

## Ensuring Safe and Efficient Transportation: The Vital Role of Tunnel Rehabilitation



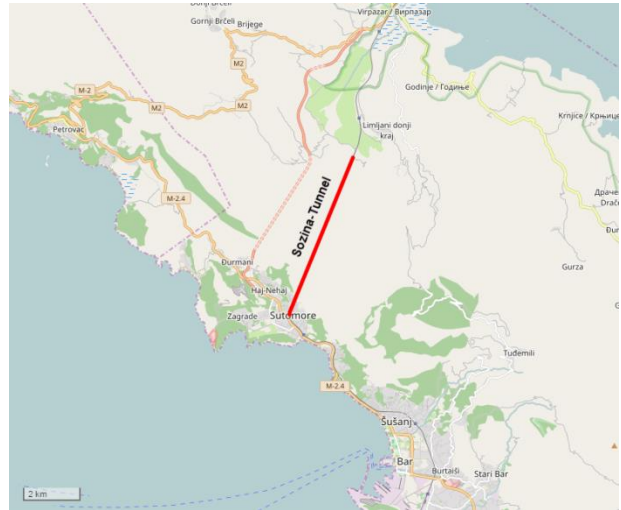
In the dynamic world of civil engineering, where infrastructure plays a pivotal role in connecting regions and facilitating economic growth, the importance of tunnel rehabilitation cannot be overstated. Over time, tunnels can deteriorate due to various factors such as weather, traffic loads, and geological conditions. Older tunnels may even lack modern environmental & safety features. Rehabilitation identifies and addresses structural issues, mitigating the risk of accidents and structural failures. It extends their lifespan, reducing the need for costly replacements and ensuring the long-term viability of these critical assets.

Needless to say, tunnel rehabilitation is a crucial aspect of infrastructure maintenance, ensuring the safety, longevity, and efficiency of transportation networks. Here, we dive into the significance of tunnel rehabilitation with a focus on the recent Institut IGH, d.d and Arhimetrija d.o.o. involvement in [Montenegro's Sozina Tunnel](#).

## Before we dive into it, here's some key details and information about the Sozina Tunnel

The Sozina Tunnel is situated in the southern part of Montenegro. It is a vital link in the country's transportation system, connecting city of [Bar](#) to the town of [Virpazar](#) and the inland regions of Montenegro, including the capital city, [Podgorica](#). This connectivity it's an essential part of the country's road network, facilitating the movement of people and goods.

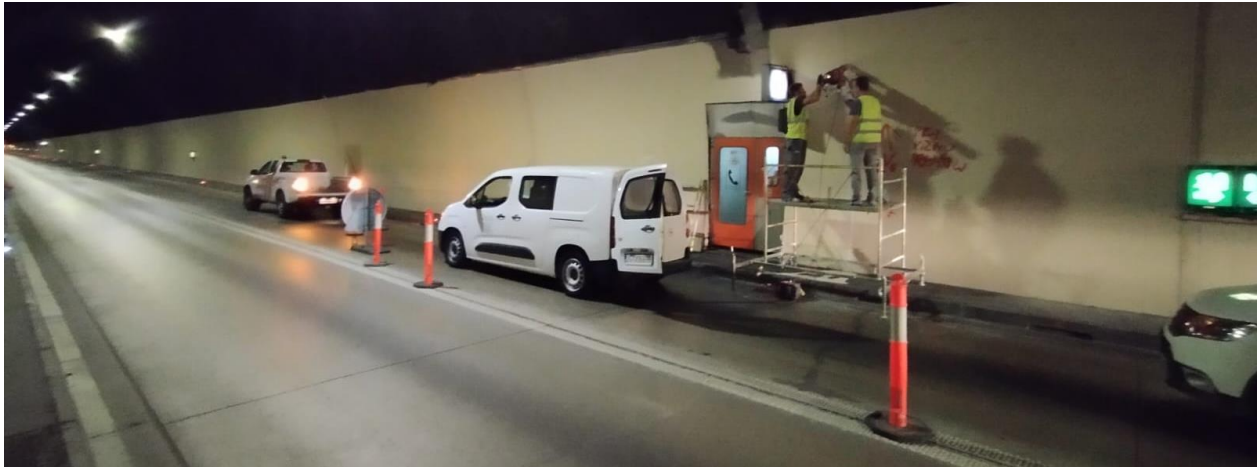
Due to its strategic location, the Sozina Tunnel is of great importance for the entire Western Balkans region. It serves as a key transportation link for neighboring countries, by facilitating trade, tourism, and contributing to the country's economic development. Its construction cost approximately 74 million euros, of which 50 million EUR were provided by Montenegro, while 24 million EUR were secured through a loan from the [European Investment Bank](#) (EIB). According to records from the Monteput website, which manages the Sozina Tunnel, since the beginning of this year 2023, the tunnel has served nearly 2.9 million vehicles. In the previous year 2022, 3.07 million vehicles passed through the tunnel. In year 2021, there were 2.61 million vehicles, and in 2020, there were 1.95 million vehicles (source: [monteput\\_promet-vozila-2/](#) ).



The tunnel is approximately [4.2 kilometers \(2.6 miles\) long](#) which makes it the longest tunnel in the country. Due to Montenegro's steep mountains and rocky landscapes, it was constructed to address the geographical barriers presented by the country's terrain. It was built using modern tunnel engineering and construction techniques to ensure safety and reliability. The construction and maintenance of the tunnel demonstrate the expertise of civil engineers and the commitment of Montenegro to maintaining and improving its infrastructure.

### The Role of Institut IGH

Civil engineering is at the forefront of shaping our modern world; with a central role in designing and maintaining the infrastructure that underpins our daily lives. One essential facet of this discipline is tunnel engineering, where experts work tirelessly to ensure the integrity of tunnels, whether they are road, rail, or utility tunnels. These subterranean structures provide vital connectivity, and their reliability is paramount.



Institut IGH, d.d. – a renowned name in the field of civil engineering and infrastructure, has taken up the mantle of ensuring the [Sozina Tunnel's](#) continued functionality and safety. Our engagement in the visual inspection, investigative work, and development of the rehabilitation project for the Sozina Tunnel emphasizes the significance of professional expertise in tunnel rehabilitation.

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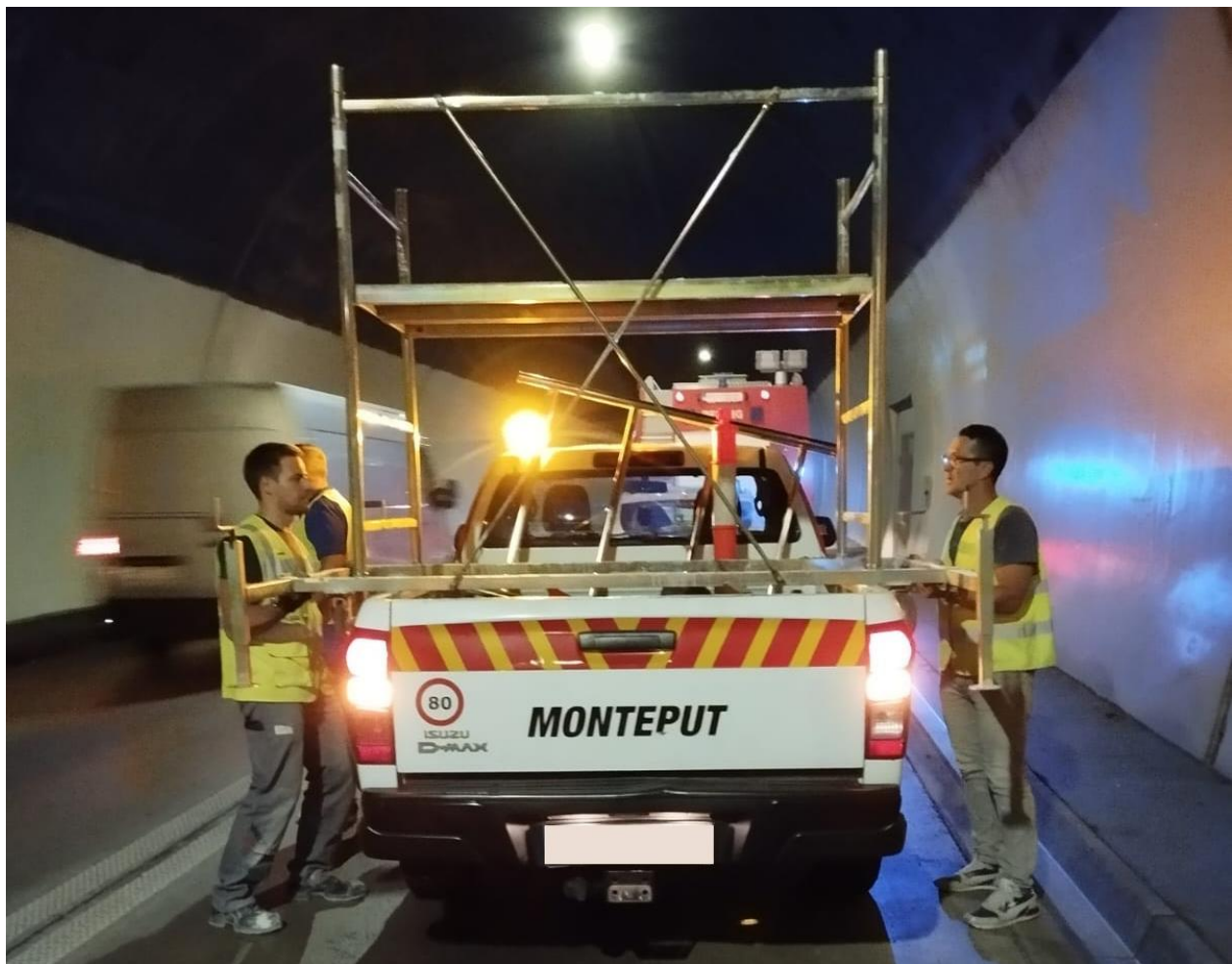
As many countries, Montenegro & Montepuť d.o.o. have [strict regulations and safety standards](#). A well-maintained tunnel is less likely to experience closures or restrictions, which can disrupt transportation networks and cause traffic congestion. Rehabilitation enhances operational efficiency and minimizes disruptions. Rehabilitation projects often include upgrades to lighting, ventilation, and pollution control systems, reducing the environmental impact of tunnel operations.

The recent involvement of our team of experts, Pero Kojan, Bruno Baćun, [Tin Dragović](#), Jure Radica, and Mateo Škurla, highlights the dedication and expertise. These professionals brought a wealth of knowledge and experience to the project, ensuring that it meets the highest standards of safety and efficiency.



In the field of construction and engineering, recognizing the importance of tunnel rehabilitation is not merely a matter of best practices; it represents a commitment to the well-being and functionality of our transportation networks. The [Sozina Tunnel](#), with its critical role in Montenegro's infrastructure, serves as a testament to the industry's dedication to maintaining and improving essential infrastructure.

As our team of experts worked diligently on the Sozina Tunnel Rehabilitation, their efforts are a reminder of the importance of investing in the preservation and enhancement of vital infrastructure. This case study serves as a prime example of how collaboration between [INSTITUT IGH, dd.](#), Arhimetrija d.o.o. and [MONTEPUT d.o.o.](#), showcases dedication and engineering excellence in the safety and efficiency of critical transportation links.



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**Competent court:**  
Commercial Court in Zagreb  
Register entry with company registration  
No. 080000959

**Share capital:**  
HRK 116,604,710.00  
Paid in full

**No of issued shares:** IGH 613,709  
Nominal share value HRK 190

**Reg.No.:** 3750272  
**PIN:** 79766124714  
**Business bank:**  
Nova hrvatska banka d.d.  
**IBAN:**  
HR6825030071100087335  
**SWIFT code:** VBCRHR22

**Management Board:**  
Robert Petrosian, director

**Supervisory Board:**  
Žarko Dešković, MEng, CE  
President of the Supervisory Board

