



MONITORING REPORT 2

PARLIAMENTARY DIPLOMACY: REGIONAL COOPERATION THROUGH ENHANCED PARLIAMENTARY DIALOGUE

Montenegro

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PARLIAMENTARY DIPLOMACY: REGIONAL COOPERATION THROUGH ENHANCED PARLIAMENTARY DIALOGUE

At the Berlin Process Summit held on 10 November, 2020 in Sofia, the leaders of the Western Balkans Six (WB6), Albania, Bosnia and Herzegovina, Kosovo, Montenegro, North Macedonia and Serbia, endorsed the Common Regional Market (CRM) 2021-2024 Action Plan and the Green Agenda 2021-2030 Action Plan.

Based on the RCC's implementation reports and desk research conducted in the period from November 2023 to September 2024, the Institute Alternative has a glance at Montenegro's current level of implementation of the action plans.

The Green Agenda Action Plan is divided in five key areas: **1) Decarbonisation;** **2) Circular Economy;** **3) Depollution;** **4) Sustainable Agriculture;** **5) Protection of nature and biodiversity.**

This monitoring report will focus on the current level of implementation of the commitments undertaken within the framework of the Berlin Process, with specific focus on **Decarbonisation** (Green Agenda).

In order to collect relevant data for matters concerning the implementation of the Green Agenda, the Institute approached the Ministry of Energy and Mining,

Ministry of Tourism, Ecology, Sustainable Development, and Northern Region Development and the Ministry of Transport and Maritime Affairs.

In addition to the previously received data from the Ministry of Tourism, Ecology, Sustainable Development, and Northern Region Development, this report also includes information provided by the **Ministry of Energy and Mining** and the **Ministry of Transport and Maritime Affairs.**

Green Agenda - Decarbonisation

Montenegro is advancing its energy and climate agenda with a comprehensive set of activities aimed at achieving ambitious 2030 targets. Central to these efforts is the National Energy and Climate Plan (NECP), which is in its final development stages. The NECP will outline the policies and measures necessary to meet the country's new energy and climate goals, including a 55% reduction in CO₂ emissions from 1990 levels, a 50% share of renewable energy in total final energy consumption, and specific limits on primary (0.92 Mtoe) and final energy consumption (0.73 Mtoe).



REGIONAL COOPERATION THROUGH ENHANCED PARLIAMENTARY DIALOGUE

In alignment with EU regulations, Montenegro is also reviewing and revising its legislation to support progressive decarbonization of the energy sector. This includes adopting new laws focused on renewable energy, energy infrastructure, and the broader energy sector. The NECP will also incorporate strategies for meeting the 2030 targets for energy efficiency, renewable energy, and CO2 reduction.

A key aspect of Montenegro's strategy involves assessing the socio-economic impacts of decarbonisation, particularly at the regional level. For example, the region of Pljevlja, which is heavily dependent on coal, is developing a Just Transition Roadmap to address the socio-economic challenges posed by decarbonisation and the coal phase-out. These assessments will be integrated into the NECP and the Strategic Impact Assessment.

Energy efficiency is a priority across all sectors. Montenegro has already harmonised its legal framework with EU standards, adopting over 70 legal acts. The next steps involve further legislative improvements and full implementation of these frameworks. The country has also updated its building codes, aligning them with the EU's Energy Performance of Buildings Directive. These new codes, adopted in May 2023, introduce stricter energy efficiency requirements and a certification system for building energy performance, set to be enforced from August 2024.

To support energy efficiency, Montenegro has allocated approximately €15 million in subsidies for improving energy efficiency and increasing the use of renewable energy sources (RES) in households, the

tourism sector, and SMEs. These sectors are prioritised as they offer significant potential for enhancing energy security and reducing greenhouse gas emissions.

Additionally, Montenegro is working to improve conditions for investments in renewable energy. A new law on the use of energy from renewable sources is in the adoption process, which will align with the latest EU acquis and create a more favourable environment for RES investments.

In the context of regional cooperation, Montenegro's Pljevlja region is participating in the Coal Regions in Transition initiative, collaborating with Slovenia's Velenje municipality. This initiative is supported by Montenegro's Office for Sustainable Development, which will continue to foster cooperation on just transition efforts.

Finally, Montenegro is addressing energy poverty, a critical issue identified at the EU level. The upcoming Energy Law will establish mechanisms to support vulnerable households, ensuring they can access basic energy services. This will be implemented once the new law and its relevant by-laws are adopted.

Overall, Montenegro's energy and climate initiative involves multiple government institutions, including the Ministry of Energy and Mining, in cooperation with other relevant ministries and agencies. The next steps involve finalising the NECP, adopting the necessary legislation, and ensuring the full implementation of these frameworks to achieve the country's 2030 targets.

Montenegro is trying to advance its transport infrastructure to align with EU standards, focusing on the integration of smart technologies, rail reform, sustainable

mobility, and climate resilience. These efforts are part of a broader strategy to modernise the country's transport systems, enhance safety, and promote environmentally friendly modes of transport.

Montenegro has transposed the EU Directive 2010/40/EU related to Intelligent Transport Systems (ITS), marking a significant step in modernising its road transport infrastructure. ITS equipment has already been installed on key highway sections and in the Sozina tunnel. The government has launched a four-year program aimed at further integrating ITS in road traffic, supported by the European Bank for Reconstruction and Development (EBRD). Current initiatives include the preparation of studies on the introduction of traffic counters and cameras for enhanced traffic control. Additionally, the Transport Administration has allocated funds to procure software that will streamline the issuance of licences, permits, and other regulatory processes, further facilitating the adoption of smart transport solutions.

Montenegro is also focusing on rail transport reforms to improve safety, interoperability, and market conditions. The country is drafting new laws on railways and railway safety that will align its regulations with the EU's Technical Specifications for Interoperability (TSI). These laws are expected to open the railway market and bring Montenegro in line with the EU's Fourth Railway Package, which aims to enhance the efficiency and competitiveness of the railway sector.

In parallel, the Ministry of Transport and Maritime Affairs is supporting

several infrastructure projects aimed at modernising the railway system. This includes the reconstruction of existing railway infrastructure and the planned purchase of new electric trains, with an investment of up to €30 million. These developments will not only improve safety but also increase the competitiveness of railways compared to other transport modes, aligning with the goals of the Green Agenda.

Montenegro is committed to shifting traffic from roads to more sustainable transport modes. As part of the Trade and Transport Facilitation Program in the Western Balkans, a contract with the World Bank was signed in February 2023 to update the Traffic Development Strategy (2019-2035). This update will incorporate the Smart and Sustainable Mobility Strategy for the Western Balkans, promoting environmentally friendly transport solutions.

The country is also working on defining rail freight and inland waterway transport corridors, with EU legislation being transposed into national law. This is part of a broader strategy to enhance the efficiency and environmental sustainability of Montenegro's transport sector.

Montenegro is actively implementing regional action plans, including the Regional Transport Facilitation Action Plan and the Regional Road Safety Action Plan. Notable achievements include the reconstruction of the cross-border railway station in Bijelo Polje on the Vrbnica-Bar railway line. Additionally, Montenegro is drafting a new Strategy for Road Traffic Safety (2024-2030) with an action plan for the next two years. The government has also initiated several projects aimed



at improving road safety, including the identification of high-risk areas on the national road network, certification of engineers for road safety audits, and the enhancement of traffic safety in tunnels.

Montenegro is integrating climate resilience into its transport planning, with the upcoming update to the Traffic Development Strategy set to include “green” elements and the preparation of an Intermodality Development Study. These efforts aim to enhance the sustainability of urban transport hubs, such as Bar, Podgorica, and the Bay of Kotor area. Additionally, the country is promoting the development of Sustainable Urban Mobility Plans (SUMPs) for its urban areas, in line with the Smart and Sustainable Mobility Strategy for the Western Balkans.

In line with its commitment to reducing carbon emissions, Montenegro is preparing to develop a national policy framework for the deployment of alternative fuels infrastructure, with work set to begin in 2025. This initiative is part of the broader IPA 2021 project, which aims to build capacity and improve legal harmonisation within Montenegro’s transport sector. Additionally, the government is planning

to establish a coordination mechanism for deploying electric vehicle charging stations, a critical step toward promoting the use of electric vehicles.

Regional cooperation is a key component of Montenegro’s strategy, particularly in developing alternative fuels infrastructure. The country is working closely with its Western Balkan neighbours to harmonise standards and facilitate the cross-border deployment of these technologies.

Montenegro’s comprehensive approach to transport sector reform reflects its commitment to modernisation, sustainability, and alignment with EU standards. Through a combination of legislative updates, infrastructure investments, and regional cooperation, Montenegro is positioning itself as a leader in smart, sustainable, and resilient transport within the Western Balkans. The ongoing and planned initiatives not only aim to improve transport efficiency and safety but also to reduce the environmental impact of the sector, contributing to the broader goals of the Green Agenda and climate resilience.

DRAFT MAPPING MATRIX OF RELEVANT STAKEHOLDERS

PRIORITY 2: GREEN AGENDA

LEVEL OF IMPLEMENTATION

None

Minor

Moderate

Transformative

GREEN AGENDA – DECARBONISATION – MONTENEGRO

Activity	Dead-line	Progress (policies, activities)	Responsible institution(s)	Next step(s)
Align with the EU Climate Law with a vision of achieving climate neutrality by 2050.	2025	<p>In order to further harmonise with the EU legal acquis, the Ministry of tourism, ecology, sustainable development and northern region development has been drafting a new Law on Protection from the Negative Impacts of Climate Change and Protection of the Ozone Layer.</p> <p>The new law will allow further harmonisation with the EU acquis, in particular the functioning of the emissions trading system (EU ETS) in line with the EU ETS Directive 2003/87/EC and its amendments, as well as monitoring and reporting, accreditation and verification, EU registers, free awards and auctions.</p> <p>The new law will also ensure harmonisation with the EU acquis in the area of monitoring and reporting greenhouse gas emissions in line with Regulation (EU) 2018/2066 and Regulation (EU) 2018/2067 on accreditation and data verification.</p>	Ministry of tourism, ecology, sustainable development and northern region development	Adoption of law planned for 4 th quarter 2024
Set forward-looking 2030 energy and climate targets.	2022. (Ongoing).	<p>In June 2021, the Government of Montenegro adopted the Report for the preparation of the updated Nationally Determined Contribution (NDC) from 2020, committing to reduce greenhouse gas emissions by 35% compared to the base year 1990. The new target set by the Energy Community is to reduce gas emissions by 55%.</p> <p><i>The World Bank has approved funds for the development of the Low-Carbon Development Strategy Framework, which will enable the development of models, scenarios, as well as parallel consultations with stakeholders, with the aim of drafting the best possible Strategy Framework.</i></p>		End of 2026



REGIONAL COOPERATION THROUGH ENHANCED PARLIAMENTARY DIALOGUE

Develop and implement integrated Energy and Climate Plans.	2022. (Ongoing).	The National energy and climate plan (NECP) is in its final stage of development. NECP will cover policies and measures that need to be implemented with aim of achievement of the new national energy and climate targets by 2030 as follows: <ul style="list-style-type: none">- Decrease of 55.0% below 1990 CO₂ levels;- Share of energy from renewable sources in total final energy consumption 50%;- Primary energy consumption 0.92 Mtoe, and final energy consumption 0.73 Mtoe	The Ministry of Energy and Mining in cooperation with the Ministry of tourism, ecology, sustainable development and northern region development	Finalisation of the NECP in 2024
Prepare and implement climate adaptation strategies.	2028. (Ongoing).	In cooperation with the United Nations Development Program (UNDP), the Ministry of tourism, ecology, sustainable development and development of north region is continuing the implementation of the project “Enhancing Montenegro’s capacity to integrate climate change risks into the planning process” for the development of the National Climate Change Adaptation Plan-NAP, which is financed by the Green Climate Fund (GCF). The project covers four sectors which are most vulnerable to adaptation: water, health, tourism and agriculture.	Ministry of tourism, ecology, sustainable development and northern region development	Planned to be adopted by the end of June 2024.
Align with the EU Emissions Trading System and/or introduce other carbon pricing instruments.	2024. (Ongoing).	The Government of Montenegro has established a commission for the implementation of a public auction with the Decision on the establishment of a commission for conducting a public auction for the allocation of emission credits (“Official Gazette of Montenegro”, no. 151/22) tasked with conducting a public auction, awarding emission credits and allocating the collected funds. On February 14, 2023, the previous Ministry (Ministry of Ecology, Spatial Planning and Urbanism) announced a public call for the allocation of emission credits for 2022. In addition, by the new law the ETS regulation will be updated.		Adoption of Law, end of 2024. Finalising plan for establishment of carbon tax by the end of 2025.
Increase opportunities for the deployment of nature-based solutions to mitigate and adapt to climate change.	2025.	With the support of the IUCN, the Ministry of Tourism, ecology, sustainable development and northern region development conducts the project ADAPT, in order to strengthen capacities of stakeholders involved in the process of adaptation to climate change.		
Ensure participation of WB economies in the European Climate Pact or consider the development of a similar mechanism.	2022.			

Review and revise, where necessary, all relevant legislation to support progressive decarbonisation of the energy sector.	2023. (Ongoing).	Montenegro has an obligation to align its legislation in the energy field with the EU Clean Energy Package which will provide decarbonization of the energy sector. In addition to that Montenegro has to achieve quite ambitious 2030 targets for energy efficiency, renewable energy sources and reduction of CO2 emissions. Strategy for achievement of the new targets will be part of the NECP.	Ministry of Energy and Mining	Adoption on the Law on Use of the Energy from Renewable Sources Adoption of the new Energy Law Adoption of the Law on Cross-Border Energy Infrastructure Projects
Prepare an assessment of the socio-economic impact of decarbonisation at the individual economy and regional level.	2022.	Socio-economic aspects of the decarbonisation will be elaborated in NECP and Strategic Impact Assessment which will be developed for this document. In addition to that, Roadmap for just transition region of Pljevlja is under development which will elaborate socio-economic impact of decarbonisation and coal phase-out for this specific region	Ministry of Energy and Mining Ministry of Tourism, Ecology, Sustainable Development and Northern Region Development Office for Sustainable Development of the Government of Montenegro	Adoption of the National Energy and Climate Plan Adoption of the Roadmap for just transition region of Pljevlja
Prioritise energy efficiency and improve it in all sectors.	Ongoing.	Energy efficiency is recognized as one of the priorities of the energy efficiency policy. Legal framework in this area is highly harmonised with EU acquis – more than 70 legal acts were adopted in the previous period.	Ministry of Energy and Mining	Further upgrade of the legislation in the energy efficiency field in line with the EU acquis Implementation of the legal framework
Transposition and full enforcement of the Energy Performance of Buildings Directive.	2023.	New energy efficiency building codes are prepared and adopted in May 2023 which has introduces: <ul style="list-style-type: none"> - New, stricter energy efficiency requirements for buildings construction - Energy performance certification of building which shall be applied from 1st of August 2024 By this Montenegro has fully aligned its legal framework with the requirements of Energy Performance of Buildings Directive.	Ministry of Energy and Mining	Implementation of new energy efficiency building codes
Support private and public buildings renovation schemes and secure appropriate financing.	Ongoing.	The Ministry of Energy and Mining initiated implementation of wider support for energy efficiency which is financed from EC support package, state budget and Eco-fund. In total the budget of cca 15 million euros has been allocated for subsidies for improvement of energy efficiency and larger use of the RES for implementation of 3 programs intended to: citizens/households, tourism sector and SMEs. Priority was given to these sectors because energy efficiency is recognized as an economical and fast way to increase the security of energy supply and to reduce greenhouse gas emissions responsible for climate change.	Ministry of Energy and Mining Ministry of Tourism, Ecology, Sustainable Development and Northern Region Development Ministry of Economic Development Ministry of Education, Science and Innovation Eco-fund	

Increase the share of renewable energy sources and provide the necessary investment conditions.	Ongoing.	In order to improve the environment for investment in RES, the Ministry of Energy and Mining has prepared a Law on Use of Energy from Renewable Sources which is in procedure of adoption. Law is aligned with the latest EU acquis in this area	Ministry of Energy and Mining	Adoption of the Law on Use of Energy from Renewable Sources and relevant by-laws and its implementation
Decrease and gradually phase out coal subsidies, strictly respecting state aid rules.	Ongoing.			
Ensure participation in the Coal Regions in Transition initiative for the Western Balkans.	Ongoing.	Municipality of Pljevlja as a coal region in Montenegro is included in the regional exchange regarding just transition with Municipality Velenje from Slovenia. This process is supported by the Office for Sustainable Development of the Government of Montenegro.	Municipality of Pljevlja Office for Sustainable Development of the Government of Montenegro	Continuation of the cooperation
Develop programmes for addressing energy poverty and financing schemes for household renovation and providing basic standards of living.	Ongoing 2024.	Issue of energy poverty as regulated at the EU level will be subject of the new Energy Law which is under preparation. Mechanism for support of vulnerable households will be established after adoption of the Law and relevant by-laws	Ministry of Energy and Mining	Adoption of the new Energy Law and relevant by-laws
Support the development of smart transport infrastructure, promote fostering of innovative technologies (such as paperless transport, artificial intelligence, multimodal passengers ticketing, mobility as a service, border/border crossing applications, 5G corridors, etc.).	Ongoing.	Directive 2010/40/EU relating to ITS has been fully transposed. Currently ITS equipment is installed on the highway section and in the Sozina tunnel. The Government of Montenegro has adopted a four-year Program for the introduction of ITS in road traffic. Currently, with the financial support of the EBRD, it is ongoing preparation of the Study of the introduction of traffic counters and cameras for traffic control, as part of ITS. Also, the available technical assistance, which aims to strengthen the capacity of competent authorities for the implementation of ITS. The Transport Administration has allocated funds for this purpose in its budget. For the part related to the Road Traffic, it is planned the public procurement of software that will facilitate the issuance of licences, permits, consents, etc.	Ministry of Transport and Maritime Affairs (MTMA)	

Implement the Regional Action Plan for Rail Reforms.	2023.	<p>The work on the drafting of the new Law on Railways and the new Law on Railway Safety and Interoperability is underway. By implementing these regulations, in addition to the opening of the railway market, Montenegro will improve the conditions for the introduction and implementation of technical specifications of interoperability (TSI), that is, EU technical standards that apply both to the modernization and construction of railway infrastructure and to the railway vehicles. By adopting these regulations, Montenegro will achieve compliance with the package IV of EU regulations in the field of railways.</p> <p>In accordance with the current legislation, the Railway Authority functions as a regulatory authority and safety authority. With the reorganisation of the state administration, the Railway Authority was established as a body that is independent in terms of decision-making, while in the case of appeals, the Ministry of Transport and Maritime Affairs acts as a second-level body. The new Law on Railways proposes a model of independence of the Regulatory Body for Railways as it is the case of the Agency for the Protection of Competition, with funding from the state budget and with the conditions of the Recast Directive regarding appeals against the decisions of the Regulatory Body (appeals are submitted to the Court).</p> <p>The Ministry has initiated or supported a number of infrastructure projects related to the reconstruction and modernization of the railway infrastructure, and in the coming period we expect the conclusion of a financing contract for the purchase of new electric trains worth up to 30 million euros. Modernised infrastructure and new rolling stock will, in addition to increasing the level of safety of railway traffic, also increase the competitiveness of railways in relation to other modes of transport, and therefore also fulfil the goals outlined in the Green Agenda.</p>	Ministry of Transport and Maritime Affairs, Railway Authority, Railway Infrastructure of Montenegro and Railway Transport of Montenegro	Adoption of new Law on Railway and the new Law on Railway Safety and Interoperability
Define rail freight and inland waterway transport corridors.	2027.	EU legislation from the Transport Community Action Plan related to inland waterways, in the part that is applicable in Montenegro, was transposed through the First Draft of the Law on Inland Navigation, which was prepared with consulting support provided through IPA 2017 project „Technical assistance in strengthening capacities and harmonising national legislation with EU legislation in the transport sector”		
Define an overall strategy to shift traffic from road to more environmentally friendly modes.	2021.	The contract with the World Bank as part of the Trade and Transport Facilitation Program in the Western Balkans was signed on February 13, 2023, and it includes the update of the Traffic Development Strategy 2019-2035 in accordance with the Smart and Sustainable Mobility Strategy for the Western Balkans.	World Bank project Transport Community	Preparation of the Strategy will start during 2024
Identify the EU technical standards and ensure their implementation and digitalisation of all transport modes.	2030.	An overview of the current situation is provided through the Report on the progress of the implementation of action plans of the Transport Community, Chapter I Monitoring the transposition of Annex I of the Agreement on the Transport Community.		
Implement the Regional Transport Facilitation Action Plan.	2023.	One of the most important goals implemented as the project Reconstruction of the cross-border railway station Bijelo Polje on the railway line Vrbnica-Bar was completed	Ministry of Transport and Maritime Affairs, Railway Authority and Railway Infrastructure of Montenegro	Establishment of the mutual border control

Implement the Regional Road Safety Action Plan.	2022.	<p>A lot of activities are ongoing:</p> <ul style="list-style-type: none"> - Strategy for improving road traffic safety (2024-2030) with an Action Plan for 2024-2025 year was drafted, and after receiving comments by EC, it is expected to be adopted by the Government. - In 2023, an analysis of potential black spots on the national road network was prepared. - about 50 Montenegrin engineers are certified for RSA and RSI (road safety audit and road safety inspection), so Transport administration in previous period has announced a tender for: <ol style="list-style-type: none"> 1. preparation of RSI reports for several sections on the state road network, 2. preparation of RSA reports for several sections on the state road network, 3. project design for arranging school zones in 15 locations on the state road network, 4. improving traffic safety in 4 tunnels (reconstruction of equipment and tunnel lighting). - We adopted a methodology for collecting KPI (key safety performance indicators) that is in line with the EU methodology, and all KPIs are being measured from 2022. - Investigations and making reports on traffic accidents are in accordance with the CADaS protocol. - EBRD provided funds for the development and implementation of the following ITS components in road traffic in Montenegro: <ol style="list-style-type: none"> a) Traffic data collection system; b) Traffic cameras 	Ministry of Transport and Maritime Affairs
Implement the Road Action Plan.	2024.	<p>Transport administration through the EBRD's grant reached an agreement at the end of 2021 on the establishment of the RAMS for trunk and regional roads (roads of national importance).</p> <p>The Ministry of Transport and Maritime Affairs has adopted 5 bylaws related to the transposition of the respective EU Directive 2010/40/EU and Directive 2004/52/EC as per Annex I.3 of the Transport Community Treaty.</p> <p>Montenegro has adopted a series of documents to tackle climate change, such as the „National strategy in the field of climate change until 2030” and Law on protection from the negative impact of climate change, and the Manual for the preparation of the low carbon development strategy until 2050 is finalised, as well as the “Road Map of decarbonisation of transport in Montenegro”.</p> <p>When it comes to projects that are on the TEN-T road network, a climate resilience plan is being prepared as part of the project documentation.</p>	Ministry of Transport and Maritime Affairs
Develop and implement climate resilience plans for Western Balkan economies' transport networks.	2022.	<p>The upcoming update of the Traffic Development Strategy 2019-2035 will include updating the Strategy with “green” elements, along with the preparation of the Intermodality Development Study in Montenegro, which, along with the implementation of ITS solutions in all types of traffic, will be the starting point for further defining traffic solutions for the so-called urban hubs, although even at this moment it is possible to clearly recognize several key ones, such as Bar, Podgorica, area of the Bay of Kotor.</p>	Ministry of Transport and Maritime Affairs

Promote preparation and implementation of Sustainable Urban Mobility Plans for urban areas in the Western Balkans.	2025.	<p>Ministry of Transport and Maritime Affairs plans to create a fleet renewal program by the end of 2024 (old vehicle for new vehicle)</p> <p>The Smart and Sustainable Mobility Strategy for the Western Balkans was prepared by the Transport Community and was adopted in 2021. The purpose of this Strategy is to adapt the goals and activities of the EU to the Western Balkans region through a road map for decarbonisation and digitalization of the transport sector.</p>	Ministry of Transport and Maritime Affairs	
Define sustainable mobility solutions at the regional level including plans for deployment of alternative fuels.	2024.	Under the IPA 2021 project Technical assistance for capacity building and improved legal harmonisation, performance and efficiency within the transport sector in Montenegro it will be prepared National policy frameworks for the deployment of alternative fuels infrastructure.	Ministry of Transport and Maritime Affairs	Preparation of the document will start in 2025
Define a plan for deployment and building of charging stations for electric vehicles.	2022.	At the beginning, need to be discussed and clarified on the Government level precisely which institutions will be in charge for the coordination of the process	Government of Montenegro	
Increase regional cooperation in the area of alternative fuels infrastructure development.	2023.	Under the IPA 2021 project Technical assistance for capacity building and improved legal harmonisation, performance and efficiency within the transport sector in Montenegro it will be prepared National policy frameworks for the deployment of alternative fuels infrastructure.	Ministry of Transport and Maritime Affairs	Preparation of the document will start in 2025



REGIONAL COOPERATION THROUGH ENHANCED PARLIAMENTARY DIALOGUE

The Ministry of Energy and Mining and the Ministry of Transport and Maritime Affairs have submitted **updates regarding the deadlines** for certain activities.

The revisions provided by the **Ministry of Energy and Mining** are as follows:

- *Develop and implement integrated Energy and Climate Plans: from 2022 / changed to 2024*
- *Review and revise, where necessary, all relevant legislation to support progressive decarbonisation of the energy sector: from 2023 / changed to 2024*

The updates received from the **Ministry of Transport and Maritime Affairs** are as follows:

- *Implement the Regional Action Plan for Rail Reforms: from 2023 / changed to 2024*
- *Define an overall strategy to shift traffic from road to more environ-*

mentally friendly modes: from 2021 / changed to 2025

- *Implement the Regional Transport Facilitation Action Plan: from 2023 / changed to 2024*
- *Implement the Regional Road Safety Action Plan: from 2022 / changed to ongoing*
- *Develop and implement climate resilience plans for Western Balkan economies' transport networks: from 2022 / changed to 2026*
- *Define sustainable mobility solutions at the regional level, including plans for deployment of alternative fuels: from 2024 / changed to 2026*
- *Increase regional cooperation in the area of alternative fuels infrastructure development: from 2023 / changed to 2026.*