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BAR-BOLJARE HIGHWAY CONSTRUCTION
priority section

31 December 2017

Dusko Markovic, Prime Minister of Montenegro

Hey Shiqiang, Executive Director of the Company CRBC Montenegro

Osman Nurkovic, Minister of Transport and Maritime affairs

Goran Vujovic, M.Sc. in Civil Engineering, Director of Project Management Unit for the highway construction project

The Highway Bar-Boljare - a Success Story

We Make Every Effort to Build the Highway within the Agreed Time Period

The Most Ambitious Project in the History of Montenegro}

Daily Newspaper Pobjeda
I'm extremely pleased with the dynamic of the priority highway section construction. Works are carried out on the entire route, a number of tunnel tubes have been bored, and every citizen travelling through Biocen can see how fascinating the overall size of the largest infrastructure project in Biocen looks like. Even the biggest building site can literally be seen from the highway. This issue is regulated by the contract. In the same way as, fulfilling a serious state, many other issues were regulated. Nobody in the world may predict the currency fluctuation and therefore there is a protective contract clause in the contract, so we need no longer waste time on the trivia of this type. The opponents of Montenegro's progress should not be reproached because of such criticism, for making adjustments to the road, nowhere to nowhere, for making up scandals regarding the interchange, water supply to the highway, etc. Such things have always existed. Because of reading some old press, I had the opportunity to see that Montenegro, during the time of King Nicholas, when he brought foreign experts to launch some major projects for that era, was faced with similar quas-arguments: do we need these roads? who will be driving on them? it is too expensive for such a small country; whether one should have first build that or something else, etc. Imagine Montenegro today without the old road Cetinje - Rijeka Crnojevica - Virpazar. Time is the teacher and judge.

Because of its multiplicative effects on the economy, in terms of its importance, the highway is the second biggest project in the recent history of Montenegro. Only the restoration of statehood was a bigger project than this one. As a result of highway construction and our fiscal incentives, for every 1,000 workers and 300 road construction machines that had been engaged, 1,100 workers and 350 road construction machines more than during the previous years were employed. Now we are well into winter season, when the works do not follow the summer dynamic, and yet works in tunnels and specific operations, which can be carried out in this time of the year, are well underway. There is, however, no doubt that the works are going well, that the Contractor has planned their dynamics well, so it is completely reasonable to expect the section to be built and handed over within the anticipated deadline. The highway project, the largest infrastructure project in the history of Montenegro, is in the focus of attention of the two states. That was one of the key topics of my talks in Budapest at the end of November, with the President of the State Council of the People’s Republic of China Li Keqiang. We agreed that our cooperation in the field of infrastructure, i.e. a successful start of the priority section construction, resulted in large infrastructure projects, primarily the highway.

Last month, my meeting with Chinese Prime Minister Li Keqiang was concluded by agreeing that both states were interested, upon completion of the priority section, to continue building the following highway sections after the model of public-private partnership between the State of Montenegro and interested Chinese companies.

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Osman Nurkovic, Minister of Transport and Maritime Affairs

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This project will significantly mitigate one of the biggest barriers to the economy’s competitiveness, which is quality road infrastructure. The engagement of local building operators, equipment, personnel and materials, as well as employment of local workforce in related sectors (trade, storage, transport services, etc.) during construction will have a multiplier effect on overall economic growth.

3,048 workers, including 1,162 nationals, were engaged in December 2017.

The data are the best indicator, says Minister Osman Nurkovic and lists the most important data.

Out of 16 tunnels, the works were carried out at a length of 23,145 meters. The excavation and construction of approach cuttings in length of 240 meters, or 69 percent, 4,500 meters of inverters and 12,000 meters of secondary lining were installed. So far, four tunnels have been bored - Jabucki krs, Klopot, Vilac and Mrke.

 intensification works on the open road, 30 percent completed.

Since the beginning of the project implementation, two advance payments have been made to the Contractor, in addition to 15 interim Payment Certificates totaling EUR 346,607,445.46. This year, 32 interim Payment Certificates have been paid, totaling EUR 36,259,922.18, i.e. 97.9% of the funds planned for the capital budget for 2017.

The Ministry of Transport, as the Employer, has so far issued 76 prior approvals for the engagement of subcontractors, which included 95 companies. There are 77 companies from Montenegro, and the others are from Croatia, Bosnia, Herzegovina, Serbia, Slovenia, Italy, France, Germany, Austria, Czech Republic, Hungary, and others.

The construction permits issued for construction works and 9 for construction of landfills for surplus excavation material.

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Together with our government partners, as well as all subcontractors who contribute to this project, we make every effort to build the highway within the agreed time period. We all work towards the same goal - to build a high-quality highway, with the least impact on the environment, high safety on construction sites and within the agreed deadlines, said Hei Shiqiang, Executive Director of the company CRBC Montenegro.

He stressed that those values were shared by all - CRBC as the main Contractor, the Government as the Employer, and every subcontractor on the project.

"That is why we are very satisfied with our cooperation so far," said Hei Shiqiang.

The route of the priority section of the future freeway, as he stressed, was currently the largest construction site in Montenegro and among the largest in the region. Construction works are carried out on a 41 kilometer long route, which is extremely demanding. Along the section between Smokovac and Matesevo, there are more than 40 facilities under construction, and a total of 3048 workers are involved in the project.

Now it is clear to all Montenegrin public how big this enterprise is and how much effort we put into overcoming the barriers set before us by wild nature and unpredictable geological conditions, while boring the tunnels through Montenegrin rocks and building bridges on inaccessible areas, Hei Shiqiang said.

If anyone had any doubts about the progress of works, now there are apparent results.

POBJEDA: What are your company’s further plans in Montenegro?

SHIQIANG: We are now fully committed to this project, with the desire to finish it on time and achieve high quality. We want to continue our long-term cooperation with the Montenegrin Government and give our contribution to the infrastructure development in Montenegro.

POBJEDA: Does CRBC work in the region?

SHIQIANG: Our Company is globally working on 213 projects. When it comes to the region, before the engagement in Montenegro, the company CRBC built Pupin Bridge, which connected Zemun and Borca, and now we are building the bridge Obrenovac-Surcin. This year we have agreed with Serbian authorities to build a highway to the border to Montenegro, to connect with the Bar - Boljare highway section. We hope that our workers will meet at the border between Serbia and Montenegro in the future, connecting them by modern and high-quality highways.

Connecting traffic corridors is very important not only for Montenegro and Serbia, but it is of great importance for the whole Western Balkan region. Infrastructure is a prerequisite for the development of every country. We are glad that our knowledge and rich experience in building, we can freely say, some of the architectural wonders of modern China can contribute to the development of infrastructure in this region as well.

POBJEDA: Are you satisfied with cooperation with domestic subcontractors?

SHIQIANG: We are extremely satisfied with our cooperation with local companies. For them, participation in the construction works on this massive highway represents a significant reference for further development and gaining major experience.
Goran Vujovic, M.Sc. in Civil Engineering, Director of Project Management Unit for the highway construction project izgradnje autoputa

The Most Ambitious Project in the History of Montenegro

The Highway Bar-Boljare - Vujovic explained.

2018 will be the year of intense works when the boring of all 16 tunnels on the highway priority section is expected to be completed, Goran Vujovic said.

The tunnel Kosman stands out in terms of its length and the specificities of construction. The average length of this tunnel is 2584 meters. This tunnel is also bordering from both ends. For now, 16 kilometers, or about 63 percent of the total length has been bored through. After Vjeternik, the tunnel Kosman stands out in terms of its length and the specificities of construction.

Montenegro

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