



CRNOGORSKI SAVEZ OLDTAJMER VOZILA MONTENEGRIAN FEDERATION OF OLDTIMER VEHICLES

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IZVJEŠTAJ SA PRVE MEĐUNARODNE KONFERENCIJE O ZAKONSKIM RJEŠENJIMA I ISKUSTVIMA OLDTAJMER ZAJEDNICE

Crnogorski savez oldtajmer vozila organizovao je **Prvu međunarodnu konferenciju o zakonskim rješenjima i iskustvima oldtajmer zajednice**, održanu 6. decembra 2025. godine u hotelu *Crown Plaza* u Podgorici. Ova konferencija, prva ovakvog formata u Crnoj Gori a i u regionu, imala je za cilj da prikaže trenutnu situaciju oldtajmer zajednice u našoj državi, i da kroz razmjenu iskustava i praksi sa međunarodnim partnerima pruži dublji uvid u stanje i razvoj ovog sektora.

Crnogorski savez oldtajmer vozila djeluje od 2010. godine, dok njegovi klubovi osnivači organizuju međunarodne skupove još od 2004. godine. Savez kontinuirano radi na unapređenju zakonske regulative, a značajan napredak ostvaren je 2019. godine, kada je kategorija oldtajmera prvi put definisana u zakonskim okvirima Crne Gore.

Moderatorka konferencije bila je **Andela Knežević**. Uvodno izlaganje, posvećeno istoriji automobilizma u Crnoj Gori, održao je **Ljubo Perović**, dok je **Željko Knežević** govorio o dosadašnjim rezultatima u oblasti pravne regulative, aktuelnim izazovima i planovima za naredni period.

Međunarodno učešće i razmjena iskustava

Konferenciji su prisustvovali predstavnici **12 zemalja**: Crne Gore, Slovenije, Hrvatske, Bosne i Hercegovine, Srbije, Kosova, Sjeverne Makedonije, Albanije, Bugarske, Turske i Kipra. Svi učesnici su članovi organizacije **FIVA (Fédération Internationale des Véhicules Anciens)**, koja daje preporuke u oblasti zakonskog uređenja oldtajmer vozila.

Tokom diskusije predstavljeni su modeli regulative i organizaciona iskustva svih zemalja učesnica. Uočene su jasne sličnosti u praksi država članica Evropske unije, gdje su propisi najuređeniji. Istaknuti primjeri uključuju:

REPORT FROM THE FIRST INTERNATIONAL CONFERENCE ON LEGAL FRAMEWORKS AND EXPERIENCES OF THE CLASSIC VEHICLE COMMUNITY

The Montenegrin Federation of Classic Vehicles organized the **First International Conference on Legal Frameworks and Experiences of the Classic Vehicle Community**, held on 6 December 2025 at the *Crown Plaza* Hotel in Podgorica. This conference, the first of its kind in Montenegro and in the wider region, aimed to present the current situation of the classic vehicle community in our country and, through the exchange of experiences and practices with international partners, to provide deeper insight into the condition and development of this sector.

The Montenegrin Federation of Classic Vehicles has been active since 2010, while its founding clubs have been organizing international gatherings since 2004. The Federation continuously works on improving legal regulations, and significant progress was achieved in 2019, when the classic vehicle category was defined for the first time within the legal framework of Montenegro. The conference was moderated by **Andela Knežević**. The opening presentation, dedicated to the history of automobilism in Montenegro, was delivered by **Ljubo Perović**, while **Željko Knežević** spoke about the achievements to date in the field of legal regulation, current challenges, and plans for the upcoming period.

International participation and exchange of experience

The conference was attended by representatives of **12 countries**: Montenegro, Slovenia, Croatia, Bosnia and Herzegovina, Serbia, Kosovo, North Macedonia, Albania, Bulgaria, Turkey, and Cyprus. All participants are members of **FIVA (Fédération Internationale des Véhicules Anciens)**, which provides recommendations in the field of legal regulation of classic vehicles.

During the discussion, regulatory models and organizational experiences from all participating countries were presented. Clear similarities were observed in the practices of European Union member states, where regulations are most systematically developed. Notable examples included:

- **Sloveniju i Hrvatsku**, koje imaju slične pristupe i pogodnosti za registraciju oldtajmera;
- **Albaniju**, gdje je retro sektor u sastavu Ministarstva, što znači da država direktno donosi sve odluke, pri čemu se oldtajmeri tretiraju kao kulturna baština;
- **Kipar**, koji primjenjuje model zasnovan na britanskom zakonodavstvu;
- **Tursku**, koja se suočava sa nedostatkom regulative i podsticaja;
- **Bosnu i Hercegovinu**, u kojoj dvije aktivne organizacije predstavljaju oldtajmer zajednicu, uključujući Oldtajmer klub Mostar koji posjeduje i muzej, čime se naglašava vrijednost kulturnog naslijeđa svojih eksponata.

Ključne teme konferencije

1. Sertifikacija

Proces sertifikacije u svim zemljama članicama FIVA organizacije vrše ovlašćeni savezi i klubovi. Pravila su jasno definisana na međunarodnom nivou.

2. Uvoz

Postupci uvoza razlikuju se prema nacionalnim zakonima, iako su u osnovi slične strukture.

3. Registracija oldtajmer vozila

Gotovo sve zemlje primjenjuju određene finansijske povlastice pri registraciji, uz ograničenu godišnju upotrebu vozila. Oldtajmer vozilo je definisano kao vozilo staro **30 ili više godina** koje nije namijenjeno svakodnevnoj upotrebi.

Primjeri ograničenja:

- **Crna Gora:** 120 dana korišćenja godišnje,
- **Druge zemlje:** 90 ili 180 dana,
- **Zemlje bez dnevnog ograničenja:** limit je definisan maksimalnom kilometražom (najčešće oko 5000 km).

4. Osiguranje

Najbolja rješenja postoje u državama EU, posebno Sloveniji i Hrvatskoj, gdje su postignuti povoljni dogovori sa osiguravajućim kućama (npr. plaćanje 20% iznosa polise za cijelu godinu). Takođe je moguće osigurati vozilo kao vrijednost ili kroz kasko paket.

U Crnoj Gori, nažalost, još nije ostvaren napredak u ovom segmentu.

5. Jangtajmeri

Jangtajmeri su prepoznati kao aktuelna tema u okviru FIVA zajednice i očekuje se intenzivnije normiranje ove kategorije.

6. Aktivnosti klubova i učešće mladih

U većini zemalja djelovanje klubova je intenzivirano, uz poseban fokus na uključivanje mladih u oldtajmer zajednicu. Smatra se da je očuvanje istorijskih vozila važan segment kulturnog naslijeđa koje se ostavlja budućim generacijama.

- **Slovenia and Croatia**, which have similar approaches and benefits for the registration of classic vehicles;
- **Albania**, where the retro sector operates within a ministry, meaning that the state directly makes all decisions, and classic vehicles are treated as cultural heritage;
- **Cyprus**, which applies a model based on British legislation;
- **Turkey**, which faces a lack of regulation and incentives;
- **Bosnia and Herzegovina**, where two active organizations represent the classic vehicle community, including the Oldtimer Club Mostar, which also operates a museum, emphasizing the cultural heritage value of its exhibits.

Key conference topics

1. Certification

The certification process in all FIVA member countries is carried out by authorized federations and clubs. The rules are clearly defined at the international level.

2. Import

Import procedures differ according to national legislation, although their basic structures are similar.

3. Registration of classic vehicles

Almost all countries apply certain financial benefits for registration, combined with limited annual vehicle use. A classic vehicle is defined as a vehicle that is 30 years old or older and not intended for daily use.

Examples of restrictions:

- **Montenegro:** 120 days of use per year,
- **Other countries:** 90 or 180 days
- **Countries without daily limits:** a maximum mileage is defined (often around 5000 km).

4. Insurance

The best solutions exist in EU countries, especially Slovenia and Croatia, where favourable agreements have been reached with insurance companies (e.g., payment of 20% of the annual premium for full-year coverage). It is also possible to insure a vehicle as a valued asset or through comprehensive (full casco) insurance packages.

In Montenegro, unfortunately, no progress has yet been achieved in this segment.

5. Young-timers

Young-timers have been recognized as a popular topic within the FIVA community, and more intensive regulation of this category is expected.

6. Club activities and youth involvement

In most countries, club activities have intensified, with a special focus on involving young people in the classic vehicle community. The preservation of historic vehicles is considered an important segment of cultural heritage for future generations.

Zakonski okvir u Crnoj Gori

Crnogorski savez oldtajmer vozila, u saradnji sa **Ministarstvom saobraćaja**, uspio je da uspostavi regulativu koja slijedi standarde zemalja EU. Ipak, predstoji dalji rad sa:

- Ministarstvom finansija,
- Ministarstvom unutrašnjih poslova,
- osiguravajućim društvima.

Cilj je da se obezbijede uslovi uporedivi sa najboljim evropskim praksama.

Primjer razlike u postojećim povlasticama:

- **Crna Gora:** 50% iznosa polise za 120 dana,
- **Slovenija:** 20% iznosa polise za 365 dana korišćenja.

Zatvaranje konferencije

Konferenciju je zatvorio predsjednik Saveza, **Branislav Velimirović**, izrazivši zahvalnost svim učesnicima i nadu da će se saradnja nastaviti. On je naglasio da je ovo tek prva u nizu konferencija koje bi trebalo da dodatno ojačaju regionalnu i međunarodnu mrežu oldtajmer zajednice.

Legal framework in Montenegro

The Montenegrin Federation of Classic Vehicles, in cooperation with the Ministry of Transport, has succeeded in establishing regulations that follow EU standards. However, further work is still required with:

- the Ministry of Finance,
- the Ministry of Interior,
- insurance companies.

The goal is to ensure conditions comparable to the best European practices.

Example of differences in existing benefits:

- **Montenegro:** 50% of the insurance premium for 120 days of use,
- **Slovenia:** 20% of the insurance premium for 365 days of use.

Closing of the conference

The conference was closed by the President of the Federation, **Branislav Velimirović**, who expressed gratitude to all participants and his hope that cooperation would continue. He emphasized that this was only the first in a series of conferences intended to further strengthen the regional and international network of the classic vehicle community.

LISTA UČESNIKA**LIST OF PARTICIPANTS**

IME I PREZIME / NAME AND SURNAME	INSTITUCIJA / ORGANIZATION
Akin Demirag	Classic Sports Car Club North Cyprus
Aleksandar Violejković	Srpski savez za istorijska vozila
Ana Djuranović-Tomašević	CSOV
Anđela Knežević	CSOV
Andia Kolshi	Oldtimer klub Prizren – youth
Antun Presečki	Predsjednik HROS-a
Atanacković Vladimir	Srpski savez za istorijska vozila
Blagoja Dimitrov	Makedonija
Branislav Velimirović	CSOV
Branko Baletić	
Bratislav Branković	Srpski savez za istorijska vozila
Cem Savoglu	Classic Sports Car Club North Cyprus
Dašo Dragović	Old timer club Ulcinium
Dejan Savićević	CSOV
Demir Dešević	MSA
Edi Glavić	Predsednik tehničke komisije SVS
Edin Smajić	Oldtimer savez u Bosni i Hercegovini
Ehat Oreshka	FAHK Kosova
Erald Totri	General Directore Road Transport
Franc Škrjanec	SVAMZ Slovenija
Georgi Georgiev	Bugarska BAK Retro
Idriz Mushkolaj	FAHK Kosova
Igor Stefanovski	Makedonija, Gentlemens crew Skopje
Janko Uratnik	Član SVS-SLO, FIVA TC EC
Kreshnik Barjaktari	General Directore Road Transport
Ljubo Perović	CSOV
Ljubomir Odalović	CSOV Oldtimer klub Herceg Novi
Mejrem Mushkoloj	Kosovo
Nermin Oreshka	Kosovo
Nevenka Tomić	Ministarstvo saobraćaja CG
Pavle Tomićević	Oldtimer klub Montenegro Nikšić
Rade Novović	Oldtimer club Berane 2015
Ramiz Burgija	OTC Prizren
Samir Jaha	NVO Ljubitelji bube Herceg Novi
Sibora Xhemali	General Directore Road Transport
Slobodan Jelić	Do predsjednika HROS-a
Tijana Radonjić Velimirović	O.T.K. Titograd
Visar Kolshi	Oldtimer klub Prizren
Vladimir Perkić	Podpredsjednik SVS-SLD
Yeliz Balibey	Klasik Otomobil Kulutu
Yural Vurur	Classic Sports Car Club North Cyprus
Željko Knežević	CSOV
Zdravko Vidović	BiH Mostar
Zoran Sekulić	Podgorica