruction and improvement of infrastructure in order to provide adequate and safe service. In that sense ŽICG plans its current railroad maintenances, which can affect the capacity of infrastructure, and related to the closing of certain sections for traffic for a period of time or the introduction of lightweight rides.

The carrier will in time within three months to be informed about the termination of traffic on a particular section, the closure of traffic, so he can plan to move traffic to other parts of the day (movement of train paths) or other means of transport.

3.5.1. Stations, stops and dispach places (STO)

On the railway network in Montenegro, there are stations and dispatch places for loading and unloading of goods, stations and stops for the provision of passanger services and miscellaneous stations.

Passanger Stations are equipped with appropriate facilities and equipment for the provision of services for passangers and allowed the transport of passengers with the passenger trains. Passenger information / use of public address system/arrivals and departures of trains or any other details are also included.

On the railway network in Montenegro there are 49 official sites (stations, stops and passing points) officially open to work with the passengers. Detailed information can be found in the booklet of timetable 1 and Appendix 13th

Other stations in Montenegro are used as miscellaneous or freight stations.

3.5.2. Freight terminals

Conventional goods terminals in the railway network in Montenegro are all stations and traffic transport dispatch places where loading-unloading and reloading are realized.

There are no terminals for combined transport on the railway network in Montenegro.

Goods port terminals that are connected to the network ŽICG are Luka Bar AD and AD Container terminal and general freights Bar

The review of all stations and dispatch places for goods is given in Appendix 14th

3.5.3. Service facilities

3.5.3.1. Marshalling yard

On the railway network in Montenegro marshalling yards are located in Bar, Podgorica and Niksic. Service of technical review of trains is provided by Infrastructure manager and shunting service is provided by ŽPCG and Montecargo.

CONTACTS:

AD „MONTECARGO" –Podgorica
Trg Golootočkih žrtava 13
20000 Podgorica
Freight Transport Sector
Contact person: Dragoljub Šarović, B.Sc.Mach. Eng..
Deputy Executive Director and Director of Freight Transport Sector
tel:+382(0)20441302
fax:+382(0)20601525
e-mail: id@montecargo.me

Željeznički prevoz Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
20000 Podgorica
Passenger Transport Sector
Contact person: Milovan Janković, B.Sc.Trans. Eng..
Director of Intarnacional Passenger Transport Sector
Tel: 00 382 20 441 370
Fax: 00 382 20 441 234
e-mail: zcg.milovan@t-com.me

3.5.3.2. Technical passenger station

The location of classic passanger rake of coaches, and their side tracking usually have been done in the special tracks in trains stations starting in Bar and Podgorica. Shunting services in technical passenger stations are provided by ŽPCG .

Side tracking of electromotive trains(EMV) is carried out in the depot Podgorica, and Side tracking of electric locomotives for passenger traffic in the depot Bar.

Side tracking of diesel locomotives and electric locomotives for freight traffic is carried out in a diesel depot Podgorica.

Side tracking of cargo wagons are mostly on special tracks in marshalling yards Bar, Podgorica and Niksic.

CONTACTS:

AD „MONTECARGO" –Podgorica
Trg Golootočkih žrtava 13
20000 Podgorica
Freight Transport Sector
Contact person: Dragoljub Šarović, B.Sc.Mach. Eng..
Deputy Executive Director and Director of Freight Transport Sector
tel:+382(0)20441302
fax:+382(0)20601525
e-mail: id@montecargo.me

Željeznički prevoz Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
20000 Podgorica
Passenger Transport Sector
Contact person: Milovan Janković, B.Sc.Trans. Eng..
Director of Intarnacional Passenger Transport Sector
Tel: 00 382 20 441 370
Fax: 00 382 20 441 234
e-mail: zcg.milovan@t-com.me

3.5.3.3. Rolling stock maintenance facilities

On the railway network in Montenegro, there are facilities for maintenance of rolling stock not provided by IM, but ŽPCG, Sector for rolling stock maintenance in the workshops in Bar, Podgorica and Niksic.

CONTACTS:

JSC « Rolling stock maintenance » - Podgorica
Trg Golootočkih žrtava 13
20000 Podgorica
Contact person: Svetozar Davidović, , B.Sc.Mach. Eng.
Deputy of executive director for rolling stock
Tel: 00382 20 634 227
e-mail: svetozar.davidovic@ozvs.me

3.5.3.4. Fuel supply facilities

Infrastructure Manager, ZPCG, Montecargo and OZVS have their devices for the fuel supply in stations Bar and Podgorica, do not provide the services themselves, but the facilities are used only for their own use.

3.5.3.5. Facilities for treatment and water supply of passenger cars

The facilities for treatment and water supply of passenger cars do not belong to the infrastructure manager but to ŽPCG, which provides the mentioned service.

CONTACTS:

Željeznički prevoz Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
20000 Podgorica
Sector for passanger transport
Contact person: Milovan Janković, B.Sc. Transp.Eng.
Director of Sector for International Passanger Transport
Tel: 00 382 20 441 370
Fax: 00 382 20 441 234
e-mail: zcg.milovan@tcom.me

3.5.3.6. Rail scales

Rail scales are in the following stations: Bar, Podgorica, Niksic and Bijelo Polje. These scales belong to IM, and Montecargo makes weighing service.

CONTACTS:

AD „MONTECARGO" –Podgorica
Trg Golootočkih žrtava 13
81 000 Podgorica
Freight Transport Sector
contact person: Nenad Babić, B.Sc.Trans. Eng.
Director of Freight Transport Sector
Tel: 00 382 20 441 203
Fax: 00 382 20 441 233
e-mail**: nenad.b@montecargo.me**

3.5.3.7. Unit for measuring of cargo profile

Units for measuring of cargo profile are located in station Niksic, Bar, Podgorica and Tuzi .They belong to ŽICG but Montecargo provides the service of measuring.

CONTACTS:

AD „MONTECARGO" –Podgorica
Trg Golootočkih žrtava 13
20000 Podgorica
Freight Transport Sector
Contact person: Dragoljub Šarović, B.Sc.Mach. Eng..
Deputy Executive Director and Director of Freight Transport Sector
tel:+382(0)20441302
fax:+382(0)20601525
e-mail: id@montecargo.me

3.5.3.8. Ramps for loading and unloading of tracked vehicles

Ramps for the loading and unloading of tracked vehicles on the railway network in Montenegro are in the stations of Bar and Podgorica and owned by ŽICG but providing service by ŽPCG.

The services of shunting of ramps for loading and unloading of tracked cars are provided by ŽPCG .

CONTACTS:

Željeznički prevoz Crne Gore AD – Podgorica
Sector for passenger transport
Contact person: Milovan Janković, B.Sc.Transp.Eng.
Director of Sector for Inernational Passanger Transport
Tel: 00 382 20 441 370
Fax:00 382 20 441 234
e-mail: zcg.milovan@t-com.me

3.5.3.9. Ramps for loading, unloading and reloading of freight

Ramps for loading, unloading and reloading of freight can be found in the following stations: Bar, Sutomore, Virpazar, Golubovci, Podgorica, Kolasin, Mojkovac, Bijelo Polje, Tuzi and Nikšić and owned by ŽICG while Montecargo (MC)provides services.

The services of shunting of ramps for loading, unloading and reloading of freight are provided by MC.

Storage duties, i.e. service of reception and issuance of shipments, as well as takeover of cars and loading tackle have been carried out by MC.

CONTACTS:

AD „MONTECARGO" –Podgorica
Trg Golootočkih žrtava 13
20000 Podgorica
Freight Transport Sector
Contact person: Dragoljub Šarović, B.Sc.Mach. Eng..
Deputy Executive Director and Director of Freight Transport Sector
tel:+382(0)20441302
fax:+382(0)20601525
e-mail: id@montecargo.me

3.6. INFRASTRUCTURE DEVELOPMENT PROJECTS

Modernization of railway infrastructure in Montenegro in order to provide better services to customers, is being implemented through development projects that have been defined by Development strategy of traffic in Montenegro, business plans, which are produced annually.

Scheduled works for the repair and reconstruction of railway infrastructure are shown in Appendix 15.

The possibility of realization of the planned works depend on the amount of funds that Montenegro annually allocate from the state budget and from other sources of funding.

4. CAPACITY ALLOCATIN (PATHS)

4.1. INTRODUCTION

The procedure for allocation of capacity is defined by Railway law, so that ZICG as infratsructure manager of Montenegro allocate capacity according to the relevant EC Directive (2001/14) amended by directive 2007/58 and its attachments, as well as the recommendations of RNE under the title '' procedure with the demands of the international route''

4.2. DESCRIPTION OF PROCEDURE

Capacity is assigned to a non-discriminatory way, and decisive factor is the order in which the request is submitted.

The carrier submits a request for capacity to Sector for management and regulation of traffic in ŽICG (see Contacts section 1.8). The request is necessary to specify which types of traffic capacity is required (passenger, freight, regular and special) and which sections of line are required. When you request regular traffic, it is necessary to determine the number of pair of trains within 24 hours, or for week depending on the individual section. If ŽICG has sufficient capacity for demanding sections, ŽICG issues a certificate of capacity award for regular traffic.

When you request special traffic, ŽICG cannot guarantee that the path will be assigned, but they have an obligation to try to secure the path.

In the case when the capacity was not sufficient, ŽICG informs carrier and propose a different path with sufficient capacity. The layout of copies of requests for allocation of paths is given in Appendix 1a.and published at web site ŽICG www.zicg.me

4.3. SCHEDULE FOR PATH REQUEST AND CAPACITY ALLOCATION

The candidate submits a request for allocation of capacity after the publication of the Network Statement, and not later than 7 months before the entry into force of timetable.

The carrier submits a request for allocation as per schedule of timetable (Appendix 1b), which is produced according to users` guideline RNE. RNE guideline information can be found at: http://www.railneteurope.com

Principles of submission for allocation of the paths:
• requests for allocation of paths for the entire period of timetable validity must be submitted in accordance with the defined timetable, published annually by ŽICG in accordance with national legislation (see 4.3.1.)

• submission of the request for emergency transport changes (specific paths) is carried out in the following way:
− Using the route that is offered by ŽICG and published in the timetable. If the carrier is not satisfied, ŽICG does not guarantee that it will fulfill the entire time of drive from departure station to destination station on the basis of carrier`s requirements.
− It will be formed a new path – an authorized service of ŽICG will create a special train timetable within 30 days after receipt of the request (only in the event that capacity is sufficient for reuested sections and if sections are commercially attractive for ŽICG).

The carrier submits a request for the path:
• in writing in the prescribed format
• electronic (ŽICG will define the rules and procedures of e-filing requirements).

4.3.1. Schedule for working timetable

The following applies:
• The candidate submits a written request for special use ŽICG train in the following cases:
− For local trains at least 15 days before requested time of departure from the departure station,
- For international trains at least 30 days before the departure time from the departure station or change station when entering train and the transportation between the two neighboring railway administration.
•For transport, which are pre-agreed by framework agreement: in reasonable cases time for submission of written request may be shorter.
• ŽICG without delay, no later than 5 working days to answer the request for allocation of transport paths. Information about the available capacities are available to potential candidates who submitted the request to the capacity of infrastructure during the validity of timetable.
• All trains that candidates submit a request for and not listed in the timetable, are considered the special trains.
• If the carrier cannot use ordered path of a special train, he asked again ŽICG to cancel train traffic:
- For local trains at least 6 hours before his scheduled departure from the departure station
- For international trains at least 5 working days before his planned departure from the departure station (change station).
• The candidate may submit a request by the telephone and later confirm in writing.
• Deadlines and procedures set out in the first and the fifth paragraph shall be respected when it comes to adding special cars in the regular composition.
• Request for special regular trains stopping the claimant - the candidate will submit at least 24 hours before the time of their regular departure from the departure station (changes) in accordance with the Appendix 1b.

4.3.2. Ad hoc(occasional) requests for train paths out of timetable

The carrier submits a request in electronic form in a separate form ŽICG through the operating system, or may apply by phone, with subsequent confirmation in writing.

4.4. ALLOCATION PROCESS OF CAPACITIES (PATHS)

ŽICG allocates the capacity of infrastructure, if a candidate meets the requirements for allocation of capacity listed in the network statement published and if the capacity of infrastructure allows it. ŽICG acts so that it does not favor any candidate. However, ŽICG has the authority to award preferentially capacity to the candidate who offers services based on the obligations of public transportation or whose primary activity is the performance of public transport.

When we assign path, business principles are to be respected. Carrier with a confirmed capacities has the advantage when it is assigned route.

The allocated capacities can be used after the conclusion of the Contract fpr the use of the railway infratsructure between ZICG and rail carrier which filed for capacity allocation.

Allocated capacity is not transferable to another rail carrier.

4.4.1. Adjustment procedure

Coordination is a procedure that IM and carriers use to solve conflicts that occurred while submitting request for infrastructure capacity.

After the deadline for submission of applications for capacity allocation for the annual timetable, ZICG approaches to the construction of timetable and the drafting of the timetable in coordination with rail carriers in order to meet the needs of carriers to non-discriminatory and transparent manner.

Drafting of the timetable includes taking into account all the incoming requests, including all limitations that are determined by the maintenance infrastructure plans.

In the event that ŽICG cannot meet all the requirements of the applicants - candidates in terms of capacity, ŽICG convene a meeting with all the submitters - candidates. During this meeting, ŽICG tries to coordinate the requests and the conclusions of the meeting are published. In the event that the conditions are the same for all candidates, the day of submission of the request will be a decisive factor

4.4.2. Settlement dispute procedure

In the case when the candidate does not agree with the answer to its request, it can express disagreement with regard to coordination in writing no later than 3 days from the receipt of proposals for allocation of capacity ŽICG. ŽICG must decide on this request no later than 5 working days.

Even if after the coordination of requirements, yet it is not possible to satisfy all requests for allocation of capacity, ŽICG has the obligation to announce that respective section of line is being congested.

The carrier may appeal on the decision of the coordination to the competent authority (Railway Directorate).

4.4.3. Infrastructure bottlenecks

''Congested''infrastructure is part of the infrastructure, which even after the coordination meeting, cannot meet the transporter's requirements in certain period of time due to capacity.

When it comes to lack of capacity, ŽICG has a preferential right to award the route to the candidate who intends to perform:
- public passenger transport on infrastructure to meet the needs of transport according to the requirements of state or to perform transport services for regional areas,
- international transport on infrastructure, or
- combined transport.

In the event that a section of track is declared congested, ŽICG will offer candidates another route with sufficient capacity and consider increasing the capacity of the congested section. The candidate does not have to agree with the proposed lines and may suggest reroute of traffic to another section or section.

ŽICG gives advantage to the trains on the basis of following:
- additional train without bigger priority,
- a special train of general interest (indicated transport in interest of the state),
- International Eurocity and Intercity trains, international express trains, including the movement of the traction units for the above trains.
- International passenger trains, domestic Eurocity and Intercity trains, express trains, fast trains and international express freight trains,
- domestic express trains and local passenger trains,
- freight trains by established order.

If railway carrier consider being deprived of its rights it can appeal to competent authorities Railway Directorate

4.5. ALLOCATION OF CAPACITIES FOR TRAINS FOR MAINTENANCE AND RECONSTRUCTION

If it is planned higher reconstruction of the railway infrastructure in some lines or their parts requesting delivery of materials by trains, you will be assigned the same route in the procedure of timetable creation as a priority, i.e assigned routs will be included in the capacity of railroad.

4.6. NON USAGE PATHS – CANCELLATION RULES

Each carrier uses assigned regular pathsas per timetable. If the carrier does not use thepath, he may cancel it (*but no right to offer to another carrier*) at least 6 hours before the scheduled departure of the train from departure station, in the case of international train at least 5 working days before the planned departure of the train from departure station (changes) .

If the percentage of the use of the section paths,according to the contract, is less than

50% during 1 month, ŽICG may ask to carrier to waive rights of the usage of route.

ŽICG will award unused capacity of the path to the candidates during the period of validity of the timetable as per schedule of submission of requests for capacity. He will assign preferentially capacity to the candidate who has a state certificate to provide services in the region on the basis of agreement on the performance of transport and whose primary activity is public transport on the railroad infrastructure.

4.7. EXCEPTIONAL TRANSPORT AND DANGEROUS GOODS

The carrier is obliged to specify in the request if he intends to transport exceptional or dangerous substances, which demands special measures. On the basis of the defined measures, ŽICG proposes appropriate paths and determines the conditions for the respective transport.

4.8. SPECIAL MEASURES IN THE CASE OF DISTURBANCES

4.8.1. Principles

Procedure in the event of an accident is described in the Annex agreement on access to infrastructure. Each failure of the equipment that detects carrier's staff must immediately be reported to ŽICG, which then take all steps to eliminate damage and prevent possible accident. If you need to stop traffic on that section, ŽICG shall notify all carriers on the length of suspension.

4.8.2. Operative obstructions

Traffic on the infrastructure of ŽICG is carried out by the valid timetable.

In special cases, when the timetable may be disturbed (whether it is caused by ŽICG or carrier) ŽICG must apply operational management under existing regulations that apply to Network ŽICG.

The aim of the operational management ŽICG is:
• adherence to timetable
• provision of conditions for the free development of traffic and taking over trains,
• adherence to approved plan of modifications that has been prepared in accordance with the existing requirements of the carriers,
• providing transportation in special cases.

4.8.3. Expected obstructions

Current national regulations allow ŽICG to stop traffic as long as is necessary to perform maintenance and repair of railway lines and installations. Therefore, at the beginning of the year ŽICG issues a list of the planned closure and one in a month areformed commissions for closure, where the deadlines and scope of works are determined.

On any termination of traffic shall be informed the carriers in the pre-agreed time, so they can submit proposals for reroute of traffic on allocated paths.

Additional information on closures can be found at http://www.zicg.me

4.8.4. Unexpected obstructions

In the event that the traffic was stopped due to technical errors or accidents, ŽICG take all necessary measures to return all to the original state. For this purpose, ŽICG have a backup plan, which includes various public authorities who will be informed if it came to a serious emergency events or serious interruption of railway traffic.

In an emergency, and then when it is absolutely necessary, break on allocated path may be without notice, a consequence of this is a temporary impracticability of infrastructure during the period that is long enough to repair the system.

On the basis of its estimates, ŽICG may request from the railway companies to put at the disposal their equipment that is in the opinion of ŽICG the most suitable for the situation to be returned to normal as soon as possible.

5. SERVICES

5.1. INTRODUCTION

Legal framework of railway infrastructure access in Montenegro is defined by the Railway Law .
For transportation on the assigned infrastructure capacity, the four types of services that can be used by carrier are defined by directive 2001/14/EC amended by directive 2007/58, as follows:

- **Minimum access package**
- **railroad access to official buildings and their use**
- **additional services and**
- **related services.**

IM will allow all interested transporters on non-discriminatory level to use the minimum access package of services and access to official buildings , if the carriers meet all conditions for the railway transport under the railway Law and signed contract on the use of infrastructure.
All service facilities, and the following and additional services provided by the UI will be available to all rail transporters to their request and will be defined in a separate contract. Using the services facilities that do not belong to the infrastructure manager, as well as additional and related services that do not provide IM, is the subject of special agreements

with the manager of these facilities and services.
On the basis of the scope of customer services, which are defined in the chapters 5.2 to 5.5, operator pays a fee for use of infrastructure and services provided in the facilities.

5.2. MINIMUM ACCESS PACKAGE OF INFRASTRUCTURE

Minimum package of services provided by the infrastructure manager has all the elements of the minimum package in accordance with Directive 2001/14/EC, Annex II, and the following services:

- processing of requests for capacity,
- the right to use the assigned capacity,
- use of infrastructure on acceptance-departure tracks ,
- management, regulation and control of trains movement, including signaling, regulations, a system for operational monitoring and communication and providing information on the movement of the train,
- provide any other information needed to apply for or manage the traffic capacity that is assigned.

The carrier pays the fee for the use of infrastructure in Montenegro on the basis of contract for the use of railway infrastructure. The method of calculation and the amount of compensation for the minimum access package are given in the 6th chapter Network Statement.

5.3. TRACK ACCESS TO SERVICE FACILITIES AND SUPPLY OF SERVICES

5.3.1. Track access to official facilities

Track access to services facilities and their use is defined in Appendix II, Directive 2001/14/EC and includes:
- use of plants for supplying electricity for the traction of trains;
- facilities for supplying fuel;
- station for receiving and shipping of passengers, station buildings and other facilities;
- station for freight traffic;
- marshalling yards;
- tracks for the formation / composition / trains and
- facilities for maintenance of rolling stock.

IM will ensure access to all the above services facilities for all railway transporters which granted the minimum access package of services to their request under the same conditions, provided that the carriers previously made agreement on the use of listed buildings with the owners of buildings.
IM will ensure use of all services facilities managed by IM.
Carriers who need access to the services facilities and their use must specify it in the allocation capacity process
Fee for access to the place of service facilities and their use / who are managers / carrier pays on the basis of the contract for the use of infrastructure .

5.3.2. All information necessary for the implementation or operation of a service for which capacity is allocated

Upon adoption and publication of the timetable, the material of the timetable drawn up and published by ZICG will be distributed to all rail carriers. Also they will be provided with all additional information necessary for the implementation of the route within the minimum access package.

Overall management and regulation of train traffic, which includes signaling, regulation, receiption and dispatching of trains, communication related to train operation and provision of information using telecommunication equipment allow to train operators train running on assigned route.

5.3.3. Usage of power supply installations for train traction

IM allows the use of facilities and equipment for supplying electricity for the traction of trains to all transporters under the equal conditions.

Electricity consumption is not part of this service .

5.3.4. Fuel supply facilities

Infrastructure Manager, ZPCG, Montecargo and OZVS have their devices for the fuel supply in stations Bar and Podgorica, do not provide the services themselves, but the facilities are used only for their own use.

5.3.5. Station for acceptance and transport of passengers, station buildings and other facilities

ŽICG allows the use of stations for receiving and shipping of passengers, station buildings and other facilities, to all rail transporters to their request under the equal conditions

5.3.6. Station for freight transport and load – unload of followed cars station

In the stations open for freight traffic services delivery of the cars to the loading - unloading and reloading gauges, delivery of the cars to the loading – unloading ramps for followed –up automobiles is provided by MC and ZICG, and technical review of cars is carried out through the engagement of employees in the infrastructure (car examiner).

Barriers for the loading and unloading of cargo are in the following stations: Bar, Sutomore, Virpazar, Golubovci, Podgorica, Kolašin, Mojkovac, Bijelo Polje, Tuzi and Nikšić.
Barriers for the loading - unloading of followed-up vehicles are in the stations of Bar and Podgorica.

CONTACTS:

AD „MONTECARGO" –Podgorica
Trg Golootočkih žrtava 13
20000 Podgorica
Freight Transport Sector
Contact person: Dragoljub Šarović, B.Sc.Mach. Eng..
Deputy Executive Director and Director of Freight Transport Sector
tel:+382(0)20441302
fax:+382(0)20601525
e-mail: id@montecargo.me

Željeznički prevoz Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
20000 Podgorica
Passenger Transport Sector
Contact person: Milovan Janković, B.Sc.Trans. Eng..
Director of Intarnacional Passenger Transport Sector
Tel: 00 382 20 441 370
Fax: 00 382 20 441 234
e-mail: zcg.milovan@t-com.me

5.3.7. Marshalling yard

ŽICG allows the use of marhalling yard and the gauge under the equal conditions at the request of carriers, in stations in Niksic, Bar and Podgorica. In the services of technical review and shunting employees who may be engaged by the IM are car examiner and shunting operations are provided by ŽPCG and MC.

5.3.8. Track for formation/ composition of trains

ŽICG allows the use of gauge for the formation / composition / trains to all the transporters under the equal conditions at their request in the stations Bar, Podgorica, Tuzi, Niksic and Bijelo Polje. In the services of technical review and shunting employees who may be engaged by the IM are car examiner and shunting staff (foreman shunter and shunter) provided by ŽPCG i MC.
For keeping carrier's carrier on IM's tracks due to waiting for repair of car, IM will charge in accordance to the contract on infrastructure use.

5.3.9 Rolling stock maintenace facilities

IM has no facilities for rolling stock maintenance but related services are performed by Rolling stock maintenance department.

CONTACTS:

JSC « Rolling stock maintenance » - Podgorica
Trg Golootočkih žrtava 13
20000 Podgorica
Contact person: Svetozar Davidović, , B.Sc.Mach. Eng.
Deputy of executive director for rolling stock
Tel: 00382 20 634 227
e-mail: svetozar.davidovic@ozvs.me

5.3.10 Other technical facilities

On the railway network of ŽICG there are the following facilities: freight car scales, weight masters for freight profile and water supply facilities for passenger cars.
In these facilities, the service provides ŽPCG and Montecargo.

CONTACTS:

AD „MONTECARGO" –Podgorica
Trg Golootočkih žrtava 13
20000 Podgorica
Freight Transport Sector
Contact person: Dragoljub Šarović, B.Sc.Mach. Eng..
Deputy Executive Director and Director of Freight Transport Sector
tel:+382(0)20441302
fax:+382(0)20601525
e-mail: id@montecargo.me

Željeznički prevoz Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
20000 Podgorica
Passenger Transport Sector
Contact person: Milovan Janković, B.Sc.Trans. Eng..
Director of Intarnacional Passenger Transport Sector
Tel: 00 382 20 441 370
Fax: 00 382 20 441 234
e-mail: zcg.milovan@t-com.me

5.3 ADDITIONAL SERVICES

Additional services that IM can provide to transporters according to Directive 2001/14/EC are:

- electricity supply for traction of trains;
- special contracts:
  - monitoring the transport of dangerous goods
  - support in the transport of trans with exceptional consignments

Using the abovementioned additional services provided by ZICG is open to all rail carriers in non-discriminatory manner and at their request.

For the Using the above additional services rail carriers make contract with ZICG.

5.4.1 Power supply for train traction

ŽICG provides services of supply and transmission of electric energy which is necessary for traction of trains to all railway carriers in a non-doscriminatory manner through the distribution of plant Elektroprivreda Crne Gore AD to the traction units (Electric Traction Unit(EVP) and contact line(KM)).

ZICG purchases electricity from the Elektroprivrede Crne Gore AD, which is the sole electricity supplier in Montenegro. The converted electrical energy required for train traction ZICG deliveres to all railway operators.

Supplying of railway carrier with high voltage electricity , required for the train traction is subject to contract on the use of railway infrastructure between railway carrier and ZICG.

ŽICG shall send monthly account for spent high-voltage electrical energy that is spent for traction of trains for the previous month, on the charge, to the carrier.

The carrier is obliged to pay the mentioned bill for the spent high-voltage electrical energy under contract to ŽICG.

5.4.2. Fuel supply facilities

Infrastructure Manager, ZPCG, Montecargo and OZVS have their devices for the fuel supply in stations Bar and Podgorica, do not provide the services themselves, but the facilities are used only for their own use.

5.4.3 Shunting services

Carriers (ŽPCG and MC)provides shunting services, not IM.

CONTACTS:

AD „MONTECARGO" –Podgorica
Trg Golootočkih žrtava 13
81000 Podgorica
Train traction and rolling stock Department
Contact person::Lukić Milorad , B.Sc.el.Eng.
Director of Train traction and rolling stock Department
Tel: 00 382 20 441 280
Fax: 00 382 20 441 479

Željeznički prevoz Crne Gore AD – Podgorica
Passenger transport department
Contact person:Milovan Janković, B.Sc.Traff.Eng.
Director of Intarnacional Passenger Transport Sector
Tel: 00 382 20 441 370
Fax: 00 382 20 441 371
e-mail: zcg.milovan@t-com.me

5.4.4 Supervision over transport of dangerous goods

Transportation of hazardous materials along the line of Montenegro is to be made in accordance with the Rules for the international rail transport of hazardous substances RID, the Law on transport of dangerous goods and other national regulations that treat storage and transport of hazardous substances.
IM does not provide special services for the transport of dangerous substances.
Carrier and IM will define the scope and specificity of each transport of hazardous substances

CONTACTS:

Željeznička infrastruktura Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
81 000 Podgorica
Montenegro
Traffic Control and Regulation Department
Operational service
Contact person: Slobodan Kumburović, B.Sc.in traffic
Operational service Chief
Tel: 00 382 20 441 270
Fax: 00 382 20 441 255
e-mail: ranko.kumburovic@zicg.me

5.4.5 Assistance to transport of exceptional trains

IM provides services of special shipments, according to UIC definitions and provisions of Regulation 20 of the defined transport of special shipments. The service includes more involvement of employees in the infrastructure for the preparation and execution of special transport package with the definition of terms, the route, possibly a further engagement of staff for monitoring of transportation. It is necessary that for each transport IM and carrier define the scope and specification of needed services.

ZICG after processing the application decides whether it is possible to accept the transportation and under what conditions.

CONTACTS:
Željeznička infrastruktura Crne Gore AD – Podgorica
Trg Golootočkih žrtava 13
81 000 Podgorica
Montenegro
Traffic Control and Regulation Department
Operational service
Contact person: Slobodan Kumburović, B.Sc.in traffic
Operational service Chief
Tel: 00 382 20 441 270
Fax: 00 382 20 441 255
e-mail: ranko.kumburovic@zicg.me

5.4.6. The service of providing information to passengers

ZICG provides information to passengers over the PA system on the time and place of arrival or departure of trains, delayed trains, a possible change in road transport, as well as other relevant information regarding progress of railway traffic.

5.4.7. Other additional services

For all other additional services, it is necessary that carrier and IM define scope and specification of required services.

In cases where the costs of services cannot be estimated in advance but it is only possible after the provision of services, IM will determine its respective costs and invoice them to the carrier on the basis of and after provided services(e.g. passing state border by IM staff).

5.5 ANCILLARY SERVICES

Ancillary services under Directive 2001/14/EC include the following:
• Telecommunication Network access
• Additional information provision
• Technical review of rolling stock

5.5.1 Telecommunication network access

Infrastructure Manager provides services of access to telecommunication network.
It is necessary that IM and carrier define scope and specification of needed services.

5.5.2 Additional information provision

IM provides additional information on the use of railway infrastructure, which are not included in this Network Statement, these information can be obtained from IM or in the headquarters of ŽICG.

CONTACTS:

Željeznička infrastruktura Crne Gore AD Podgorica
Trg Golootočkih žrtava 13
20000 Podgorica
Montenegro
Contact person: Natalija Asanović B.Sc. in traffic
Service for traffic operations and regulation
Tel.: 00 382 20 441 268
Fax: 00 382 20 441 349
e-mail: saobracaj.direktor@zicg.me
www.zicg.me

5.5.3 Technical control of rolling stock in station

IM provide services of technical review of trains, which are related to all duties of car examiner in stations in Bar, Podgorica, Bijelo Polje and Niksic.

IM does not provide services of technical review of trains, which are related to matters of technical review and repair of rolling stock in the workshops and tracks with specially built channels to view rolling stock. These technical overviews provide OVZ in authorized locomotive depots and workshops.

CONTACTS:

JSC « Rolling stock maintenance » - Podgorica
Trg Golootočkih žrtava 13
20000 Podgorica
Contact person: Svetozar Davidović, , B.Sc.Mach. Eng.

Deputy of executive director for rolling stock
Tel: 00382 20 634 277
e-mail: svetozar.davidovic@ozvs.me

6 CHARGE

5.3 LEGAL FRAMEWORK

According to the Law on railways, Article 16, Infrastructure manager, on the basis of criteria, determines the amount of compensation for the use of infrastructure, organization and regulation of railway traffic.

In order to carry out transportation on the railway infrastructure, carrier pays fee for:

- **Minimum access package**
- **railroad access to official buildings and their use**
- **additional services and**
- **ancillary services.**

5.4 METHOD OF CHARGING

5.4.9 Services included into charge

Within the basic package of fees for the use of path (the minimum access package), are covered the costs of providing services that are defined in paragraph 5.2 of this document.

The amount of compensation for the use of infrastructure is determined on the basis of realized train km in passenger and freight traffic.

Minimum package of services provided by the infrastructure manager has all the elements of the minimum package in accordance with Directive 2001/14/EC, Annex II, and includes the following services:

- processing of requests for capacity,
- the right to use the assigned capacity,
- the use of infrastructure on reception- forwarding tracks.
- management, regulation and control movement of trains, including signaling, regulation, a system for operational monitoring and communication and providing information on the movement of the train,
- provide any other information necessary to the implementation or management of traffic capacity that is assigned

6.2.2 Charging principles

Charging system for compensation is based on the following principles:

- simplicity of calculation,
- clarity,
- accuracy,
- The dependence of prices.

6.2.3 The formulae to calculate usage charge

U =(Qvlkm(reg) x P(reg) + Qvlkm(g) x P(g)) x Cvlkm x K x F

U	compensation for assigned transportation path
Qvlkm(reg)	number of train kilometers of the regional railroad
Qvlkm(g)	number of train kilometers of the main railroad
P(reg)	weighting coefficient for regional railroad
P(g)	weighting coefficient for main railroad
Cvlkm	price for train kilometers
K	track wearing coefficient
F	factor expressing carrier`s requirements as per timetable

Fee for use is calculated for each travel.

6.2.4 Value for single elements of the formula for calculation of the usage charge

6.2.4.1 Weighting of coefficient - P

Railroad	Category of line	Koefficient (P)
Bar – Bjelo Polje (border with Serbia)	Main line	1,00
Podgorica - Tuzi (border with Albania)	Regional line	0,70
Nikšić – Podgorica	Regional line	0,90

6.2.4.2 Koefficient for track usage - K

Type of train	Koeficijent (K)
Freight trains(more than 1501 gross tonnes)	1,50
Freight trains((from 1101 to 1500 gross tonnes)	1,20
Freight trains((from 701 to 1100 gross tonnes)	1,00
Freight trains(up to 700 gross tonnes)	0,60
Freight trains(empty)	0,30
Locomotive trains	0,10
Passanger trains ŽPCG	0,066
Passanger trains (other passanger operaters)	0,33

6.2.4.3 Factor for railway transporter request regarding timetable – F

Request	Factor (F)
assigned train paths, required before the entry into force of timetable	1
awarded train paths on the basis of the ad hoc requests	1,2

6.3 CHARGING

6.3.1 Price per train kilometre

Price per train kilometre (C_{vlkm}) is 3 € (including VAT).

6.3.2 Price for additional services

List of additional services can be found in point 5.4 of the Network Statement. Volume and height for additional services will be defined in the Treaty on the use of railway infrastructure, apart price for services of special consignment which are provided by IM. In Appendix 18 of this document you will find Resolution no. 2742/10 of the Board of directors of ŽICG dated 22/03/2010 on pricing of services for special consignment provided by IM.

6.3.3 Price for ancillary services

List of ancillary services can be found in point 5.5 of the Network Statement. Volume and height for additional services will be defined in the Treaty on the use of railway infrastructure.

6.3.4 External expenses

External costs are not now charged.

6.4 EXCEPTIONS TO USAGE CHARGING

Users of public railway infrastructure that maintain and modernize the public rail infrastructure that is to say service train, auxiliary trains and machinery, gang cars,snowblowers,fire trains are exempted from payment of fees.

6.5 TRAIN PATH REVOCATION AND CANCELLATION OF DRIVE

Revocation of train path is the final cancellation of movement for entire agreed period of timetable. By revocation of train path , the carrier will lose the right to continue using this transport route within the agreed period of timetable.

Cancellation of planned drive includes cancellation of one train path for the particular day or several days. Carrier reserves the right to continue to use the transportation route within the agreed period of timetable.

	Condition	Payment of usage charge
1.	**Revocation** at least 60 days prior to first planned drive.	Fee is not payed for path use
2.	**Revocation** after more than 30 days and less than 60 prior to the first scheduled drive - Train path	50% fee for usage of each train path

3.	**Revocation** after less than 30 days before the first planned drive - Train path	1 x fee for usage of each train path
4.	**Cancellation** more than 24 hours before the planned drive: - Train path	50% fee for usage of each train path
5.	**Cancellation** less than 24 hours before the planned drive: - Train path	1 x fee for usage of each train path
6.	Train path **is not being revocated nor cancelled:** - Train path	2 x fee for usage of each train path

Agreement on the use of infrastructure will define the application of fees for revocation and cancellation of the planned drive.

.

6.6 QUALITY DISCOUNTS

Infrastructure Manager will introduce special charge for the defined transport flows, available to all users of the infrastructure and recognize timely limited reduction of fees for users with the aim to promote the development of new train services or insufficient exploiting of the state railway infrastructure.

For now, the railway network in Montenegro will not apply the system of payment of fees for the quality , which includes transportation in terms of accuracy, or delays of trains **.**

6.7 TRAIN PATH CHANGE

Train path change includes basic information change on the existing train path on behalf of railway carrier, which includes changes of timetable that regularly predicted train path and as a result it is required the development of a new path.

Changes are charged 30 Euros per train path .

6.8 METHOD OF PAYMENT

IM will calculate fees for access to infrastructure till 10th of every month on the basis of realized train kilometres for the previous month and the bill will be submitted to the address of the carrier.

The carrier is obliged to make payment till 15th of every month at account of ŽICG**.**

All fees not defined by this network statement, will be regulated by the Treaty on the use of railway infrastructure between the Infrastructure manager and carrier.

ANNEXES:

Annex 1a. Application form for assignment of train path

Traffic management and regulation department
Podgorica, Trg Golootočkih žrtava 7
tel. 382 20 441 387, fax. 382 20 441 388

Application form for assignment of train path

Railway transporter: _____

Address: _____

Contact person: _____

Tel. _____ Fax. _____ e-mail: _____

Place and date: _____

1. BASIC INFORMATION ON REQUESTED TRAIN PATH						
Train type	Number of train in the former timetable	Desirable time		Relation		
		departure	arrival	from	to	over
REMARKS						

2. INFORMATION RELATED TO TIMETABLE		
Halting in official places	Halting time in official places(min)	Rail service calendar

3. TRAIN INFORMATION							
Traction type, serial number of traction unit, relation	Additional traction vehicles, serial number of traction unit, train function, relation	Type and number of wagon/motor set	Train mass (kg)	Train length (m)	Braking		Maximum train speed (km/h)
					Type	Percentage (%)	

4. PARTICULAR PROVISIONS

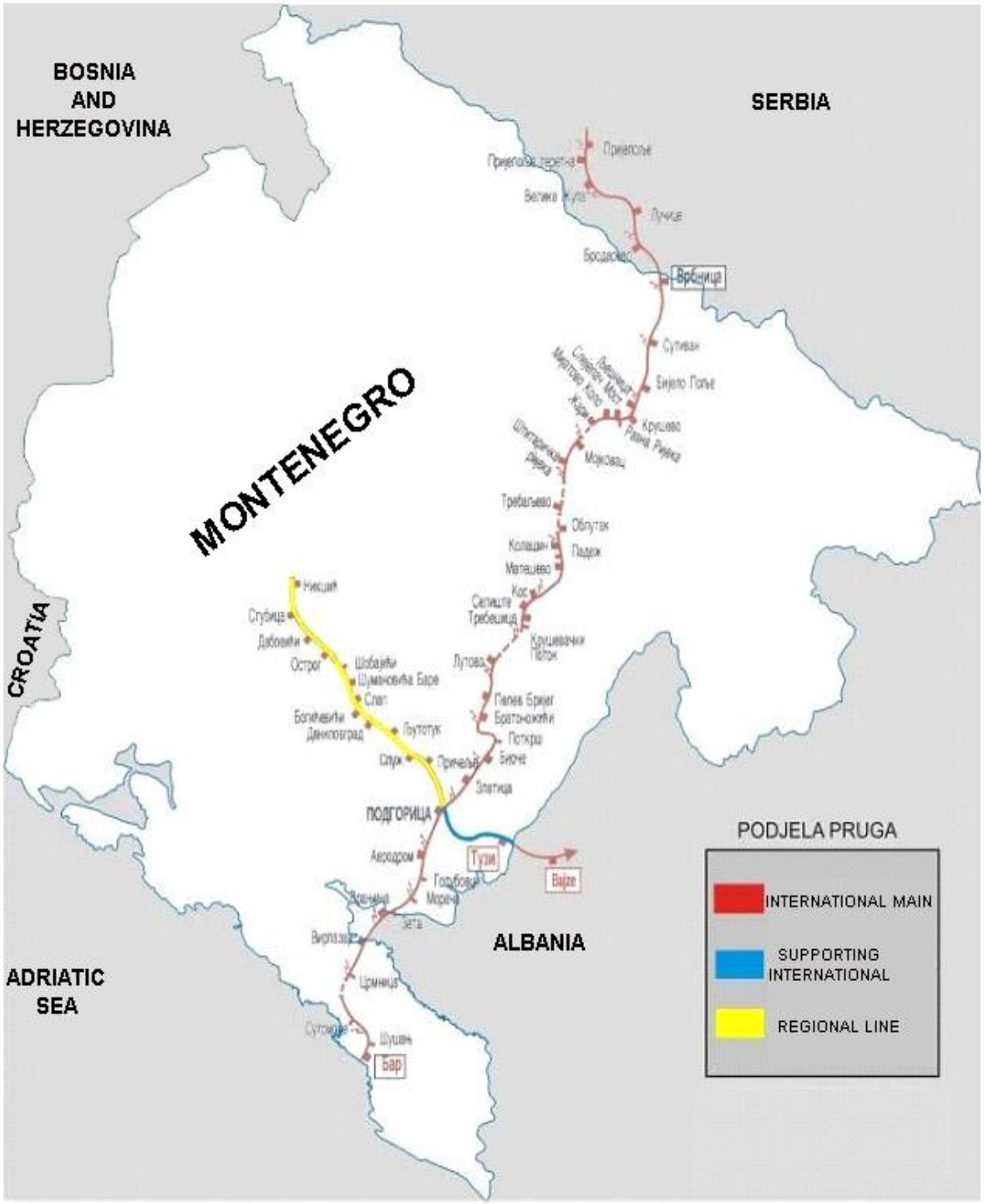
M.P. SIGNATURE

Annex 1b. Application form for train path

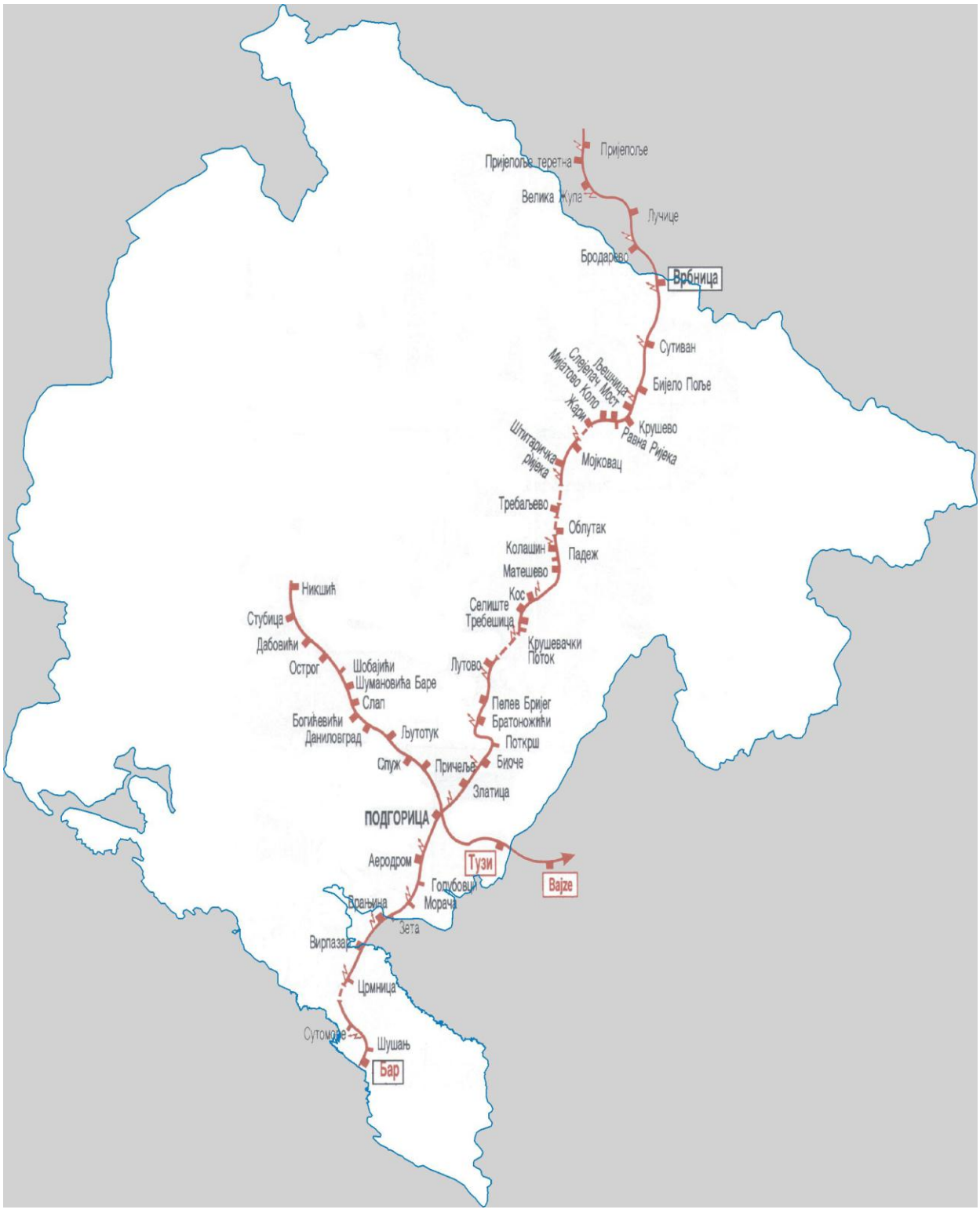
Instruction on how to fill out the form

1.	Train type	Specify train type: Passanger train(EuroCity, InterCity, express, fast, accelerated, passanger, frontier, suburban,car-sleeper train, travel-agent's train,empty rake of coaches); Freight train (train with kindred cargo, train with individual wagons, train from combined transport, express train, fast train, direct train, section train, full train load, feeder train, circuit-working train, industrial train, military train, empty,train of locomotives, test train)
	Number of train in the former timetable	Specify number of train from the former timetable with elements appropriate to submitter's application (e.g. 47660, 432, …)
	Desirable time	Specify desirable time of train departure from departure station and arrival to destination station
	Relation	Specify departure and destination station of train drive and specific official place between related stations determined by train route
2.	Stopping in official places	Specify all official places required for haulting of train
	Halting time at official places	Specify required time of stopping in each official place rated by minutes
	Rail service calendar	Specify days of train running. In trains with calendar running within more days specify for all running route.
3.	Traction type, serial number of traction unit, relation	Specify traction type(elecric or diesel), serial number of traction unit and relation of running of each locomotive if on required relation is changed traction type
	Additional traction vehicles, serial number of traction unit, train function, relation	Specify number of additional traction vehicles, traction unit type(electric or diesel), serial number, train post (train blocked, banking locomotive), relation of additional traction unit
	Type and number of wagon/motor set	Specify wagon type (letter mark of serie of wagon) and how many are there in train or type, number and serial number of motor set(DMVEMV)
	Train mass	Specify mass of all vehicles put into train without mass of working locomotives
	Train length	Specify train length in metres without length of working locomotives
	Braking	Braking type: specify braking type(R, P, G, Mg …)
		Barking percentage: specify braking percentage which could be considered with regard to characteristics of vehicle in train
	Maximum train speed	Specify mximum train speed with regard to characteristics of vehicle in train
4.	Particular provisions	Specify particular provisions such as: shunting,change of train composition, connections and waiting,change of staff, type of intermodal transport unit,type of dangerous good, extraordinary consignment, takeover procedure at border crossings, technical wait on (inspection, water supply, junk warehousing and similar) and required period of time, need for additional track capacities (side tracking,preheating, setting up of train and similar), other needs for additional services

Annex 2. Railroad segmentation



Annex 3. Stations and other official places on montenegrin railway



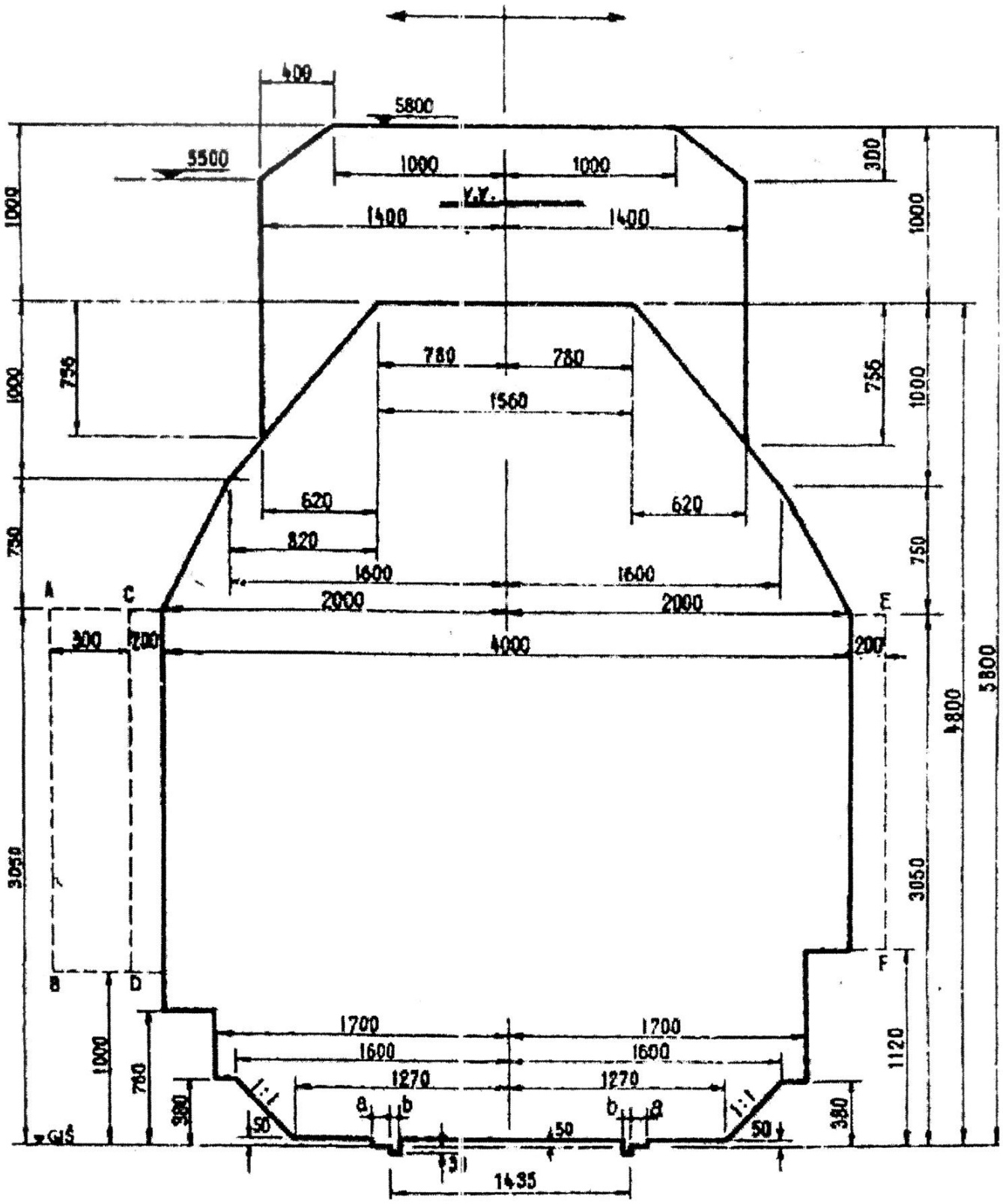
Annex 4. The maximum allowed train length

Official places	Vehicular directonA → B (direction as per name of line)		Vehicular directonB → A (direction oposite name of line)	
	Maximum allowed train length [m]	The longest train acceptance tracks	Maximum allowed train length [m]	The longest train acceptance tracks
1	2	3	4	5
1. DG - Bijelo Polje - Bar				
Bijelo Polje	694	3. 4. i 5.	694	3. 4. i 5.
Kruševo	657	2. i 3.	669	2. i 3.
Mijatovo Kolo	553	2. i 3.	556	2. i 3.
Mojkovac	505	2. 3. i 4.	506	2. , 3. i 4.
Trebaljevo	573	1. i 2.	572	1. i 2.
Kolašin	601	3. i 4.	601	3. i 4.
Kos	592	2. i 3.	594	2. i 3.
Trebešica	578	3. i 4.	577	3. i 4.
Lutovo	532	2. i 3.	532	2. i 3.
Bratonožići	508	2. i 3.	509	2. i 3.
Bioče	510	1. i 2.	507	1. i 2.
Podgorica	665	4. 5. 6. 7.i 8.	635	3. 4. 5. 6. 7.i 8.
Golubovci	589	2. 3. i 4.	598	2. 3. i 4.
Zeta	595	2. i 3.	594	2. i 3.
Virpazar	698	2. 3. i 4.	687	2. 3. i 4.
Sutomore	569	2. i 3.	590	2. i 3.
Bar	700	1. 2. i 3.	700	1. 2. i 3.

Official place	Vehicular direction A → B (direction as per name of line)		Vehicular direction B → A (direction as per name of line)	
	Maximum allowed train length [m]	The longest train acceptance tracks	Maximum allowed train length [m]	The longest train acceptance tracks
1	2	3	4	5
2. Nikšić - Podgorica				
Nikšić	610	2.	467	2.
Ostrog (STO)	532	3.	532	3.
Danilovgrad	537	1.2.3.	537	1.2.3.
Spuž	620	3.	620	3.
Podgorica	628	4. 5. 6. 7.i 8.	632	3. 4. 5. 6. 7.i 8.
3. Podgorica Tuzi - DG				
Podgorica	665	4. 5. 6. 7.i 8.	635	3. 4. 5. 6. 7.i 8.
Tuzi	641	3.	642	3.

Annex 5. Clearance

MJERE U mm



A – B on the open line for posts, signals, etc.
C - D on major passing tracks for the posts, signals, etc., as well as on the main passing tracks and on the open line of railway structures (bridges, tunnels, etc.)
E - F on the other station tracks for posts, signals, etc., as well as for railway structures (bridges, tunnels, etc.)
GIS top surface of rails
VV catenary

Hkpmin = 5000 mm minimum height of contact wire
Hkpnom = 5500 mm normal height of contact wire
Hkpmax = 6000 mm maximum height of contact wire

Annex 6. The paramount gradients and line resistances

Route section	Vehicular distance A → B			Vehicular distance B → A		
	Paramount gradient		Paramount line resistance [daN/t]	Paramount gradient		Paramount line resistance [daN/t]
	Incline [‰]	Decline [‰]		Incline [‰]	Decline [‰]	
1	2	3	4	5	6	7
1. DG - Bijelo Polje - Bar						
Border station – Bijelo Polje	8	5	8	5	8	5
Bijelo Polje - Kruševo	18	6	19	6	18	7
Kruševo - Mijatovo Kolo	18	0	19	0	18	0
Mijatovo Kolo - Mojkovac	16	10	19	10	16	12
Mojkovac - Trebaljevo	18	0	19	0	18	0
Trebaljevo - Kolašin	17	2	18	2	17	3
Kolašin - Kos	2	17	3	17	2	20
Kos - Trebešica	0	24	0	24	0	26
Trebešica - Lutovo	0	24	0	24	0	26
Lutovo - Bratonožići	0	24	0	24	0	26
Bratonožići - Bioče	0	24	0	24	0	25
Bioče - Podgorica	2	25	4	25	2	25
Podgorica - Golubovci	0	6	0	6	0	6
Golubovci - Morača	0	1	0	1	0	1
Morača - Zeta	0	1	0	1	0	2
Zeta - Vranjina	0	1	0	1	0	1
Vranjina - Virpazar	1	2	2	2	1	3
Virpazar - Crmnica	8	0	8	0	8	0
Crmnica - Sutomore	4	3	5	3	4	4
Sutomore - Bar	0	8	0	8	0	8

Route section	Vehicular direction A → B			Vehicular direction B → A		
	Paramount gradient		Paramount line resistance [daN/t]	Paramount gradient		Paramount line resistance [daN/t]
	Incline [‰]	Decline [‰]		Incline [‰]	Decline [‰]	
1	2	3	4	5	6	7
2. Nikšić - Podgorica						
Nikšić - Ostrog	2	25	2	25	2	26
Ostrog - Danilovgrad	1	25	1	25	1	26
Danilovgrad - Spuž	7	7	7	7	7	7
Spuž - Podgorica	8	6	8	6	8	6
3. Podgorica - Tuzi - DG						
Podgorica - Tuzi	6	8	7	8	6	8
Tuzi – Border station	4	7	6	7	4	7

Annex 7. Distance between official places and the maximum allowed speed on line

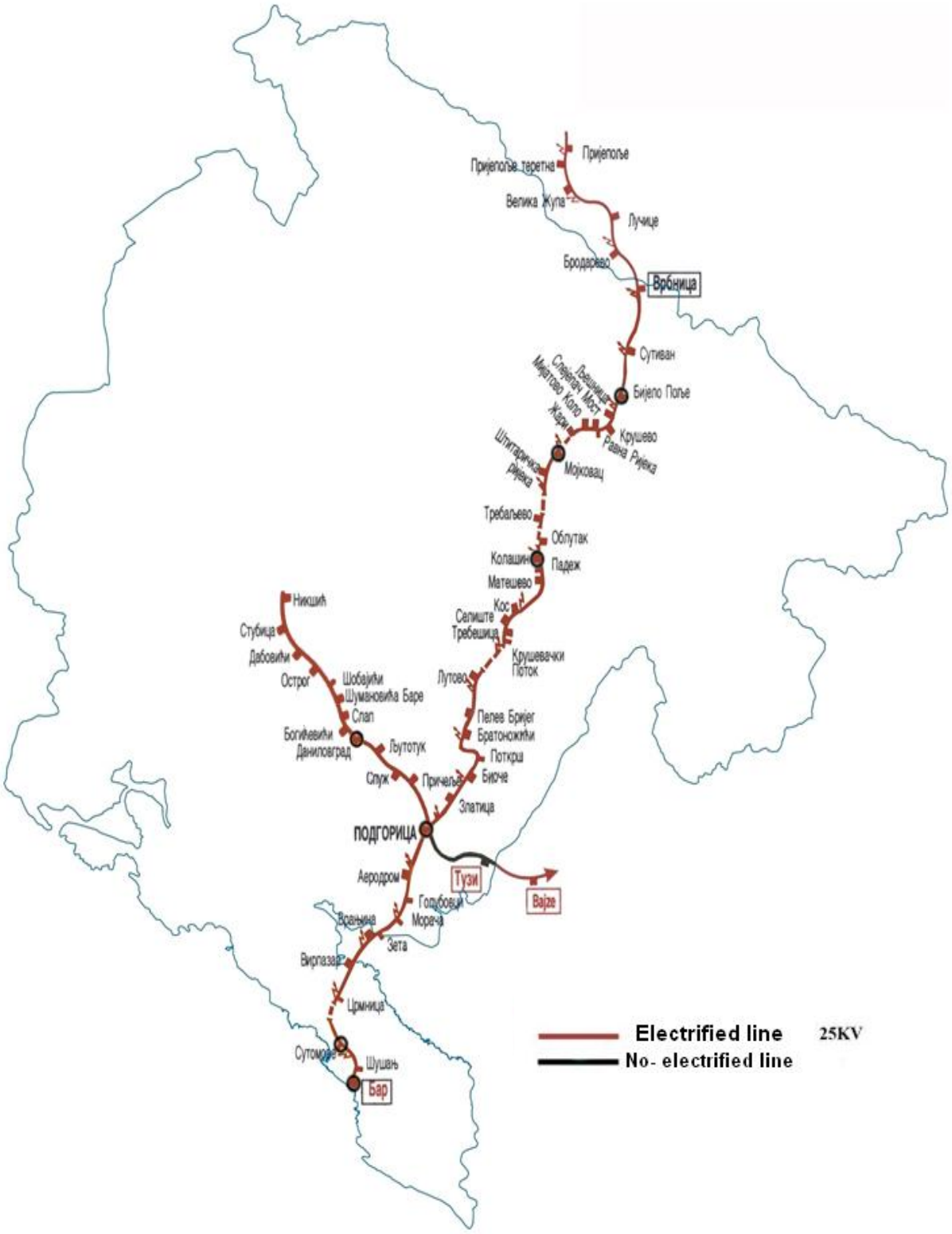
Name of station / section	km position	Section length	Interstation distance	Maximum allowed speed
		(m)	(m)	(km/h)
1	2	3	4	5
DG - Bijelo Polje - Bar				
State border	287+400			
State border – Sutivan		4500		80
Sutivan	292 +300			80
Sutivan – Bijelo Polje		4500		80
Bijelo Polje	296+900		24500	80
Bijelo Polje - Lješnica		2900		80
Lješnica	299+800			80
Lješnica - Kruševo		4400		80
Kruševo	304+200			80
Kruševo - Ravna Rijeka		4100		80
Ravna Rijeka	308+300			80
Ravna Rijeka - Slijepač Most		2100		80
Slijepač Most	310+400			80
Slijepač Most - Mijatovo Kolo		3200		80
Mijatovo Kolo	313+600			80
Mijatovo Kolo - Žari		3000		80
Žari	316+600			80
Žari - Mojkovac		4800		80
Mojkovac	321+400			80
Mojkovac - Štitarička Rijeka		3000	19200	80
Štitarička Rijeka	324+400			80
Štitarička Rijeka - Trebaljevo		6700		80
Trebaljevo	331+100			80

Trebaljevo - Oblutak		3700		80
Oblutak	334+800			80
Oblutak - Kolašin		5800		80
Kolašin	340+600			80
Kolašin - Padež		3200		50
Padež	343+800			50
Padež - Mateševo		3300		50
Mateševo	347+100			50
Mateševo - Kos		4400	18200	50
Kos	351+500			50
Kos - Selište		2500		50
Selište	354+000			50
Selište - Trebešica		4800		50
Trebešica	358+800			50
Trebešica - Kruševački Potok		5700		50
Kruševački Potok	364+500			50
Kruševački Potok - Lutovo		5100		50
Lutovo	369+600			50
Lutovo - Pelev Brijeg		4300		50
Pelev Brijeg	373+900			50
Pelev Brijeg - Bratonožići		5200		50
Bratonožići	379+100		46300	50
Bratonožići - Podkrš		4500		60
Podkrš	383+600			60
Podkrš - Bioče		6000		60
Bioče	389+600			60
Bioče - Zlatica		10700		60
Zlatica	400+300			60
Zlatica - Podgorica		4800		60
Podgorica	405+100			70
Podgorica - Aerodrom		8000	10700	70

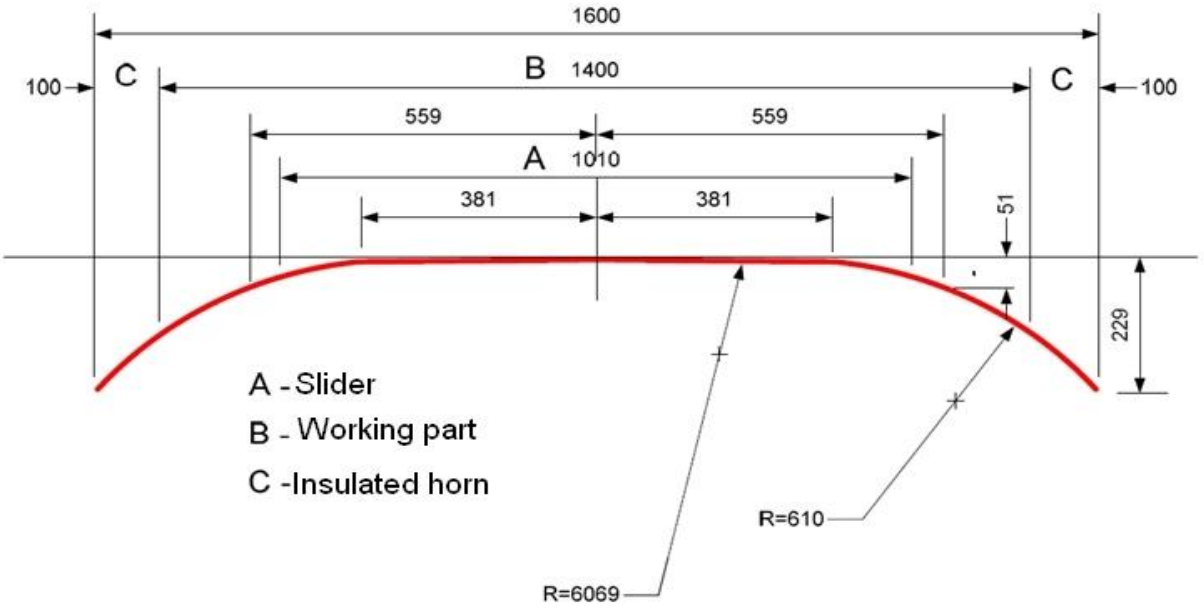
Aerodrom	413+100			70
Aerodrom - Golubovci		2700		70
Golubovci	415+800			70
Golubovci - Morača		3200	18200	70
Morača	419+000			70
Morača - Zeta		5300		70
Zeta	424+300			70
Zeta - Vranjina		3200		70
Vranjina	427+500			70
Vranjina - Virpazar		6500		70
Virpazar	434+100			70
Virpazar - Crmnica		3500	12100	70
Crmnica	437+500			70
Crmnica - Sutomore		8600		70
Sutomore	446+100			70
Sutomore - Šušanj		5900	8700	70
Šušanj	452+000			70
Šušanj - Bar		2800		70
Bar	454+800			70
Nikšić - Podgorica				
Nikšić	0+295			60
Nikšić - Stubica		8705	17005	60
Stubica	9+000			60
Stubica - Dabovići		5400		60
Dabovići	14+400			60
Dabovići - Ostrog STO		2900		60
Ostrog STO	17+300			60
Ostrog STO - Šobajići		3700	17100	60
Šobajići	21+000			60

Šobajići - Šumanovića Bare		2300		60
Šumanovića Bare	23+300			60
Šumanovića Bare - Slap		2300		60
Slap	25+600			60
Slap - Danilovgrad		8800		60
Danilovgrad	34+400			60
Danilovgrad - Ljutotuk		3900		60
Ljutotuk	38+300		9300	60
Ljutotuk - Spuž		5400		60
Spuž	43+700			60
Spuž - Pričelje		3200		60
Pričelje	46+900		12900	60
Pričelje - Podgorica		9700		60
Podgorica	56+600			60
Podgorica - Tuzi - DG				
Podgorica	0+000			70
Podgorica - Tuzi		13700	13700	70
Tuzi	13+700			70
Tuzi – Border station		11000		70
Border station	24+700			70

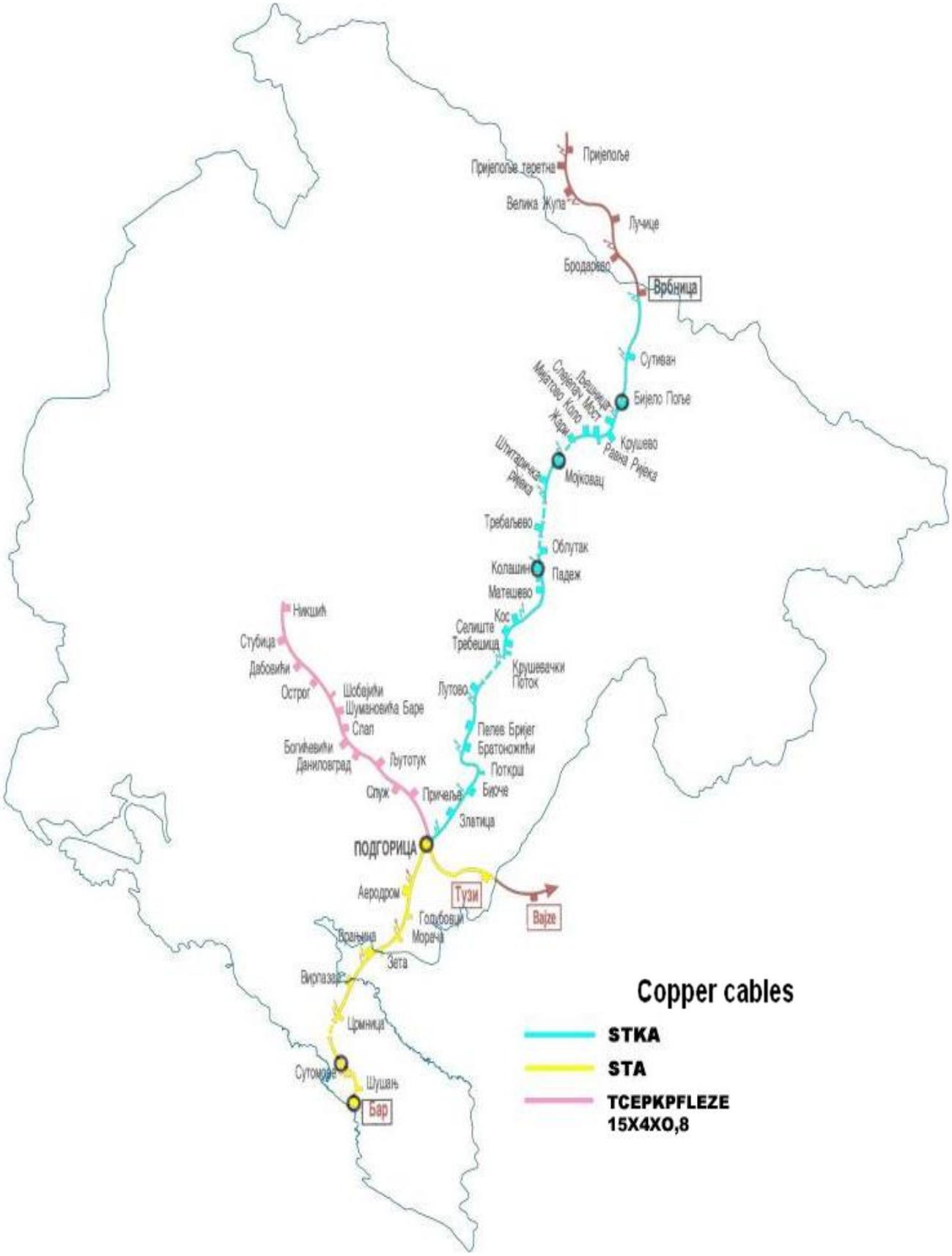
Annex 8. Electrification system



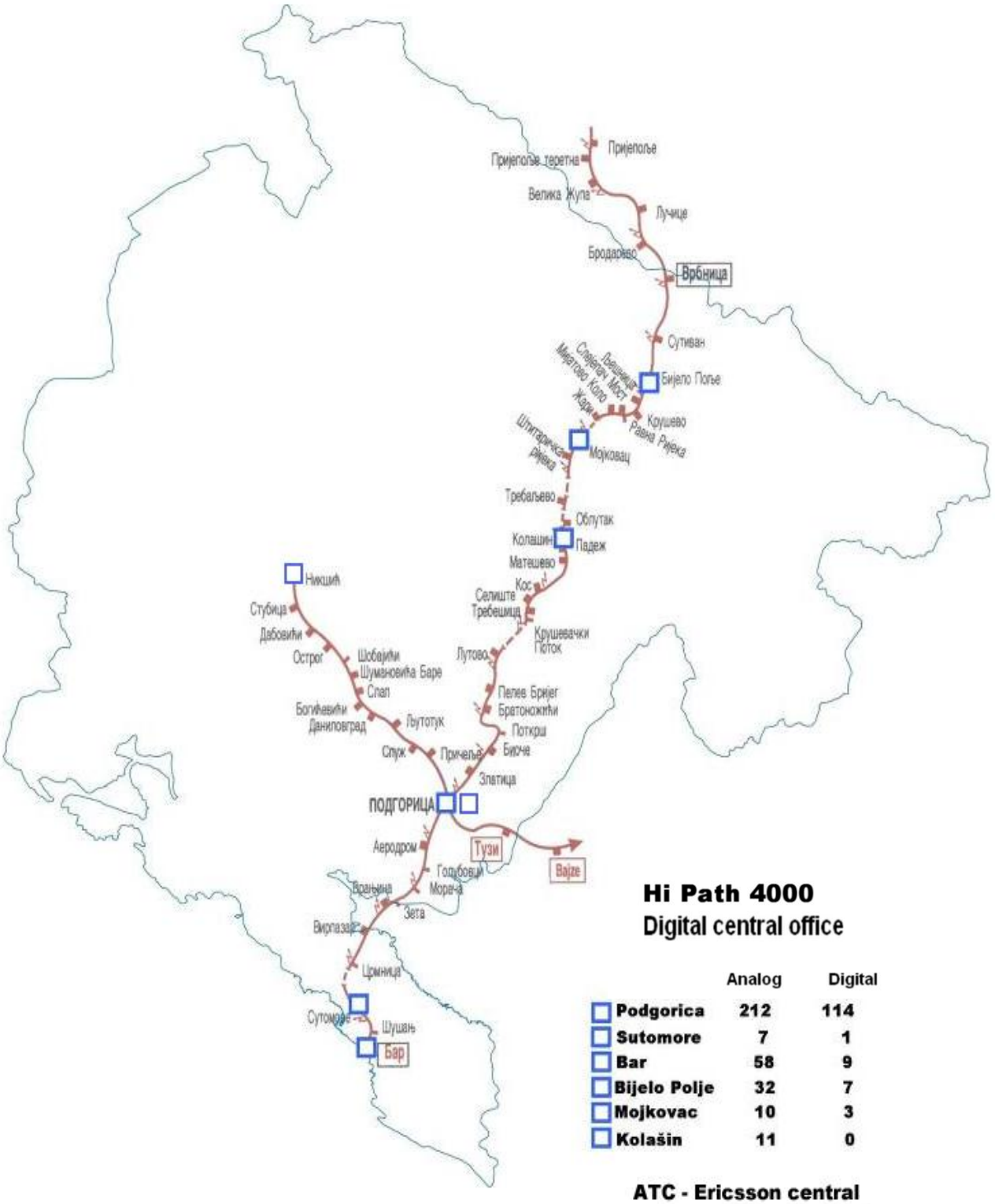
Annex 9. Size and view of pantograph for overhead contact line 25kV,50Hz



Annex 10. Copper cable system



Annex 11. Digital central office



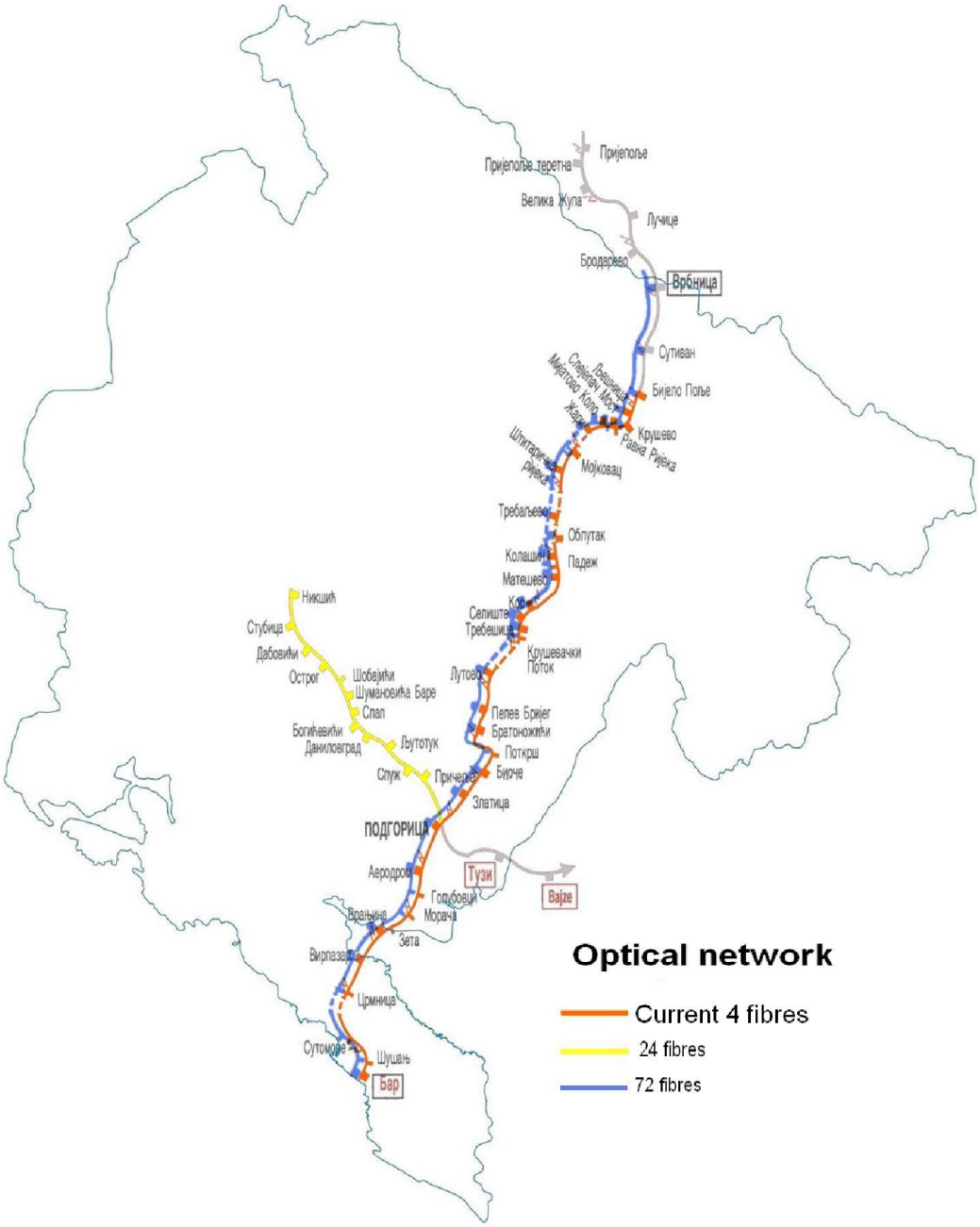
Hi Path 4000
Digital central office

	Analog	Digital
Podgorica	212	114
Sutomore	7	1
Bar	58	9
Bijelo Polje	32	7
Mojkovac	10	3
Kolašin	11	0

ATC - Ericsson central

	digital
Podgorica	100
Nikšić	100

Annex 12. Optical network



Annex 13. The review of official places for arrival and departure of passangers

Official place	Status	Control station	Remark
1	2	3	4
Bijelo Polje - Bar			
Airport	halt		
Bar	station		
Bijelo Polje	station		
Bioče	Passing point	Podgorica	
Bratonožići	Passing point	Trebešica	
Crmnica	halt		
Golubovci	station		
Kolašin	station		
Kos	Passing point	Kolašin	
Kruševački Potok	halt		
Kruševo	Passing point	Bijelo Polje	
Lutovo	Passing point	Trebešica	
Lješnica	halt		
Mateševo	halt		
Mijatovo Kolo	Passing point	Bijelo Polje	
Mojkovac	station		
Morača	halt		
Oblutak	halt		
Padež	halt		
Pelev Brijeg	halt		
Podgorica	halt		
Podkrš	halt		
Ravna Rijeka	halt		

Selište	halt		
Slijepač Most	halt		
Sutivan	halt		
Sutomore	halt		
Štitarička Rijeka	halt		
Šušanj	halt e		
Trebaljevo	Passing point	Mojkovac	
Trebešica	station		
Virpazar	station		
Vranjina	halt		
Zeta	Passing point	Virpazar	
Zlatica	halt		
Žari	halt		
Nikšić – Podgorica			
Nikšić	station		
Stubica	halt		
Dabovići	halt		
Ostrog	Passing point	Nikšić	
Šobajići	halt		
Bare Šumanovića	halt		
Slap	halt		
Danilovgrad	station		
Ljutotuk	halt		
Spuž	station	Danilovgrad	
Pričelje	halt		
Podgorica	station		

Annex 14. The review of stations and traffic – transport forwardings opened for freight

Official place	Status	Remark
1	2	4
Bijelo Polje - Bar		
Bijelo Polje	station	
Mojkovac	station	
Kolašin	station	
Podgorica	station	
Golubovci	station	
Virpazar	station	
Bar	station	
Nikšić - Podgorica		
Nikšić	station	
Danilovgrad	station	
Spuž	station	
Podgorica	station	
Podgorica - Tuzi		
Podgorica	station	
Tuzi	station	

Annex 15. Planned works for reconstruction and rehabilitation of the railway infrastructure

Line:	Planned commencement	Planned line closure	Planned completion	Light drive
Line: Vrbnica-Bar				
I. Works financed by EIB III Loan (framework plan, dynamic depend on procedure of EBRD)				
1.General repair – rehabilitation of superstructure of open line section Kolašin –Kos, with pasing track in station Kos and secondary station tracks	The first quarter of 2013	5 hours	The first quarter of 2014	Yes
2.Works on the rehabilitation of tunnel: - Tunnel no.187 (L=239 m' / rehabilitation 90 m') -Tunnel no.190 "Kos" (L=1.438 m' / rehabilitation 700 m') - Tunnel no.193 (L=396 m' / rehabilitation 396 m') -Tunnel no.205 (L=372 m' / rehabilitation 372 m') -Tunnel no.206 (L=322 m' / rehabilitation 322 m')	The first quarter of 2013	5 hours	The first quarter of 2014	Yes
4. Works on the reconstruction of culverts: - L=3m on section Sutomore – Bar (km 449+832); - L=4m on section Kolašin – Kos na (km 341+034); - L=2m on the area of passing point Trebaljevo km 331+026	June 2013	5 hours	December 2013	Yes
5.Works on the regulation of waterstreams in the zone of AB bridges/viaducts: -over Štitarička river km 324+491,28 between station Mojkovac and passing point Trebaljevo; - on km 335+193,68 between passing point Trebaljevo and station Kolašin; - river Cijevna km 412+065,65 between station Podgorica and Golubovci;	June 2013	5 hours	December 2013	Yes

- on km 452+258,80 between station Sutomore and Bar				
II. European Commission EC – IPA III component(framework plan, dynamic depend on procedure of EBRD)				
1**. Works on the reconstruction of 12 unstable slopes along the section from Kos to Podgorica**	June 2013	5 hours	December 2013	Yes
III. Works financed by EBRD Loan(framework plan)				
1.Project documentation development (investigation works in the field, test load) and works on 16 steel bridges: ***- bridge Lim (Vrbnica – Bijelo Polje)*** ***–bridges Ljubovića i Vujisićamost (Kruševo – Mijatovo Kolo)*** ***- bridge Rudnica (Mijatovo Kolo – Mojkovac)*** ***- bridge Tara I(Mojkovac– Trebaljevo)*** ***- bridges Trebaljevol i Trebaljevo II (Trebaljevo – Kolašin)*** ***- bridges Skrbuša i TaraIII (Kolašin – Kos)*** ***- bridge VučePotok (Kos – Trebešica)*** ***- bridge km 367+421 (Trebešica – Lutovo)*** ***- bridge Dubočica (ukrsnica Lutovo)*** ***- bridge MalaRijeka (Bratnožići – Bioče)*** ***- bridge KosorskiŽlijeb (Bioče – Podgorica)*** ***- bridges Morača and Tanki rt (Zeta – Virpazar)***	June 2012	5 hours	December 2013	Yes

Note:

For works of mechanized maintenance of railway line, being executed by the Department for maintainance of the civil infrastructure, to plan the daily closing of line for 4 hours per day, at all interstation distances on the railway line Vrbnica - Podgorica - Bar. Work are performed during the spring and fall.

Annex16. Time-limit for designing of annual timetable 2012/2013.

Phase	Body	Date for submission of request for allocation capacity	Date of capacity allocation
Suggestions on planned changes of regular train paths from timetable of the previous year	ŽP	**20.02.2012.**	
Deadline for submission of request for train path allocation	ŽP	**30.04.2012.**	
Period of adjustment	UI/ ŽP	**01.05.2012.-20.06.2012**	
Timetable project	UI	**15.07.2012.**	
Remarks on timetable project	ŽP	**16.07.2012. – 08.08.2011.**	
Defining of final timetable	UI/ ŽP	**15.08.2011. – 01.09.2012.**	
Contracting	UI/ ŽP	**01.09. do 25.09.2012.**	
First additional date(remaining capacities)	ŽP/UI	**16.07.2012.**	**30.07.2012.**
Other additional date (remaining capacities)	ŽP/UI	**01.09.2012.**	**20.09.2012.**
Timetable efectiveness	UI		**11.12.2012.**

Annex 17. Time–limit for changes and amendments of annual timetable 2012/2013.

Date of submission of request for changes and amendments of annual timetable	Date of application of changes and amendments of annual timetable	Time-limit for allocation capacity
29.12.2012.	**02.02.2013.**	**20 days prior to changes and amendments**
02.03.2013.	**06.04.2013.**	
08.05.2013.	**14.06.2013.**	
03.08.2013.	**07.09.2013.**	
31.08.2013.	**05.10.2013.**	

Annex 18. Resolution of the Board of directors of ŽICG no. 2742/10 dated 22/03/2010 on pricing of services for special consignments

ŽELJEZNIČKA INFRASTRUKTURA CRNE GORE AD - PODGORICA

ODBOR DIREKTORA
Broj: 2742/10
Podgorica, 22.03. 2010. godine

Na osnovu odredaba Pravilnika 20 o prevozu naročitih pošiljaka i člana 35 Statuta Željezničke infrastrukture Crne Gore AD – Podgorica (prečišćeni tekst) po predlogu broj 6 - 2631 od 16.03. 2010. godine Direktora Sektora za upravljanje i regulisanje saobraćaja za utvrđivanje cjenovnika usluga za naročite pošiljke na teritoriji ŽICG, Odbor direktora drugog saziva je na sjednici u zasijedanju održanoj dana 22.03. 2010. godine, donio

O D L U K U
o utvrđivanju cjenovnika usluga za naročite pošiljke

Utvrđuje se cjenovnik usluga za naročite pošiljke u dijelu koje pruža Željeznička infrastruktura Crne Gore AD - Podgorica kako slijedi:

1. Obrada NP koja se prevozi u posebnom režimu saobraćaja i stručnom pratnjom ŽICG ..... 10.000 €
2. Obrada NP za pošiljke koje prelaze dozvoljeno opterećenje po osovini ili dužnom metru sa pratnjom radnika ŽICG u redovnim vozovima ..... 1.000 €
3. Obrada NP i pratnja radnika ŽICG za pošiljke u posebnim vozovima ..... 500 €
4. Obrada NP i pratnja radnika ŽICG građevinske ili saobraćajne struke za pošiljke u redovnim vozovima ..... 300 €
5. Obrada NP i pratnja radnika ŽICG građevinske i saobraćajne struke u redovnim vozovima ..... 400 €
6. Obrada NP za prevoz železničkih vučnih vozila u redovnim vozovima od pošiljke ..... 200 €
7. Obrada NP za prevoz putničkih i teretnih kola u redovnim vozovima od pošiljke ..... 200 €
8. Prisutnost stručnih radnika ŽICG pri utovaru, istovaru, pretovaru, popravci tovara ili utvrđivanja mjera i propisa propisanih Pravilnikom 20 ..... 200 €
9. Troškovi proistekli od naknadnih uslova za prevoz NP (prepravke na železničkim postrojenjima, radovi na ojačanju pruge i slično) naplaćivaće se u stvarnom iznosu.

ŽELJEZNIČKA INFRASTRUKTURA CRNE GORE AD - PODGORICA

Ovlašćuje se Izvršni direktor da zaključuje ugovore o plaćanju usluge za naročite pošiljke.

O realizaciji ove odluke staraće se Izvršni direktor, Direktor Sektora za upravljanje i regulisanje saobraćaja, Direktor Sektora za pravne i opšte poslove i Direktor Sektora za finansije.

Ova odluka stupa na snagu danom objavljivanja.

Odluku objaviti isticanjem na oglasnoj tabli u sjedištu Društva dana 23.03. 2010. godine.

Obrazloženje

Odbor direktora je na sjednici u zasijedanju održanoj dana 22.03.2010. godine razmotrio Predlog Sektora za upravljanje i regulisanje saobraćaja za utvrđivanje cjenovnika usluga za koje pruža Željeznička infrastruktura Crne Gore AD – Podgorica, a koje se odnose na organizaciju i prevoz naročitih pošiljaka.
Željeznička infrastruktura Crne Gore AD – Podgorica, kao upravljač infrastrukturom realizuje dio poslova koji se odnose na prevoz naročitih pošiljaka. Poslove koje Željeznička infrastruktura obavlja u vezi prevoza naročitih pošiljaka odnose se na: obradu zahtjeva, pribavljanje saglasnosti, propisivanje saobraćajnih, građevinskih i elektrotehničkih uslova prevoza naročitih pošiljaka, propisivanje tehničkih uslova naročitih pošiljaka na elektrificiranim prugama i davanje saglasnosti kao i ostali uslovi predviđeni Pravilnikom 20 o prevozu naročitih pošiljaka.

Saglasno navedenom i odredbama Pravilnikia 20 odlučeno je kao u dispozitivu.

DOSTAVLJENO:
- Izvršnom direktoru,
- Direktorima Sektora,
- Arhivi

PREDSJEDNIK ODBORA DIREKTORA
Zarija Kranović, dipl.ing.