

GEF MedProgramme

Coastal Management Plan for Boka Kotorska Bay

Diagnostic meeting report



Hotel Cattaro, Kotor, Montenegro

4 July 2022

PAP/RAC



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1. BACKGROUND

The Article 18 of the Barcelona Convention’s Protocol on Integrated Coastal Zone Management (the ICZM Protocol) calls for the development of coastal plans¹ that “may be self-standing or integrated in other plans and programmes”, and “shall specify the orientations of the national strategy and implement it at an appropriate territorial level, determining, *inter alia* and where appropriate, the carrying capacities and conditions for the allocation and use of the respective marine and land parts of coastal zones.”

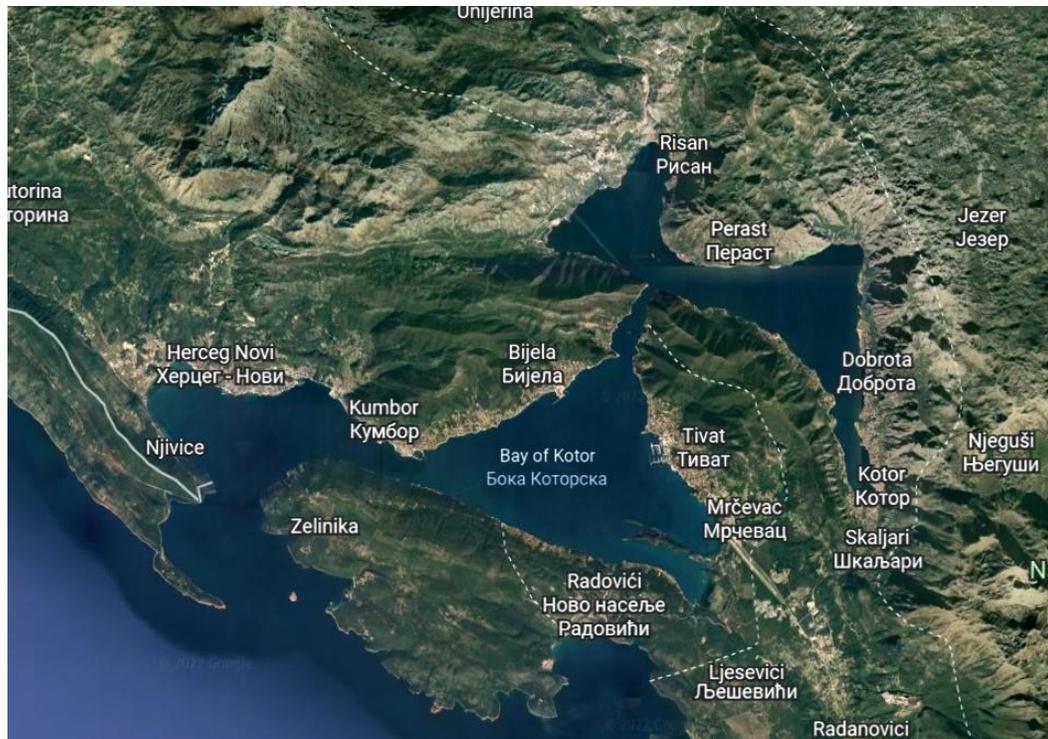
Montenegro ratified the ICZM Protocol in 2012, and later the coastal management plan was agreed to be developed for the Boka Kotorska Bay area under the Child Project 2.1 of the GEF MedProgramme, coupled with mainstreaming climate change adaptation activities under the MedProgramme’s SCCF project. To be more specific, the preparation of the Coastal Management Plan in Boka-Kotorska Bay is envisaged by Component 1 of the MedProgramme Child Project 2.1 (CP 2.1)², i.e., it is prescribed by its Activity 1.3.5. Preparation of such local coastal management plan that mainstreams climate change adaptation is identified as one of the priorities in Montenegro’s National ICZM Strategy (prepared in 2015).

Boka Kotorska Bay was chosen as a priority area for Plan development during the stakeholder consultations in 2017 (in Rabat, Morocco) and subsequent national consultations held in

¹ During the preparation of the ICZM Protocol, the terms “ICZM plans” and “coastal plans” were both used. In the context of this project document, these terms are used interchangeably and refer to the instrument defined by the ICZM Protocol as a coastal plan or programme

² Full name of the Child Project: Mediterranean Coastal Zones: Water Security, Climate Resilience and Habitat Protection

February 2018. This area was selected due to its high vulnerability to flooding, very high population density, but also vulnerability to droughts, forest fires, storms and heavy rains.



Boka Kotorska Bay (from maps.google.com)

2. MAIN AIMS OF THE COASTAL MANAGEMENT PLAN FOR BOKA KOTORSKA BAY

The major goal of the coastal management plan in Boka Kotorska Bay is two-fold: ensuring sustainable development, and building climate resilience in the target area, both in parallel with setting the ground for collaborative and multi-stakeholder planning. The preparation and implementation of such a plan should therefore combine the following:

- the establishment of policies for the sustainable development and climate resilience in the coastal zone;
- the establishment of a coastal management and governance system, with a special focus on impacts of climate change;



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- assistance to the integration of sectoral plans into overall sustainable development policy for coastal area; and
- coordination of development initiatives at the national and municipal levels.

The benefits of having a Coastal Management Plan at the sub-national level are many. First of all, Coastal Management Plan, as a strategic policy document, is essential for the allocation of funds (whether EU, national or other) that are linked to coastal development and climate change adaptation. The Coastal management Plan also lays out policies for managing many aspects of the coastal zone, in particular for the land use planning. It provides the basis for protecting, restoring and preserving the coastal zones' important and diverse resources. At broader, regional level, Coastal management Plan serves to: (i) strengthen stakeholders' engagement and cooperation on climate change adaptation in the Mediterranean region; ii) identify and share best practices to enhance climate resilience in the coastal areas; iii) improve access to domestic and international finance for climate change adaptation; and iv) facilitate access to climate change adaptation knowledge in the region. This will ensure that local level interventions are sustainably expanded and replicated across the Mediterranean region. Moreover, stakeholders' engagement and cooperation on adaptation will be increased through regional meetings where relevant actors share their knowledge.

The preparation of the Coastal Management Plan of Boka Kotorska Bay follows the acclaimed ICZM Process³ and its five stages: *Establishment; Analysis and Futures; Setting the Vision; Designing the Future; and Realizing the Vision*. These five steps cannot be developed separately – they are interconnected and dependent on each other.

The five-stage process of Plan preparation is accompanied by *Climagine* workshops. *Climagine*⁴ is a participatory methodology co-created by Plan Bleu RAC (PB/RAC) to support the Integrated

³ http://www.coastalwiki.org/wiki/The_ICZM_Process_-_a_Roadmap_towards_Coastal_Sustainability_-_Introduction

⁴ <https://planbleu.org/en/projects/climagine/>



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Coastal Zone Management process and climate action. *Climagine* informs the development of local and national Coastal Management Plans in a bottom-up manner, while providing regional lessons for coastal management and coastal climate change adaptation in the Mediterranean.





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3. THE DIAGNOSTIC MEETING

3.1. Background of the meeting

The first national stakeholder meeting (i.e. **Scoping meeting**) for the Coastal Management Plan in Boka Kotorska Bay was held on December 3rd, 2021 in Tivat, Montenegro, in parallel with Plan Bleu's first *Climagine* workshop. The Scoping meeting and the *Climagine* workshop are interconnected and benefit from having the same participants. The main aim of the Scoping meeting was to determine, together with stakeholders, the themes/dimensions in Boka Kotorska Bay that the Plan will primarily be dealing with, prioritized according to the magnitude of their impact and the urgency to be resolved, with additional emphasis placed on those dimensions that are most likely impacted by climate change. During the Scoping meeting and the first *Climagine* workshop, the priority challenges and issues to be addressed by the Coastal Management Plan were identified by the participants and grouped into priority themes (sustainability dimensions): (i) Coastal construction and infrastructure; (ii) Transportation; (iii) Water supply and wastewater; (iv) Tourism; (v) Waste management; (vi) Nature and environmental protection; and (vii) Governance and Knowledge-building. After the Scoping meeting, the national expert team was established to elaborate the mentioned themes.

3.2. Meeting process

The ultimate goal of the Diagnostic meeting was to inform the stakeholders on the current state regarding the defined priority themes that the coastal management plan of Boka Kotorska Bay will be dealing with. Six themes were presented by local expert, and each theme was discussed considering: the **state**/situation regarding each theme in Boka Kotorska Bay; **pressures** (anthropogenic and climatic) that lead to such state; **vision**, i.e. to what extent is it possible that

the situation could worsen with regard to pressures, especially climatic ones; and **indicators** to measure/observe the changes.

Six presentations were held, after which the Climagine workshop on sustainability indicators, coordinated by Plan Blue RAC, ensued.



3.3. Meeting summary

The diagnostic meeting for the preparation of the coastal management plan in Boka Kotorska Bay engaged stakeholders from different fields and sectors, and from different administrative levels (local and national, NGOs) – see *Annex II*.

The workshop was opened by high-level representatives of Montenegro: Ms Tamara Brajović, head of the Division for Nature, and Ms Ivana Stojanović, head of Division for Integrated



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Management of Marine and Terrestrial Ecosystems, both from the Ministry of Ecology, Spatial Planning and Urbanism of Montenegro. The welcoming words by Ms. Bojana Petković, from the Secretariat for the Protection of Natural and Cultural Heritage of Kotor Municipality, followed. Ivan Sekovski, Programme officer, welcomed the meeting on behalf of PAP/RAC and Ms Olfat Hamdan, coordinator of the MedProgramme, welcomed and gave a brief presentation of the MedProgramme.

Mr Ivan Sekovski introduced the importance of preparing the coastal management plans envisaged by the ICZM Protocol. He specifically focused on the benefits of having such a Plan, and highlighted the clear distinction between what the Coastal Management Plan is, and what it is not, stressing out the Coastal Management Plan as an integrative and strategic document complementary to other plans, that comprises a sustainability vision and climate change adaptation measures/actions. He also explained the importance of the Diagnostic phase, as a sort of the introduction to this meeting. After that, the presentations of the six themes ensued.

Mr. Saša Karajović, spatial planner from MonteCEP, Montenegro, gave presentation on **sustainable spatial development** regarding Boka Kotorska. Mr Karajović highlighted the government's intention to amend the ongoing spatial planning process and legislation, and emphasized the fact that a new national Spatial plan of Montenegro is being developed. Specific development in Boka Kotorska region lately includes the proclamation of: Platamuni as the first Marine Protected Area (MPA) in Montenegro (2021), contributing to value of the Bay as UNESCO protected site, and Tivat Salinas proclaimed and protected as Special nature reserve. Also, recently (2021), within the GEF Adriatic project, the first Marine Spatial Plan for Montenegro was prepared.

Some of the main findings for this theme were:

- There is a pressure on the narrow coastal strip and seasonal anthropogenic impact on coastal space;

- There is an increase in construction areas in all three municipalities in the past three decades, especially in Tivat municipality. However, in Tivat this is also followed by percentual increase of population, while this is not the case in other two municipalities;
- There is a low share of actual construction in areas designated for construction (from around 39 % in Tivat municipality to around 12 % in Herceg Novi, based on 2011 data);
- Linear urbanization is showing a form of conurbation and threatens natural resources;
- There is a constant increase in the construction area, occurrence of larger fires and reduction of agricultural areas in the period 2006-2018, which indicates the combined negative impacts of urbanization and climate change on the environment;
- Coast is badly connected with the hinterland, there is an insufficient road network and a lack of a bypass;
- There is an irrational consumption and inadequate use of agricultural land;
- There is a lack of carrying capacity of beaches concerning the tourist demands;
- Low and non-effective inter-sectoral cooperation between municipalities; and
- Lack of awareness about the protection of the environment and cultural assets; etc.

Some of the proposed **indicators** for this theme were: (i) Housing density in the built-up area of the coastal belt; (ii) Population of the coastal zone in relation to the total population; (iii) Share of the built-up area in the coastal zone; (iv) Average annual rate of expansion of the built-up area in the coastal zone; and the (v) the share of apartments for permanent residence in total apartments in the coastal zone.

A special attention was brought up regarding the impacts of climate change, mainly from the vulnerability analysis from the CAMP project (2015), where Herceg Novi came out as vulnerable to fires and strong winds; Kotor and Tivat to droughts and fires; and Herceg Novi and Kotor to flash floods and coastal floods.

Mr Karajović also presented the theme on **sustainable transportation** on behalf of his colleague, Ms Snežana Dimitrijević. Some major findings for this theme:

- There is a high level of motorization in Boka Kotorska (448 passenger cars per 1000 inhabitants, while the national average is 358 per 1000 inhabitants)
- There is a high level of mobility coefficient (3.065 per day per capita – measured only for Tivat in 2008). The reason for this can be unstable economy, high level of motorization and low share of public transport. For the record, mobility coefficient is considered sustainable between 2.1 and 2.6;
- Primary road network often results in congestions, and the local roads are in bad condition;
- Air traffic is characterized with high seasonality (airport Tivat);
- There is increase in cruise tourism and hence in traffic in port of Kotor. Other port infrastructure is not used adequately;

Concerning the **indicators**, there were three groups proposed: road network quantity indicators (length of built/reconstructed state roads; local roads and bicycle and pedestrian paths); service level indicators of the public passenger transport system: (number of lines and transport work in road traffic and number of lines and transport work in maritime traffic) and movement volume indicators (mobility coefficient and visual distribution of movement). Two priority **measures** were highlighted: construction of bypasses around: Kotor, Tivat and Herceg Novi, and establishment of a unique, integrated system of public transport of passengers in road and marine traffic for the area of Boka Kotor. Finally, there is a significant lack of data. All the missing data were enlisted and it was agreed after the Meeting there will be requests for data provision towards relevant authorities.

Mr Darko Novaković, PAP/RAC consultant on water management, presented the situation regarding **integrated water management** framework in the area, i.e. **water supply and wastewater**. The area of the Boka Kotorska basin covers around 950 km², which is about 330 km² larger than the total area of the three municipalities of Boka Kotorska. This indicates that the territory of other municipalities is also represented in the basin although these municipalities do

not border the sea (primarily Cetinje and Nikšić). The specificity of the Boka Kotorska basin is a large underground runoff, with a distinctly small surface runoff. The aquifer is emptied through submarine springs, brackish springs and springs at the contact of carbonate water-permeable rocks and impermeable rocks. Unfortunately, this always happens at elevations below or at sea level, so in the period of low water, the spring waters become saline. Dominant underground outflow of basin water causes the relative poverty of Boka Kotorska surface water. A small number of watercourses are fast and short-flowing, with large flow oscillations. In contrast, a relatively large number of occasional small torrential flows occur. As for the **water supply**, although rich in water (the average specific runoff is about 43 l/s/km²), Boka Kotorska has struggled for decades with amount of available drinking water: now it is used from local springs, system "Plat" from Lake Bileća, and regional water supply from the spring "Bolje Sestre" from the basin of Lake Skadar. However, there is a strong decline in yield at the source of "Bolje Sestre" which causes apprehension and doubts among users. As for the **wastewater**, all three municipalities are planning to expand their wastewater network. Channels for stormwater runoff are not maintained properly. As for the **floods**, preliminary flood risk assessment in Montenegro according to the Floods directive, completed in 2021, unfortunately had not included small and torrential coastal watercourses and channels - the lack of measured hydrological data was the main reason. Considering urbanization and climate change, these are the problems which are reflected in hydrological balance and water regime:

- Change in the seawater quality due to a change in the fresh water inflow regime;
- Deeper sea water intrusion into the land and the reduction of the coastal freshwater resource capacity;
- Changes in the exchange (balance) of the waters of the Bay;
- Changes in the domain of urban hydrology due to dramatic changes in land use in small watersheds;
- Hydromorphological changes in small watersheds.

There are several issues that are expected to be worsened in the future:

- Problems with water supply during the tourist season;

- The operation of the wastewater and storm water drainage system will be even more challenging;
- Extreme rainfall will generate flash floods via torrential watercourses and ravines;
- Coastal zone will be flooded, with urban areas especially being at risk; and
- There will be a more pronounced problem with landslides and rockslides, and with coastal erosion.

Two **indicators** to consider are related to: precipitation as a basis for assessing the current situation, trends and future forecasted climate changes; and seawater quality indicators related to the regime of fresh water inflow from the basin (correlation with precipitation).



Mr Ilija Moric, from Faculty of Tourism and Hospitality in Kotor, Montenegro, presented the challenges regarding the **sustainable tourism** in the area. Boka Kotorska is at the same time a luxury cruising and nautical destination (Porto Montenegro, Porto Novi and Luštica Bay) and the UNESCO protected cultural and landscape heritage. Some other important assets are health tourism (Igalo), intangible heritage, food, landscapes, microclimate etc. In National tourism strategy 2022 – 2025 for Montenegro Boka Kotorska is recognized as an exclusive year-round



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destination that offers tourists authentic experiences in high-quality resorts and hotels, with the possibility of developing conference-related tourism offers (MICE), health, yachting tourism, as well as a rich offer of nature-based tourism (mountaineering, cycling, hiking, etc.). Some of the main tourism-related challenges and pressures in Boka Kotorska are:

- Unplanned construction;
- Carrying capacity reaching its limits;
- High seasonality of tourism;
- Hinterlands are ignored – dominance of coast-related tourism in a very narrow coastal belt (95% or overnight stays in Montenegro are in its coastal area);
- Current ports needs to be better used for quality offer for nautical and scuba-diving guests;
- There are multiple tourism-related pressures on coastal and marine area;
- Health and wellness tourism have potential, but are not adequately developed;
- There is a lack of accurate records of tourist accommodation capacity, especially in apartments and villas.

Tourism development needs to be followed by an infrastructure development (solid waste management, wastewater management, transportation infrastructure etc.). Diversifying and encouraging sustainable forms of tourism (e.g. eco-tourism, health, wellness, sports) would significantly extend the season. Improving the structure of accommodation capacity in favour of hotel capacity is necessary in terms of extending the season and the quality of the integral touristic products. Further "apartmentization" of the destination would have far-reaching negative consequences in all spheres of sustainable development. Unsustainable tourism can be related to disappearance of certain plant and animal species in some locations, a decrease in the capacity of springs and amount of drinking water, an increase in the number of accidents due to fires, the appearance of frequent temperature shocks and damage to the health of residents and tourists, the appearance of infectious diseases, etc. Two main **indicators** are: ratio between the number of permanent residents and the number of tourists; and the share of arrivals and



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overnight stays in Boka's coastal areas in total number of arrivals/overnight stays in Montenegro. There were many other potential indicators discussed such as number of tourists per km²; number of tourists per km of coast; number of tourists per month; number of tourists by municipality and region; number of overnight stays per km² (pressure on the environment); number of overnight stays per inhabitant (pressure on the resident population); number of overnight stays per month (de-seasonality); number of overnight stays by municipalities and regions; number of beds per km²; number of beds per inhabitant; the relationship between the number of overnight stays and the number of beds in the observed period; the number of tourists on the cruise in relation to the total number of tourists is expressed as a percentage (%); number of marinas per kilometre of coast etc.

Important messages for the future of this sector are to:

- Improve awareness and understanding of the dangers of unsustainable tourism and climate change impacts on tourism among local population, business sector, civil society and the public sector;
- Concretize the guidelines for the development of sustainable tourism through clearly defined and operational tourist products and experiences;
- Follow the national tourism guidelines for the 2022-2025 period, in the segment of the vision for development of Boka Kotorska;
- Encourage the development of the hotel offer instead of apartmentization;
- Define measures and activities in the area of prevention of the effects of droughts, forest fires, strong winds and rains, i.e. floods in urban and especially in rural areas.

Ms Jelena Radunović from Public Utility Service of Kotor, presented the issues related to **sustainable waste management** in Boka Kotorska. Ms Radunović informed the participants that, as a candidate for membership in the European Union, Montenegro is obliged to establish a functional integrated waste management system. As for the Boka Kotorska region, recycling yards and also facilities for secondary waste selection are operational in Herceg Novi and Kotor



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municipalities. The first regional composting plant for the municipalities of Tivat, Kotor, Herceg Novi and Budva was opened in Kotor in 2016. Ms Radunović then presented the solid waste management system for each of Boka's municipalities. The major problems in sustainable solid waste management of the area are:

- Primary selection of waste is in negligible percentages;
- The location of the disposal of construction and demolition waste has not been established;
- Large amounts of waste are deposited, which results in significant transportation and disposal costs;
- There is an insufficient capacity of the transfer station, especially in the summer months when the amount of collected municipal waste is increased;
- Illegal landfills;
- Lack of physical barriers at certain locations to prevent the re-emergence of illegal landfills;
- Need to strengthening inspection services;
- Locations for the disposal of construction and bulky waste has not been established;
- There is an absence of an organized system for the collection of used oil from the preparation and hospitality facilities, as well as used industrial oil from industrial plants and car repair shops; and
- There is a lack of plans for the implementation of educational campaigns.

The **indicators** to be established should be related to improving personnel and technical infrastructure of communal enterprises, with the use of modern methods for collecting and processing waste; and to reduction of the amount of waste that is deposited, which presupposes the separation of a larger amount of recyclable raw materials.



Ms Slavica Petović from the Institute of Marine Biology in Kotor then presented the challenges concerning the **marine environment** in Boka Kotorska Bay. Ms Petović introduced background information regarding Boka's marine environment (information on depth, sediment type, temperature, salinity, pH, nutrients etc.). Then she continued with the introduction on area's phytoplankton (diatoms are predominant in the area), zooplankton (copepods are dominant group) and ichthyoplankton (Boka Kotorska is a feeding and breeding ground for some fish species). As for the benthic communities, there are important habitats of seagrasses (*Posidonia oceanica* and *Cymodocea nodosa*), as well as very important coralligenous habitats (especially at Sopot and Dražin Vrt locations). Regarding mariculture, farms of shellfish (mussels and oysters) and fish (seabass and gilt-head sea bream) are developed, especially in Kotor and Tivat Bay. Fisheries sector is underdeveloped, mainly small-scale fisheries is present. The main pressures on marine area of Boka Kotorska Bay are:

- Mechanical damage from construction on the coastline (piers, pontoons, beach nourishment);
- Mechanical damage on the sea bottom (from anchoring);
- Collection of *Lithophaga lithophaga* shells;



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- Eutrophication;
- Contamination (mainly through sewage outlets);
- Marine litter and discarded fishing gear;
- Noise from maritime traffic;
- Increased sedimentation and turbidity of water;
- Mariculture impacts;
- Invasive species; etc.

As for **climate change**, the warming of the sea will lead to multiple changes in the composition and distribution of different communities, but also coastal flooding and erosion. Main impacts in Boka are expected:

- Changes in the stratification of the littoral part;
- Flooding of the lower zones of the Bay (Igalo, Morinj and Solila);
- Precipitation that brings a large amount of nutrients and causes an increase in the number of phytoplankton, i.e. a "blooming" of the sea and an increase in the degree of eutrophication;
- acidification of the marine environment;
- increase in the number of thermophilic species and influx of new species;
- changes in salinity; and
- changes in the structure and number of populations.

The recommended **indicators** to consider are:

- distribution of *Posidonia* meadows;
- trends in density, temporal phenomena and spatial distribution of non-indigenous species, especially invasive ones; and
- population size and density of phytoplankton species that determine the habitat and species community.

To minimize the effects of anthropogenic and climate pressures it is important to:



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- improve and maintain the sewage system;
- regulate torrential flows;
- minimize and regulate beach nourishment;
- maintain natural coast;
- afforest the coastal area;
- regulate maritime traffic (anchoring, noise, water turbidity, fouling, ballast water);
- control the catches of commercial species; and
- regulate the number of populations of new species.

3.4. Meeting outcomes

After the morning presentations by the experts, and the parallel discussions, the meeting fed into the afternoon session of the *Climagine* workshop. The overall objective of the *Climagine* workshop was to help in developing Sustainability Indicators to adequately represent the current and future state of the Coastal management Plan priority sectors, taking into account the Governance and Gender themes as cross cutting dimensions. Given that, the participants were discussing in groups that strongly resemble Plan's priority themes: Sustainable tourism and agriculture; Coastal infrastructure and transportation; Water supply and wastewater; Waste management; Environment and the marine environment. The full report on the *Climagine* workshop can be found [here](#).

4. NEXT STEPS

The immediate next steps were agreed on:

- The report of the meeting will be shared for comments;
- The diagnostic report for each theme discussed should be finalized by end-October 2022, feeding in the comments from the stakeholders;

- The sustainability indicators established by *Climagine* workshop should be supplemented by experts and validated in some of the future meetings/workshops;
- Sustainability thresholds (i.e. Bands of Equilibrium) should be proposed and established for each of priority indicators, and validated in some future meetings/workshops.
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ANNEX I – the Agenda of the Meeting

Boka Kotorska Coastal Management Plan: Diagnostic Phase and Climagine Workshop 2

Time (CEST)	Session
09:30-10:00	Welcome and Participant Registration
10:00-10:15	<p>Opening Remarks</p> <ul style="list-style-type: none"> • Tamara Brajović, Director General of Directorate for Nature Protection/Ivana Stojanovic, Head of Division for Integrated Management of Marine and Terrestrial Ecosystems, Directorate for Nature Protection, Ministry of Ecology, Spatial Planning and Urbanism, Montenegro • Kotor Municipality representative (tbd) • Olfat Hamdan, MedProgramme Coordinator, UNEP/MAP Coordination Unit • Željka Škaričić, Director, PAP/RAC (tbc) (UNEP/MAP)
10:15-10:30	<p>The Boka Kotorska Coastal Management Plan - Step 2: Diagnostic</p> <p>Ivan Sekovski, Program Officer, PAP/RAC</p> <ul style="list-style-type: none"> • Why a Coastal plan? • Climate Change Impacts in Coastal Zones - a Brief Introduction
10:30-10:45	Questions and Answers
10:45-11:00	<i>Coffee Break</i>
11:00-13:00	Sectoral Diagnostics

	<p>PAP/RAC</p> <ul style="list-style-type: none"> • Brief presentations by the PAP/RAC sectoral experts on the state, pressures and threats in Boka Kotorska Bay regarding: Spatial development and transportation; Integrated water resource management; Solid waste management; and the Marine environment. • Way forward for the Sectoral Diagnostic - a discussion
13:00-14:00	<i>Lunch</i>
<p>14:00-17:00</p> <p><i>Coffee Break</i> <i>15:00-15:15</i></p>	<p style="text-align: center;">Climagine 2 Workshop: Representing Future Scenarios and Sustainability Pathways in Boka Kotorska</p> <ul style="list-style-type: none"> • Climagine Facilitator: Srna Sudar, Head of Project Office at Univerzitet Crne Gore • Michael Karner, Project Officer, Plan Bleu/RAC (UNEP/MAP) <ol style="list-style-type: none"> 1. Overview of the Sustainability Dimensions identified during Climagine 1 (15 minutes) 2. Establishing Sustainability Indicators (SI) and sectoral sustainability ranges for each Sustainability Dimension for Key Sectors of the CMP (2 hours)
17:00-17:15	<p>Concluding Remarks and Next Steps</p> <ul style="list-style-type: none"> • Michael Karner, Plan Bleu/RAC • Ivan Sekovski, PAP/RAC • Ivana Stojanovic, MESPU
18:00-19:30	<p>Reception</p> <p><i>All participants are invited to join us at a small reception at the Cattaro Hotel.</i></p>



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ANNEX II - the List of Participants