

EXCERPT FROM THE DRAFT SPATIAL PLAN OF MONTENEGRO

Legal basis: the Spatial Plan of Montenegro until 2040 (hereinafter referred to as „the SPMNE“) is prepared on the basis of the Law on Spatial Planning and Construction of Structures (**OGMNE 64/2017, 44/2018, 63/2018, 11/2019 – corr. and 82/2020**).

Scope: The Plan is adopted for the entire territory of Montenegro with the size of 13.812 km² with its marine aquatorium of 2540 km².

According to the national Law on Regional Development (OGMNE 20/11 of 5 April 2011), the territory of Montenegro is divided into three regions for the purpose of planning development priorities and implementing and monitoring regional development policy. These are made up of several geographically connected local self-government units:

- Coastal Region – municipalities of Bar, Budva, Herceg Novi, Kotor, Tivat and Ulcinj,
- Central Region – the Capital Podgorica, the Old Royal Capital Cetinje and municipalities of Danilovgrad and Nikšić,
- Northern Region – municipalities of Andrijevica, Berane, Bijelo Polje, Kolašin, Mojkovac, Plav, Pljevlja, Plužine, Rožaje, Šavnik and Žabljak.

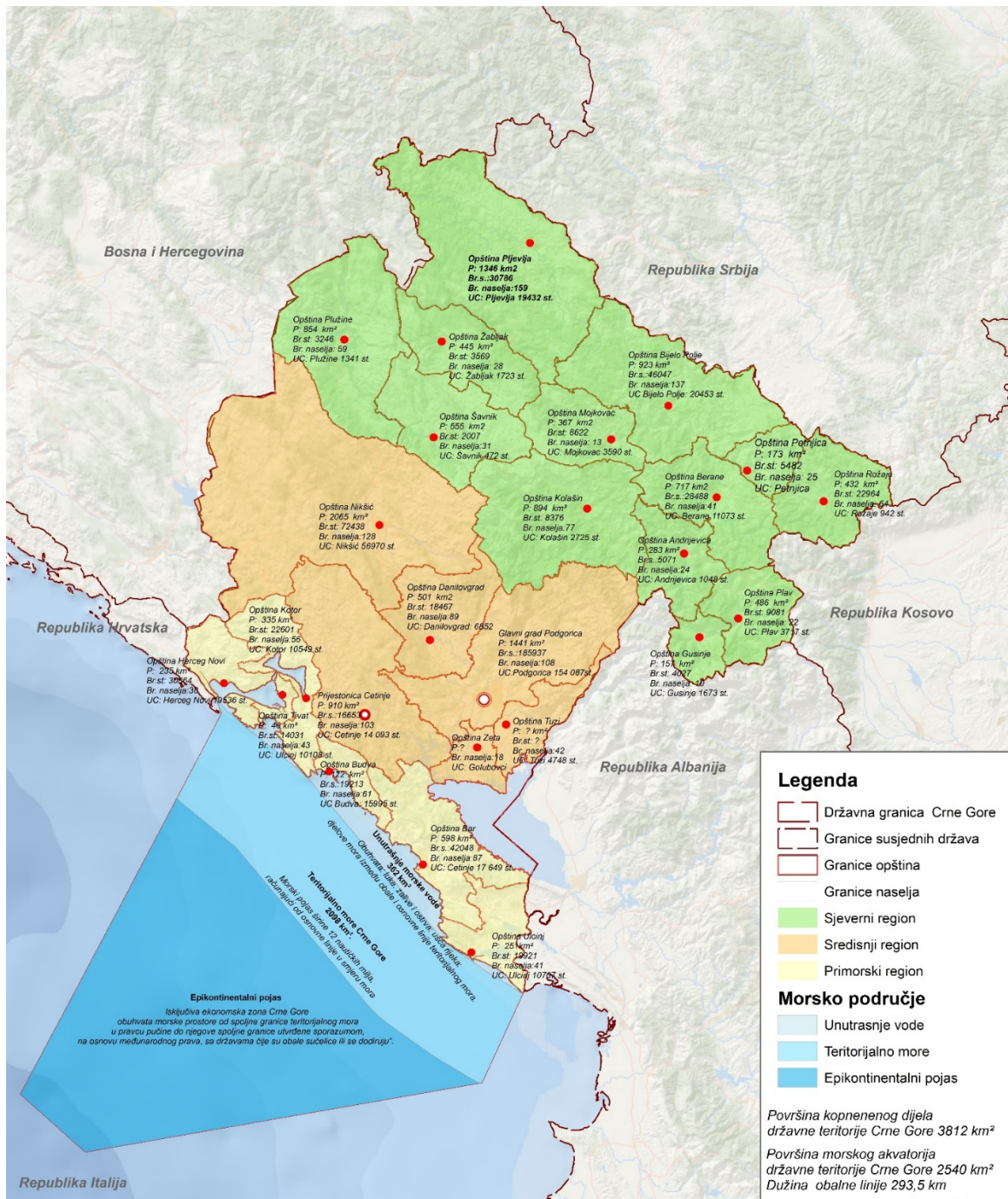
Following the adoption of this Law, the municipalities of Petnjica (2013) and Gusinje (2014), which belong to the Northern Region, and the municipalities of Tuzi (2018) and Zeta (2022), which belong to the Central Region, were established.

The marine zone is administratively divided by the law into the internal seawater, the territorial sea and the exclusive economic zone.

Mission and overall objectives: The SPMNE defines a long-term policy for the organisation, design, protection and use of the space of Montenegro, with a planning period until 2040.

The Plan sets out a strategic development framework for spatial development in order to achieve the following objectives:

- Balanced regional development and the respect for the principle of economic, social and territorial cohesion of the EU regions.
- Development of Montenegro in line with the accepted standards and norms of developed countries and integration of Montenegro into the European Union.
- Definition of the purpose of land and sea, rules and guidelines for the development and the implementation through detailed planning documents.
- Quality urban and rural development and optimisation of land use.
- Protection of the values and quality of space in all regions and local communities (natural heritage, landscapes, environmental protection, preservation of cultural heritage, ethical, religious identity, protection against seismic risk).
- Implementation of international protocols and conventions, as well as commitments signed and adopted by Montenegro.
- Achieving the functionality of the settlement network and a polycentric development model.
- Stopping negative trends and promoting positive demographic trends.
- Improving the quality of housing, management and control of housing construction.
- Ensuring infrastructure throughout Montenegro, especially in the areas of transport and energy (transport, energy, water supply, electricity and communication infrastructure).
- Harmonising and connecting the national technical systems with the systems of neighbouring countries and with the wider international environment (the Connectivity Agenda).
- Addressing and solving problems and quality and organised waste management on land and at sea.



Development corridors, transport routes and planning zones

- **Eastern transport development route:** Bar - Podgorica - Mateševo - Andrijevica - Berane – Boljare - Beograd, with the sections Kolašin - Mojkovac - Bijelo Polje; secondary connections with the areas of Plav, Gusinje, Petnjica and Rožaje.
- **Western transport development route:** Herceg Novi - Risan - Grahovo - Nikšić - Šavnik - Žabljak - Pljevlja; with the secondary development connection Šavnik - Nikšić - Kolašin (Mateševo - Kolašin -Boan - Šavnik); Vilusi - Petrovići - Vračenovići – national border with B&H; Nikšić - Velimlje – Crni Kuk – Crkvice – national border with B&H.
- **Coastal transport development route:** Boka Kotorska - (Herceg Novi - Tivat - Kotor) – Budva - Bar – Ulcinj.

- **Central transport development route: Nudo - Grahovo - Nikšić - Danilovgrad - Podgorica – national border with Albania (Božaj), with the section Nikšić - Plužine – national border - Šćepan Polje**
- **Northern transport development route: Pljevlja – Bijelo Polje – Berane – Rožaje** with the secondary development connections by road and rail transport between Pljevlja and Bijelo Polje.

DEVELOPMENT ZONES

Development zones of the Coastal Region

- Development zone Boka Kotorska (subzones H. Novi, Kotor, Tivat),
- Development zone Budva-Petrovac coast,
- Development zone Bar-Ulcinj coast.

Development zones of the Central Region

- Development zone with subzones Podgorica, Danilovgrad, Tuzi, Golubovci, (Zeta-Bjelopavlići zone).
- Development zone Nikšić,
- Development zone Cetinje,
- Development zone Skadar Lake.

Development zones of the Northern Region

- Development zone Gornje and Srednje Potarje (Kolašin, Mojkovac),
- Development zone Polimljsko - Plavska (Plav, Gusinje, Andrijevića, Berane, Petnjica),
- Development zone Rožaje,
- Development zone Bijelo Polje,
- Development zone Piva (Šavnik, Plužine),
- Durmitor development zone - Žabljak,
- Development zone Pljevlja.



Razvojni koridori

- Istočni koridor
- - - Istočni koridor- krak
- Istočni koridor- sekundarne veze
- Primorski koridor
- Sjeverni koridor
- Središnji koridor
- - - Središnji koridor - krak
- Zapadni koridor
- - - Zapadni koridor - sekundarna veza

Razvojne zone

- Opštine_korigovano_sa_Zetom_i_Tuzi
- A1 Šavnik-Plužine
- A2 Durmitorska zona - Žabljak
- A3 Pljevlja
- A4 Gornje i Srednje Potarje: Kolasin - Mojkovac
- A5 Bijelo Polje
- A6 Plavsko polimska
- A7 Rožaje
- B1 Nikšić
- B2 Cetinje
- B3 Danilovgrad, Podgorica, Tuzi, Zeta
- B4 Skadarsko jezero
- C1 Boka Kotorska
- C2 Budva
- C3 Bar-Ulcinj

Cross-border cooperation

It is important for Montenegro to establish intensive cross-border cooperation in the areas of economic development, transport links, development of electricity and energy systems, development of tourism, protection of nature and cultural heritage and monitoring of environmental protection. This implies:

- institutional cross-border cooperation and implementation of international conventions, protocols and standards in the areas of environment and cultural promotion;
- cooperation with the countries of the region in the area of economic and social development and review of key infrastructure corridors in the areas of transport and energy, as well as the connections between the corridors.

Cross-border development zones are:

- 1) Pljevlja, Gradac – Foča,
- 2) Pljevlja, Bijelo Polje - Prijepolje, Priboj,
- 3) Berane, Andrijevica, Rožaje, Plav - Peć, Kosovska Mitrovica,
- 4) Cross-border park Prokletije (Plav, Gusinje – Albania – Kosovo),
- 5) Skadar Lake basin (Podgorica, Danilovgrad, Bar, Ulcinj – Skadar, Koplík),
- 6) Boka Kotorska – Dubrovnik – Trebinje,
- 7) Nikšić, Vilusi – Trebinje, Bileća, Gacko,
- 8) Plužine, Maglić – Bioč – Foča, Sutjeska Valley,
- 9) Petnjica -Serbia.

As Montenegro and the countries of the region face similar development problems and challenges, there is a common interest in establishing functional complementarity and supporting an overall pro-European development policy.

This Plan foresees a continuous process of mutual cooperation and improvement of these relations in the field of spatial development in line with European principles. In this context and with regard to transport infrastructure and spatial organisation, border crossings will be confirmed as special development zones in accordance with relevant legislation.

The objectives of good cross-border cooperation are: implementing joint projects based on the utilisation of natural conditions and common economic interests, protecting the environment and promoting the adaptation to and mitigation of the effects of climate change, promoting the development of tourism, culture and the conservation of the environment. The strategic objective of the European environment, economic, social and territorial cohesion will be achieved in this way. High-quality cross-border cooperation offers further opportunities to benefit from the financial support of European funds and to achieve a better quality of life for the population in these areas.

Ten categories of marine uses with several sub-categories have been defined for the purpose of rational planning and utilisation of the marine zone. The Draft SPMNE proposes the following utilisation purposes and conditions:

1. Maritime transport (maritime navigation and ports),
2. Marine fishery and mariculture,
3. Tourism,
4. Undersea cables and pipelines,
5. Exploitation and mineral resources,
6. Deepening the bottom and disposal of material,
7. Protective coastal structures,
8. Military use,
9. Protected sea areas,
10. Protected areas of undersea cultural heritage.



ENERGY AND ELECTRICAL ENERGY INFRASTRUCTURE

Objectives of the Plan:

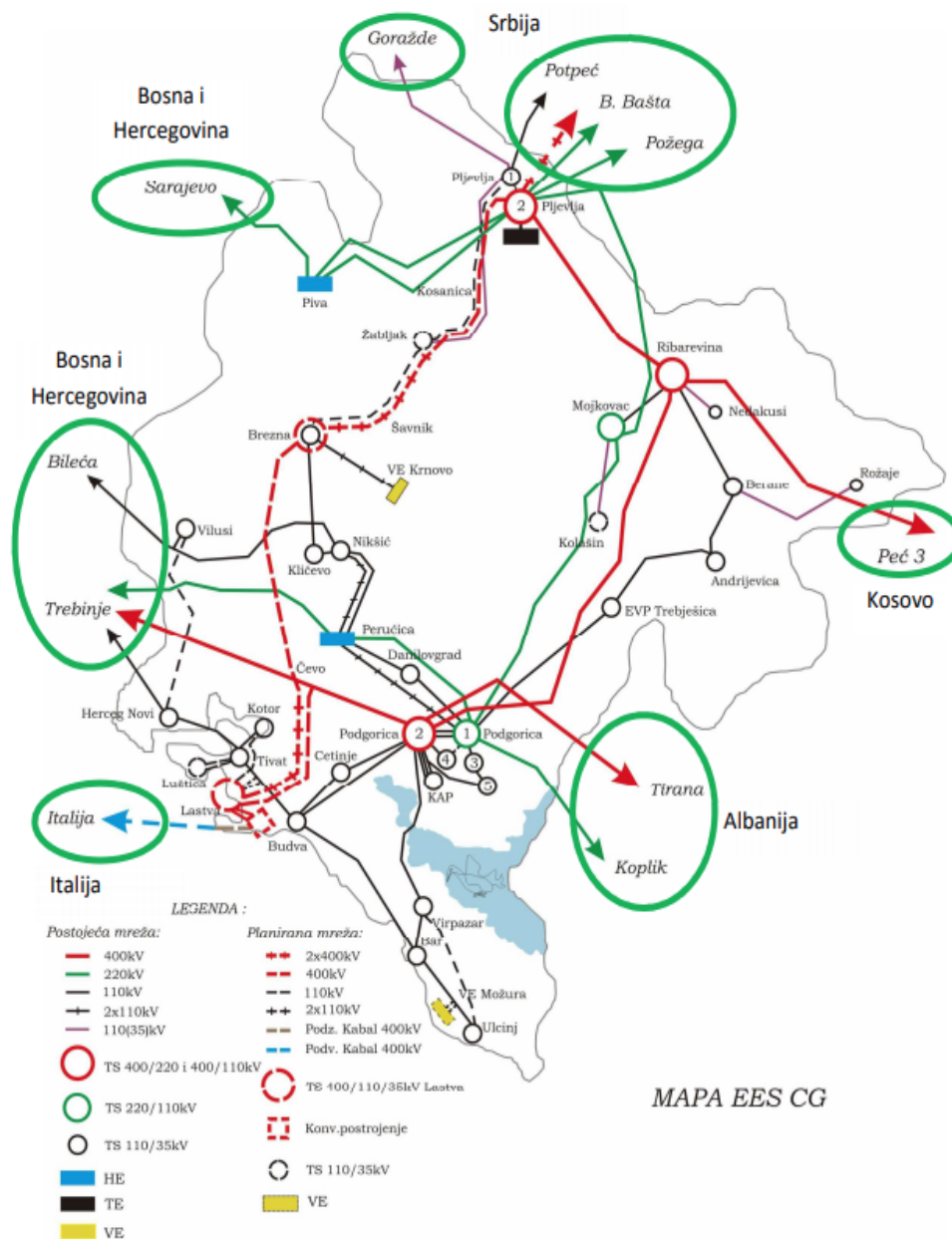
- Safe energy supply (use of own resources and connecting the market),
- Energy independence,
- Dominant use of renewable sources of energy,
- Energy efficiency,
- Support to the development of electrical mobility.

Obligations until 2030:








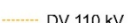
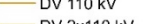

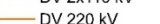

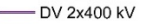
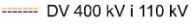
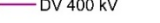









- Share of renewable energy sources in the overall energy balance (it was 33% until 2020),
- Reduction of GHG emissions (35% until 2030),
- Increasing energy efficiency in the consumption of primary and final energy – the absolute value of energy consumption until 2030 will be set,
- A significant increase is expected for these targets.

Grid infrastructure:

- Improvement of connections with the surrounding systems through the construction of new interconnections – more efficient functioning of the electricity market (connection with the surrounding markets);
- Improving the security of the internal grid by reconstructing and building new grid elements;
- Planning the connection of new renewable energy sources.
- **Montenegro – important energy hub, promotes new investments in renewable energy sources.**
- **The Montenegrin transmission system has interconnective lines towards Serbia – 2 DV 220 kV and DV 110 kV, Kosovo – DV 400 kV, Albania – DV 400 kV and DV 220 kV, Bosnia and Herzegovina – DV 400 kV, 2 DV 220 kV and 2 DV 110 kV, Italy – HVDC cable 500 kV.**





POSTOJEĆE STANJE	PLAN
Elektroenergetski objekti	
 TS 110/X kV	 TS 110/X kV
 TS 220/X kV	 TS 400/X kV
 TS 400/X kV	 RP - Plan
Dalekovod	
 DV 110(35)kV	 DV 110 kV
 DV 110 kV	 2xDV 110 kV
 DV 2x110 kV	 DV 400 kV
 DV 220 kV	 DV 400 kV i 110 kV
 DV 2x400 kV	
 DV 400 kV	
Proizvodni objekti	
 HVDC MONITA	 Hidroelektrana
 Termoelektrana	 Solarna elektrana
 Hidroelektrana	 Zone planiranih vjetroelektrana
 Vjetroelektrana	 Zone planiranih solarnih elektrana