



FEASIBILITY STUDY ON INFRASTRUCTURAL INTERVENTIONS IN PORT OF BAR

To establish basis for decision making in the process of development of the Port of Bar infrastructure



Port gravity area covering Montenegro, Serbia, other Central/South-Eastern Europe countries



Ferry/Passenger terminal (5 berths)
 Bulk/general cargo/
 container Yacht marina

CONNECTIONS WITH HINTERLAND

Road access through the urban network
 NO rail connections from terminal to national network

OBJECTIVE BY 2025
 double passenger throughput (low case)
 double trucks a& trailers throughput (low case)

TRAFFIC IN 2014
 FERRY: BARI-BAR LINE
 >40 TH. PASSENGERS
 >6 TH. VEHICLES
 ≈3 TH. TRUCKS
 ≈250 TRAILERS
 FREIGHT
 ≈3 M TONS
 CONTAINERS
 ≈30 TH. TEU (2012)

PORT ANNUAL CAPACITY
 5 M tons cargo
 Container 70 th. TEU/y



FACTORS INFLUENCING TERMINAL DEVELOPMENT

- National road infrastructure improvement
- Fully insertion of port development plan in urban planning development
- Hinterland road connections with close countries
- Bar-Belgrade rail line rehabilitation & development (costs to €250/370 M)
- Rail cargo system improvement
- Activation of a promotion platform for SSS to consolidate Ro-Ro



OTHER OPPORTUNITIES FOR PORT DEVELOPMENT

- Religious tourism (round trip for Russian tourists to Bari)
- Cruise market attraction (beside Kotor, present major destination)