

**Western Balkans Trade and Transport Facilitation Project
(Part referred to Republic of Serbia)**

TERMS OF REFERENCE

**SERVICE FOR TECHNICAL CONTROL OF DESIGNS FOR
RAILWAY LEVEL CROSSINGS**

1. Background information

1.1 Beneficiary country: Republic of Serbia

Contracting authority/Client: Ministry of Construction, Transport, and Infrastructure of Republic of Serbia (MoCTI).

Final Beneficiary: Infrastruktura železnica Srbije (Serbian Railway Infrastructure - IZS).

1.2 Relevant country background

The International Bank for Reconstruction and Development (IBRD) launched the Multiphase Programmatic Approach to facilitate the achievement of the Western Balkans Governments' goal of reducing trade costs and increasing transport efficiency. The Program includes two phases: i) phase 1 includes Albania, North Macedonia and Serbia, and ii) phase 2 other beneficiaries in the Western Balkan.

For the purpose of financing of the Western Balkans Trade and Transport Facilitation Project (Project), part of Phase 1 of the Program, IBRD has granted to the Republic of Serbia (RoS) EUR 35 million loan to support a combination of investments, technical assistance and regulatory and institutional reforms.

At the regional level, the Secretariat for Transport Community Treaty (TCT) will play the role of the regional coordination and liaison office for the Western Balkans Six, for all the transport related dimensions of the project. The CEFTA Secretariat will play the same role for the trade elements of the Project.

At the national level, Project Implementation Unit (PIU), within the Ministry of Construction, Transport, and Infrastructure of Republic of Serbia (MoCTI), has primary responsibility for Project execution ensuring that the Project development objectives are met.

Objective of the Project is to reduce trade costs and increase transport efficiency in RoS. The Project consists of the following parts:

Component 1: Facilitating movement of goods across the Western Balkans. The component focuses on (a) the design and adoption and implementation of the National Single Window (NSW); (b) implementation of Electronic Data Interchange (EDI) for railways.

Component 2: Enhancing transport efficiency and predictability. This component will focus on (a) the adoption of an Intelligent Transport System (ITS), (b) the improvement of Railway Level Crossings (RLC) and c) development of National Transport Strategy.

Component 3: Improve market access in services and foster regional investments (this Component is covered by grant resources from other development partners, which complements the support from the World Bank Group) and

Component 4: Support project implementation unit (PIU) and provide additional technical support, including for policy coordination, operating costs, and monitoring and evaluation of the project.

These Term of Reference (ToR) refers to the services of consulting company for Technical Control of Designs for the civil works and installation of equipment on the RLCs.

1.3 General information

Level crossing represents weak spot for both traffic modes – road and railway. Due to increased traffic, which especially refers to road traffic, intersections of main roads with railway lines, i.e. level crossings, are dangerous points with traffic accidents. According to the European Railway Agency in the European Union every year on RLCs occur over 1,200 traffic accidents. The operationalization of functioning RLC is key to the objective of improving transport efficiency and predictability for the railway trade flows in the Western Balkans. EU Member States reported that in 2015, more than 400 RLC's users were killed and 400 were seriously injured in a total of about 700 accidents occurring on more than 120,000 RLCs in the EU. Analysis of these accidents primarily identifies human factor as primary cause, while other reasons such as current state of pavement, vehicles or equipment are often disregarded.

Basic requirement for level crossings safety is reduction of number of accidents. Level crossings are becoming a national problem having in mind that the number of motor vehicles is increasing every year.

There are many level crossings on the road and railway map of RoS which are „forgotten“, (i.e. poorly maintained) and which require increase of safety level, i.e. reduction of irregular events probability. There are approximately 2,100 locations with level crossings on the IZS network. The majority of level crossings (77%) are equipped with road signage. The remaining 23% are barrier and gated crossings with or without road traffic light signals.

Analysis of the level crossing present state from the aspect of safety gives conditions for further application of relevant measures for increasing the safety and interlocking level on the level crossing.

2. Objective, purpose and expected results

2.1 Objective and purpose of the assignment

Within the Project, Serbian Railway Infrastructure plans to carry out rising of the security level, reconstruction and enhancement on 58 level crossings in order to increase the security of railway and road traffic.

Currently, the Client is conducted the procedure for selection of the Works Contractor(s) who will be responsible to ensure that RLCs are improved vis a vis safety and efficiency of the signaling and interoperability. All 58 RLCs are divided into 2 lots. The Works Contractor(s) will be responsible to prepare conceptual designs, required for obtaining of location conditions, preliminary designs, purchase and install equipment and execute civil works. Preliminary Design(s) shall be prepared in compliance with requirements for obtaining Location conditions, relevant ToR, regulation, codes and rules of the profession. Preliminary Design(s) shall be subject of acceptance of the IZS, as Final Beneficiary and obtaining consent of the Client and shall be, compliance with the national legislation, approved by the Consultant for Technical Control of Designs, to be contracted under this ToR.

Further, the procedure for selection of the Supervision Consultant is on-going, as well. The Supervision Consultant will be responsible to supervise Works Contractor's activities, including inter alia, activities on design preparation. During design preparation, the Supervision Consultant will be primarily responsible to monitor and coordinate activities of the Works Contractor(s) on design preparation, and not for their approval.

The main purpose of this Contract is to engage highly qualified consultant company to perform services of technical control of designs to be prepared by the Works Contractor(s), ensuring that they are in line with national legislation requirements, international standards, designing schedule(s), Contractor's Dynamic plan, respectively defined deadlines, procedures and taking into account all relevant circumstances, as to ensure project documentation whose implementation in the field will increase safety at subject RLCs.

The Consultant will be responsible to conduct technical control of Preliminary Design for each specified RLC (given as Annex 1), vis a vis safety and efficiency of the signaling and interoperability. Civil and traffic design solutions must be approved according to the requirements given in the ToR for Conceptual Design and Preliminary Design drafting (given as Annex 2), for reconstruction and rising the security level on level crossings and valid regulations. The Consultant shall ensure that prepared Preliminary Design(s) are at required level of quality (unification of the form, completeness and comprehensiveness of contents and attachments) to enable the Client, as relevant authority, to issue the approval for execution of the Works (notice on acceptance of design documents) within the shortest possible period and with no-objection.

2.2 Results to be achieved by the Consultant

The Consultant shall be responsible for the following results:

- Positive Report after Technical Design Control for each RLCs (58 in total) is issued;

- High quality of design(s) in accordance with regulations, standards and technical/location conditions using engineering skills and knowledge is achieved;
- Problems arise during design preparation and/or change of solutions, in respect of ToR, if any, are solved;
- Compliance with World Bank Environmental and Social Framework (ESMF), Serbian pertinent legislation¹ and Project documents developed to comply with the WB ESF, is ensured.

¹ Where gaps between the World Bank Environmental and Social Standards (ESS) and the national requirements are identified the more stringent one will prevail

3. Scope of Work

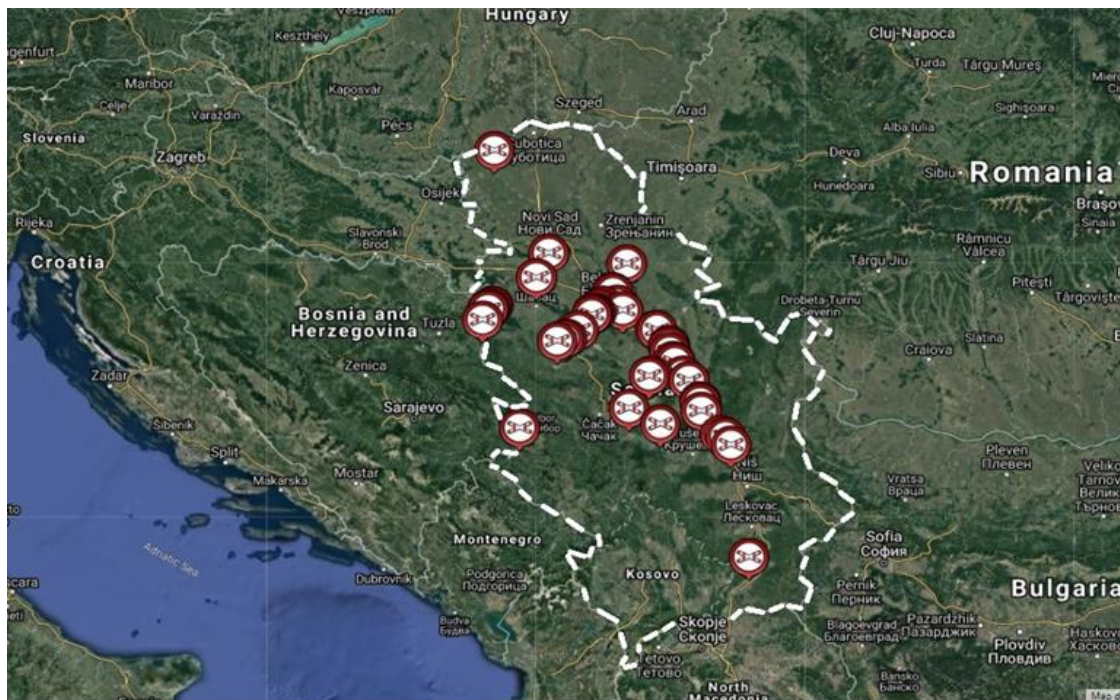
Services under this contract will be implemented in the territory of RoS as shown in the Figure 1 Geographical location of the RLCs.

The Link for access to the map and geographical location of the RLCs is following address:

<https://www.zetp.rs/Prelazi>

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Figure 1 Geographical location of the RLCs



The Consultant shall organize his work as to ensure technical control services from the beginning of design preparation up to its completion, respectively in parallel with preparation of Preliminary Design by the Works Contractor(s). For the Preliminary Designs covered by the Services whose preparation has started prior to award of the contract for technical control, the Consultant shall, as early as possible, perform the control of already completed parts of designs and shall apply to control of the remaining part of technical documents in parallel with preparation of those documents.

In this respect, the Consultant will provide professional inputs, advices and support during preparation and implementation of the Preliminary Designs for specific Railway Level Crossings (the list of 58 RLCs is attached in Appendix 1) in RoS through the provision of appropriate suggestions, comments for designs and costing estimates. Activities on technical control for specific Preliminary Design shall be considered as completed upon issuing of Report on the technical control by the Consultant.

However, if the Ministry in line rejects to issue Decision on approval for works (construction solution) due to defects of the Preliminary Design and/or Report on the technical control, the Consultant shall perform the technical control of revised Preliminary Design and issue new Report or made required corrections in the previously issued Report in accordance with the issued remarks no later than 2 weeks following receipt of the revised Preliminary Design. The Consultant shall not be entitled to any compensation based on that reason.

The Consultant shall execute Technical Design control of the Preliminary Design in accordance with the Law on Planning and Construction ("The Official Gazette of RS" No. 72/2009, 81/2009-corr., 64/2010-decision US, 24/2011, 121/2012, 42 / 2013- US decision, 50/2013-US decision, 98/2013-US decision 132/2014, 145/2014, 83/2018, 31/2019, 37 / 19– other Law, 9/2020 and 52/2021), Regulations on the content, manner and procedure of preparation and performing control of technical documentation and according to the class and purpose of the facility ("The Official Gazette of RS" No. 73/2019). Further, during the process of technical control of the Preliminary Designs, the Consultant must apply all legal and other regulations, technical norms and standards, while respecting quality norms. The Consultant shall execute Technical Design control of the Preliminary Design in accordance with the Law on Environmental Impact Assessment ("The Official Gazette of RS" No. 135/2004 and 36/2009). Respectively, while performing the Technical Control, the Consultant shall comply with following:

- Valid laws, regulations and quality standards related to the Services being provided;
- Requirements from this ToR and the Contract
- Requirements related to safety
- Positive practices for this type of Services.

PIU will, in addition to the ToRs for each specific RLCs (given as Appendix 2), collect and supply the Consultant with documentation relevant for the review and preparation of the Technical Control Report, which will include following:

- 1) Existing technical documentation of the railway track at the intersection of the railway with the road;
- 2) Geodetic survey of the intersection of the railway and the road;
- 3) Records of the railway commission on the current condition of the level crossings;
- 4) Timetable of official places;
- 5) Environmental and Social Management Framework (ESMF) for the Project;
- 6) Conceptual design and Location conditions for each of the specific RLC prepared by the Works Contractor(s) and
- 7) Preliminary design for each of the specific RLC prepared by the Works Contractor(s).

For the purpose of Technical Control of the Preliminary Design the Consultant shall be required to check, as minimum, following:

- Is the Preliminary Design prepared in accordance with the respective ToR;
- Is the Preliminary Design compliant with laws and other regulations, standards and norms relevant for designing and execution of the works for reconstruction and rising the security level on level crossings;

- Does the Preliminary Design include all elements needed for execution of the Works determined by the law, fully in accordance with the relevant regulations that define contents and scope of preliminary work content and manner in which the technical documentation should be prepared;
- Is the Preliminary Design prepared in accordance with the location conditions and whether it includes consents and approvals of all relevant institutions;
- Is geodetic work executed in accordance with requirements from the relevant ToR and for requested level of accuracy of data;
- Is the BoQ within the Preliminary Design complete and whether quantities and measurement units are correctly calculated and stated;
- Is the Preliminary Design compliant to the World Bank Environmental and Social Safeguard policies and guidelines and in line with ESMF.

All correspondence during the execution of the Services between the Consultant and Works Contractor(s) shall be made exclusively in writing in Serbian with translation on English language, and with copy to Supervision Consultant, PIU and IZS.

IZS shall ensure monitoring of design preparation and activities on technical control, as well as provide clarification of requirements given in the ToRs, when needed, and timely inform PIU on any identified major issue that might negatively impact on foreseen dynamic of Contract execution.

4. Logistic and timing

4.1 Location

Operational base for the Contract will be Belgrade.

4.2 Commencement date and period of implementation

The intended commencement date is September 2022, but the actual commencement date will be defined with the signature of contract. The period of implementation of the contract will be 12 months starting from the commencement date. Considering the complexity of the project documentation, respectively preliminary designs, subject of review activities under this Contract, it is estimated that level of efforts for the Consultant would be approximately 9 days per one preliminary design, i.e. in total 522 staff-days. However, the Consultant is free to propose his own level of effort based on the needs of the assignment as per this ToR.

The Consultant will carry out the services in line with a detailed time schedule to be submitted as part of his draft view on Project time life, which might be changed following communication with the Works Contractor(s) considering his Designing plan.

The Consultant should note that it is envisaged that the Works Contractor(s) will obtain all required approvals necessary for installation and civil works for all railway level crossings, subject of the Works Contract (approvals of designs, location conditions, construction approval) within 12 months from the Works Contract(s)'s Effective Date. Further, upon acceptance of Preliminary Designs, the Works Contractor(s) shall no later than 2 months prepare Design for Execution, subject of approval of the Supervision Consultant. It will be on the Works Contractor(s) to organize his work according to these time requirements, where the Client strongly suggest to execute design works for different RLCs in parallel in order to obtain required Construction Approval and start with execution of works (civil and installation) on all RLCs within 18 months from the Contract Commencement Date.

5. Qualifications Requirements

5.1 Consulting firms

Consultant will be selected using the Consultant Qualification Selection (CQS) method set out in the World Bank's Procurement Regulations for IPF Borrowers (July 2016, revised November 2017).

The consulting firms shall meet the following criteria:

- i) The Consulting firm must be a legal entity;
- ii) The consultant (individual company or joint venture altogether) has implemented and successfully completed, during the last five years (from the January 2017 up to the deadline for the receipt of applications indicated below):
 - at least one (1) contract in a field related to these Services, i.e. design and/or design technical control for RLCs' equipment installation. Contracts for design and/or design technical control for construction/reconstruction/rehabilitation of railway which included RLCs equipment installation, as well, shall be considered acceptable for this criterion. Participation of the Consultant should be minimum 60% of the contract brought as reference;
- iii) Experience in railway sector in Republic of Serbia.

In the event that more firms fulfil all the qualifying criteria above, MoCTI shall use the following criteria to rank the applicants: (i) the number of contracts in the field related to these Services brought as reference in para (ii) above and in case of equality on this criterion, then the value of eligible part (the value of activities carried by the consultant) of the projects found eligible in para (ii).

As a proof, the Consultant firm shall prepare a table listing following information: name of the relevant assignments, short scope of work, and value of the eligible part (the value of activities carried out by the Consultant), year of contract's implementation, country/region, contact reference (name, e-mail, phone number).

Consultants may associate with other firms to enhance their qualifications, but should indicate clearly whether the association is in the form of a joint venture and/or a sub-consultancy. In the case of a joint venture, all the partners in the joint venture shall be jointly and severally liable for the entire contract, if selected. Furthermore, EoIs of JVs will be evaluated based on composition of JV submitted whereas experience of other firms not included in the JV, including proposed sub consultants, will not be considered in the evaluation.

Key Experts' CV are not required and will not be evaluated at this stage, but will be subject of contract negotiations with first ranked/winning firm/JV. Winning firm/JV should make sure the proposed key staff fulfills the qualification requirements set forth in ToR for respective key staff positions.

5.2 Personnel

The Consultant shall establish his Team in accordance with the needs and requirements of this ToR. The Team shall consist of a core team made of key experts with the qualifications and skills defined in the **Error! Reference source not found.**, below and

non-key experts, as needed. The Consultant is obliged to ensure adequate staff in terms of expertise and time allocation, as well as needed equipment in order to complete the activities required under the scope of work and to achieve the objectives of this Contract in terms of time, costs, and quality.

The Team, as a whole, shall include experts familiar with RoS' regulations.

All experts shall be independent and free from any conflicts of interest in the responsibilities. The experts should have appropriate licenses issued by the MoCTI or a declaration stating that they shall apply for and receive the license in no more than 1 month after the announcement of the award.

Note that civil servants and other staff of the public administration of the beneficiary country (Republic of Serbia) cannot be proposed as experts.

5.2.1 Key experts

All experts who have a crucial role in implementing the contract are referred to as key experts. The profiles of the key experts for this contract are given below.

Table 1 Key Experts

Title	Qualifications/Experience	Skills
Senior railway engineer	<u>Education:</u> Have as a minimum B. Sc. Degree in Civil or Electro Engineering or other relevant discipline <u>Relevant professional experience:</u> At least 15 years of general professional experience of which at least 8 in the rail sector Have a focus of professional experience in design or design technical control of railway projects;	Communication, coordination and managerial skills, good knowledge of RoS' railway regulations and procedures
Engineer for the signaling/interlocking and telecommunication on RLC	<u>Education:</u> Have as a minimum B. Sc. Degree in electrical Engineering or other relevant discipline At least 10 years of general professional experience of which at least 6 in the rail sector; Have a focus of professional experience in design and/or design technical control of railway construction projects in field of signaling or telecommunication; License 352;353, 453	Communication skills, good knowledge of RoS' railway regulations and procedures
Engineer for the road/railway traffic signalization on RLC	<u>Education:</u> Have as a minimum B. Sc. Degree in Traffic Engineering or other relevant discipline; At least 10 years of general professional experience of which at least 6 in the rail/road sector Have a focus of professional experience in design and/or design technical control of railway construction projects in field of traffic signalization for road/rail design License 368;370;470	Communication skills, good knowledge of RoS' railway regulations and procedures

5.2.2 Non-key experts (NKE)

The Consultant is free to include in his proposal other positions that he considers necessary for the assignment, e.g. engineer for power supply on RLC, engineer for civil works on RLC, environmental specialist, civil engineer, railway engineer, mechanical engineer, electrical engineer, etc. CVs for non-key experts should not be submitted in the EoI but the Consultant will have to demonstrate in his offer that he has access to proposed experts. All experts must be independent and free from conflicts of interest in the responsibilities they take on.

5.3 Office accommodation

Office accommodation for each expert working on the Contract is to be provided by the Consultant.

The Consultant shall ensure that experts are adequately supported and equipped. In particular, it shall ensure that there is sufficient administrative, secretarial and interpreting provision to enable experts to concentrate on their primary responsibilities.

No equipment is to be purchased on behalf of the neither Contracting Authority (MoCTI), PIU nor Beneficiary (IZS) as part of this service contract or transferred to the Contracting Authority or beneficiaries at the end of this Contract.

6. Outputs

The Consultant shall during the period of execution of the Contract prepare for each specific RLC separate Technical Control Report (TCR) (in total 58). Considering the volume of the work, and future organization of the works of the Works Contractor(s), TCRs shall be grouped in 7 groups in total, where 6 groups will cover services of the Consultant on technical control for 8 RLCs, and one group for 10 RLCs. It is up to the Consultant to determine the specific RLC to be included in each of these groups.

As a result of technical control of Preliminary Design for RLC, the Consultant shall prepare TCR no later than 2 weeks upon submission of the Preliminary Design for specific RLC by the Works Contractor(s) in Serbian language. In respect of requirements from the national legislation, and on the other hand the Project, the Consultant shall submit TCR in four (4) hard copies A4 format preferably on both sides of the paper with appropriate headers and footers and two (2) copies on CD in Serbian. Upon issuance of the Construction Approval by the relevant authority, final version of the TCR shall be submitted in two (2) hard copies and two (2) copies on CD in English.

All TCRs shall include an executive summary, the statement of the performer of the technical control (Appendix 3) and shall be submitted in Serbian language. The draft version of the reports (electronic copy) shall be submitted to PIU for distribution to the IZS. The commenting period for the outputs is 1 week. In case of no-reaction to the submitted TCR such status will be interpreted as “no objection” and shall be deemed as approved.

In the course of Contract execution, the Consultant shall prepare the Minutes of Meetings for all meetings held with the Works Contractor(s), and shall include clear decisions, persons in charge and deadlines. The Consultant will distribute Minutes of Meetings to the Works Contractor(s), PIU and IZS. MoM must be commented within 3 calendar days by participants.

7. Terms of Payments

The Consultant should note that the proposed contract for this assignment will be lump-sum, and the payments will be with milestones against submission of deliverables as follow:

- 10% of the Total lump-sum amount, upon Client's receipt of IZS approval for 1st group of TCRs for 8 RLCs;
- 10% of the Total lump-sum amount, upon Client's receipt of IZS approval for 2nd group of TCRs for other 8 RLCs;
- 10% of the Total lump-sum amount, upon Client's receipt of IZS approval for 3rd group of TCRs for other 8 RLCs;
- 10% of the Total lump-sum amount, upon Client's receipt of IZS no-objection for 4th group of TCRs for other 8 RLCs;
- 10% of the Total lump-sum amount, upon Client's receipt of IZS approval for 5th group of TCRs other 8 RLCs;
- 10% of the Total lump-sum amount, upon Client's receipt of IZS approval for 6th group of TCRs for other 8 RLCs;

- 10% of the Total lump-sum amount, upon Client's receipt of IZS approval for 7th group of TCRs for other 10 RLCs,
- 30% of Total lump-sum amount will be paid upon Client's receipt of confirmation from the IZS that approval for execution of the Works for all 58 RLCs has been issued by the relevant Ministry.

Appendix 1 – List of RLCs

Lot 1:

No	Railway track	Position on a rail track
RLC 1	Ruma-Sabac-branch-line junction Donja Borina – state border – (Zvornik Novi)	Loznica 49+511
RLC 2	Ruma-Sabac-branch-line junction Donja Borina – state border – (Zvornik Novi)	Budjanovci 3+285
RLC 3	Ruma-Sabac-branch-line junction Donja Borina – state border – (Zvornik Novi)	Donja Borina 67+660
RLC 4	Ruma-Sabac-branch-line junction Donja Borina – state border – (Zvornik Novi)	Klenak 29+048
RLC 5	Ruma-Sabac-branch-line junction Donja Borina – state border – (Zvornik Novi)	Zejtin Voda 62+425
RLC 6	Ruma-Sabac-branch-line junction Donja Borina – state border – (Zvornik Novi)	Sabacki put 50+317
RLC 7, RLC 8	Ruma-Sabac-branch-line junction Donja Borina – state border – (Zvornik Novi)	Ilicevo 1 52+471 Ilicevo 2 52+714
RLC 9	Ruma-Sabac-branch-line junction Donja Borina – state border – (Zvornik Novi)	Prnjavor Macvanski 27+774
RLC 10	Belgrade Centre – Pancevo main - Vrsac – state border – (Stamora Moravita)	Pivarski 17+544
RLC 11	Belgrade Centre – Pancevo main - Vrsac – state border – (Stamora Moravita)	Strazara 11 49+577
RLC 12	Belgrade Centre – Pancevo main - Vrsac – state border – (Stamora Moravita)	Strazara 2 19+836
RLC 13	Belgrade Centre – Pancevo main - Vrsac – state border – (Stamora Moravita)	Strazara 22 58+060
RLC 14 RLC 15 RLC 16	Subotica - Bogojevo – state border – (Erdut)	Strazara 105 127+680 128+340 128+854
RLC 17	Vrbas-Sombor	Kljajicevo 76+073
RLC 18	Lapovo – Kraljevo – Lesak – Kosovo Polje – Djeneral Jankovic – state border – (Volkovo)	Kaznovici 155+449
RLC 19	Lapovo – Kraljevo – Lesak – Kosovo Polje – Djeneral Jankovic – state border – (Volkovo)	Lapovo – Kraljevo 33+242
RLC 20	Lapovo – Kraljevo – Lesak – Kosovo Polje – Djeneral Jankovic – state border – (Volkovo)	Lapovo - Kraljevo 30+043
RLC 21 RLC 22	Stalac - Kraljevo - Pozega	Sumadija 40+967 Trstenik 41+715
RLC 23	Stalac - Kraljevo - Pozega	Spanac 74+044
RLC 24	Stalac - Kraljevo - Pozega	Stopanja 29+700
RLC 25	Stalac - Kraljevo - Pozega	Kamidzora 68+336
RLC 26	Crveni krst - Zajecar - Prahovo port	Svrljig 39+605
RLC 27	Belgrade – Mladenovac – Lapovo – Nis – Presevo – state border – (Tabanovce)	Koncarevo 138+649

No	Railway track	Position on a rail track
RLC 28	Belgrade – Mladenovac – Lapovo – Nis – Presevo – state border – (Tabanovce)	Block 2 st. Paracin 155+535
RLC 29	Belgrade – Mladenovac – Lapovo – Nis – Presevo – state border – (Tabanovce)	Block 1 st. Vranje 353+833
RLC 30	Pancevo Main – Zrenjanin – Kikinda – State border (Jimbolia)	Melenci 105+561
RLC 31	Belgrade – Resnik – Pozega – Vrbnica – State border	20+497
RLC 32	Belgrade – Resnik – Pozega – Vrbnica – State border	24+269
RLC 33	Belgrade – Resnik – Pozega – Vrbnica – State border	32+022
RLC 34	Belgrade – Resnik – Pozega – Vrbnica – State border	33+484
RLC 35	Belgrade – Resnik – Pozega – Vrbnica – State border	53+795
RLC 36	Belgrade – Resnik – Pozega – Vrbnica – State border	66+716

Lot 2:

No	Railway track	Position on a rail track
RLC 37	Belgrade – Resnik – Pozega – Vrbnica – State border	75+705
RLC 38	Belgrade – Resnik – Pozega – Vrbnica – State border	225+878
RLC 39	Belgrade – Resnik – Pozega – Vrbnica – State border	253+549
RLC 40	Belgrade – Mladenovac – Lapovo – Nis – Presevo – State border	20+183
RLC 41	Belgrade – Mladenovac – Lapovo – Nis – Presevo – State border	21+858
RLC 42	Belgrade – Mladenovac – Lapovo – Nis – Presevo – State border	34+436
RLC 43	Belgrade – Mladenovac – Lapovo – Nis – Presevo – State border	41+841
RLC 44	Belgrade – Mladenovac – Lapovo – Nis – Presevo – State border	78+247
RLC 45	Belgrade – Mladenovac – Lapovo – Nis – Presevo – State border	79+362
RLC 46	Belgrade – Mladenovac – Lapovo – Nis – Presevo – State border	99+939
RLC 47	Belgrade – Mladenovac – Lapovo – Nis – Presevo – State border	100+976
RLC 48	Belgrade – Mladenovac – Lapovo – Nis – Presevo – State border	105+545
RLC 49	Belgrade – Mladenovac – Lapovo – Nis – Presevo – State border	114+196
RLC 50	Belgrade – Mladenovac – Lapovo – Nis – Presevo – State border	116+995
RLC 51	Belgrade – Mladenovac – Lapovo – Nis – Presevo – State border	131+308
RLC 52	Belgrade – Mladenovac – Lapovo – Nis – Presevo – State border	162+516
RLC 53	Belgrade – Mladenovac – Lapovo – Nis – Presevo – State border	163+819
RLC 54	Belgrade – Mladenovac – Lapovo – Nis – Presevo – State border	171+810
RLC 55	Belgrade – Mladenovac – Lapovo – Nis – Presevo – State border	201+565
RLC 56	Belgrade – Mladenovac – Lapovo – Nis – Presevo – State border	208+192
RLC 57	Belgrade – Mladenovac – Lapovo – Nis – Presevo – State border	212+914
RLC 58	Belgrade – Mladenovac – Lapovo – Nis – Presevo – State border	222+057

Appendix 2 – ToRs for RLCs

Appendix 3 – Statement of the Performer of the Technical Control with Summary of the Technical Control Report

STATEMENT GIVEN BY THE PERFORMER OF TECHNICAL CONTROL, WITH TECHNICAL CONTROL SUMMARY REPORT, FROM CERTIFICATE OF CONSTRUCTION PERMIT DESIGN

2.0. STATEMENT GIVEN BY THE PERFORMER OF TECHNICAL CONTROL

Investor: (name of investor and its head office)
Facility: (name of facility with location, cadastral (property register) parcel number and cadastral community)

Type of Technical Documentation: (CPD- Construction Permit Design)

for Construction Design / for execution of Construction works: (new construction, extension, reconstruction, adaptation, restoration, change of purpose)

Technical Control No. and date:

As the Representative of the Performer of Technical Control of Design, (Construction Permit Design for the Construction of Business and Manufacturing Facility XXXX, on cadastral parcel XX/X, cadastral community XXX on location X), I,

(name, surname and professional title)

HEREBY CONFIRM

- 1) that the Construction Permit Design was prepared in compliance with the location conditions;

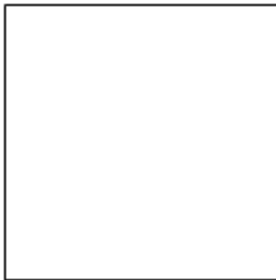
- 2) that the Construction Permit Design is in accordance with the laws and other regulations, and that it is prepared in full compliance with technical regulations, standards and norms in relation to the design and construction of that type and class of Facility;
- 3) that the Construction Project Design includes all necessary parts specified by the Rule Book provisions defining the content of technical documentation;
- 4) that the Construction Permit Design includes duly applied results of all previous and investigative works executed for the purpose of the Construction Permit Design preparation, and it also includes all general and specific technical, technological and other bases and data;
- 5) that the Construction Permit Design provides technical measures in order to meet the key requirements for the given Facility.

Performer of Technical Control: (name and surname, i.e., name of entrepreneur/legal entity, address)

Person in charge / representative: (name and surname)

Seal:

Signature:



Number: (identification number from the record of entrepreneur/legal entity)

Location and date: (location and date of preparation)

2.1. PERFORMERS OF TECHNICAL CONTROL

1. ARCHITECTURE DESIGN:

Performer of Technical Control: (name, surname and professional title, Serbian Chamber of Engineers licence number)

2/1. CONSTRUCTION DESIGN:

Performer of Technical Control: (name, surname and professional title, Serbian Chamber of Engineers licence number)

2/2. ROAD DESIGN:

Performer of Technical Control: (name, surname and professional title, Serbian Chamber of Engineers licence number)

3. HYDRAULIC INSTALLATION DESIGN:

Performer of Technical Control: (name, surname and professional title, Serbian Chamber of Engineers licence number)

4. ELECTRICAL INSTALLATION DESIGN:

Performer of Technical Control: (name, surname and professional title, Serbian Chamber of Engineers licence number)

.....
.....

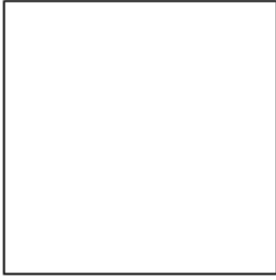
2.2.1. (2,3..) TECHNICAL CONTROL SUMMARY REPORT

(.....insert the summary text)

Performer of Technical Control: (name, surname and professional title)

License number: (Serbian Chamber of Engineers license number)

Personal seal: **Signature:**



Title and identification of the design portion: (e.g. 1-Architecture Design)

Location and date: (location and date of technical control)

Note: Verification shall be done by all Performers of Technical Control

