



Finance Contract:	SERBIAN INLAND WATERWAY INFRASTRUCTURE Finance Contract between the Republic of Serbia and European Investment Bank (Official Gazette of the Republic of Serbia - International Contracts No. 02/2019)
Procurement procedure:	Works on reconstruction and expansion of the Bogojevo Port in Serbia
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Clarification No. 6 to TD

Clarification of Volume 3, Part I – General Information, Volume 4, BoQ, Vol. 5, Design documents and drawings

QUESTIONS	ANSWERS
Question 1 Tender documentation does not include dwg drawings of the Design for Construction Permit (PGD). Could you kindly provide dwg drawings? Also would it be possible to obtain the complete design for construction permit (all books)?	Answer 1 The provided drawings documents are deemed to be substantial for preparation of the tender.
Question 2 BoQ, General Items, Items 1.2.2 and 1.2.3 – please explain items description.	Answer 2 Please, note that the description can be seen if the excel document is zoomed.
Question 3 Under item no. 57.1 of the Bill of Quantities, it is envisaged that landfill distance is up to 15 km. Please confirm the distance of city landfill, whose obligation is to provide landfill and specify who is responsible for covering the waste disposal costs?	Answer 3 The transport distance indicated in the project documentation is provided as an estimate for the purpose of preparing the tender. It is the Contractor's responsibility to verify the possibility of disposing of the construction waste at the municipal landfill. If this is not possible, the Contractor is obliged to identify a landfill that accepts this type of waste and to calculate the cost accordingly.



<p>Question 4</p> <p>We are kindly asking you to provide link for downloading drawings in DWG format, if possible.</p>	<p>Answer 4</p> <p>Please refer to Answer 1.</p>
<p>Question 5</p> <p>Tender documents do not include complete Design for Construction Permit (PGD in accordance with Serbian legislation), only some drawings along with several documents (e.g. 10.1 ELABORATE ON FIRE PROTECTION, 10.2 ENERGY EFFICIENCY ELABORATE., etc.). Could you please provide a complete package of PGD with all design books or at least Preliminary Design (ID in accordance with Serbian legislation)?</p>	<p>Answer 5</p> <p>The provided documentation is deemed to be substantial for preparation of the tender.</p>
<p>Question 6</p> <p><i>Ref. No. 1: Vol_4 / BoQ_eng_BOGWKS_final / RAIL TRACKS - 28 - 2.2.2.1. MANIPULATIVE RAIL TRACKS BOGOJEVO-DUNAVSKA OBALA</i></p> <p><i>Ref. No. 2: Vol_4 / BoQ_eng_BOGWKS_final / RAIL TRACKS - 29 - 2.2.2.2. INDUSTRIAL RAIL TRACKS IN THE PORT</i></p> <p>Question no. 1: Item No 29.3.3 (Reference in PGD: Б.І.2.3)."Please clarify the required concrete class for the upper pavement slab under item No. 29.3.3. There is a conflict between the design (C30/37) and the BoQ file '<i>BoQ_eng_BOGWKS_final</i>' (C25/30).</p> <p>Question no. 2: Please provide a technical requirement for high early-strength cement mortar under the rail on concrete slab – item No 29.4.2 (Reference in PGD: Б.І.3.2).</p> <p>Question no. 3: Please provide a technical requirement for bituminous emulsion for sealing space between the rail head and angle on concrete plate</p> <p>Question no. 4: Please provide a technical requirement, detail and drawing for galvanized tubes for fixing of travel and counter rails – item No 29.5.25 (Reference in PGD: Б.ІІ.1.25).</p> <p>Question no. 5: Items No 29.7.6 and 29.7.7. is noted: " Rail spacing of 1435 mm shall be provided by using gauge rods \varnothing 22, length 115.7 cm". Please provide a technical requirement, detail and drawing for this gauge rods. (Reference in PGD: Б.ІІ.3.6 and PGD: Б.ІІ.3.7).</p>	<p>Answer 6</p> <p>Q1: The required concrete class is C 30/37 XA2 XF4 XD3 XC4.</p> <p>Q2: Technical requirements, and all stated details, are part of Design for execution (PZI). Design for execution (PZI) shall be prepared by the Contractor.</p> <p>Q3: Technical requirements, and all stated details, are part of Design for execution (PZI). Design for execution (PZI) shall be prepared by the Contractor.</p> <p>Q4: Technical requirements, and all stated details, are part of Design for execution (PZI). Design for execution (PZI) shall be prepared by the Contractor.</p> <p>Q5: Technical requirements, and all stated details, are part of Design for execution (PZI). Design for execution (PZI) shall be prepared by the Contractor.</p> <p>Q6: The meaning of the term "track panels" is not clear. If it means a piece of cut rail, it depends of Contractor technology. The bill of</p>



<p>Question no. 6: Please define the length of the single segment of the track panels planned for removal - Items No 28.6.2 and No 29.7.1.</p> <p>Question no. 7: Does the project envisage the installation of a third rail on the section of manipulative rail tracks with concrete sleepers – Item No 28.6.7 (Reference in PGD: 5.II.3.7)</p> <p>Question no. 8: Items No 29.3.2 and 29.3.3 (Reference in PGD: 5.I.2.2 and 5.I.2.3). Construction of the reinforced concrete slab and upper pavement slab on the track – Please specify the joint filler material to be used between the concrete sections of the slab.</p>	<p>quantities states the assumed number of cuts.</p> <p>Q7: No. See Item No 28.6.6 (Reference in PGD: 5.II.3.6)</p> <p>Q8: It is not clear what kind of filling material is meant. There is no filling between the concrete sections of the slab.</p>
<p>Question 7</p> <p>We kindly ask you to publish and/or provide the complete available design and technical documentation, specifically referring to all volumes.</p>	<p>Answer 7</p> <p>The provided documentation is deemed to be substantial for preparation of the tender.</p>
<p>Question 8</p> <p><i>Ref. No. 1: Vol_4 / BoQ_eng_BOGWKS_final / RAIL TRACKS - 28 - 2.2.2.1. MANIPULATIVE RAIL TRACKS BOGOJEVO-DUNAVSKA OBALA</i></p> <p><i>Ref. No. 2: Vol_4 / BoQ_eng_BOGWKS_final / RAIL TRACKS - 29 - 2.2.2.2. INDUSTRIAL RAIL TRACKS IN THE PORT</i></p> <p>Is dynamic track stabilization (DGS) envisaged by the project for sections with concrete and wooden sleepers?</p>	<p>Answer 8</p> <p>Yes.</p>
<p>Question 9</p> <p>We request clarification regarding the statement in Volume 3, Part I – General Information (page 5): “If there are discrepancies between the relevant national and EU and/or internationally recognized technical standards for the same works/materials/equipment, stricter requirements shall apply.”</p> <p>It is unclear to us whether this requirement is intended to apply to the design phase as well (Design for Execution / PZI), potentially overriding the parameters used in the Employer’s Construction Permit Design (PGD).</p> <p>By way of example:</p> <ul style="list-style-type: none">• In Serbia, EN 752 is not mandatory.	<p>Answer 9</p> <p>The stormwater drainage in all ports on the Danube and Sava rivers has been designed for a rainfall return period of $n = 2$ (once every two years), in line with the standards applied for cities in Serbia (e.g. Belgrade, Novi Sad), excluding city centers. In addition, the entire port area is sloped towards the Danube River, so there is no risk of water retention during heavy rainfall events.</p> <p>There is no justification for oversizing the stormwater drainage</p>



<ul style="list-style-type: none">• In the PGD (Design Book 3.2), the atmospheric (stormwater) sewer is designed with a return period of 2 years.• If EN 752 is considered applicable under the “stricter requirements” clause, a higher return period (e.g., 5 years) could be implied, resulting in a more robust (and potentially more expensive) stormwater system. <p>Could you please confirm:</p> <ol style="list-style-type: none">1. Does the “stricter requirements shall apply” clause apply to the design deliverables (PZI) prepared by the Contractor, or is it intended only for execution, materials and equipment selection?2. If, during contract implementation, the Engineer/Employer requests applying EN 752 (or any other stricter EU/international standard) in a way that increases capacity beyond the PGD baseline, would this be treated as a Variation/Change (with corresponding time/cost adjustment), or is it deemed included in the tendered price? <p>Given the potential impact on design scope, quantities, and pricing, we would appreciate your written clarification.</p>	<p>system to a five-year rainfall return period.</p>
<p>Question 10</p> <p><i>Ref. No. 1: Vol_4 / BoQ_eng_BOGWKS_final / RAIL TRACKS - 28 - 2.2.2.1. MANIPULATIVE RAIL TRACKS BOGOJEVO-DUNAVSKA OBALA</i></p> <p><i>Ref. No. 2: Vol_4 / BoQ_eng_BOGWKS_final / RAIL TRACKS - 29 - 2.2.2.2. INDUSTRIAL RAIL TRACKS IN THE PORT</i></p> <p>Items No 28.4.1, 28.4.2, 29.5.1 and 29.5.2 (Reference in PGD: B.II.1.1, B.II.1.2, B.II.1.1, B.II.1.2): Will the Client approve the use of rails in lengths of 30m or 36m, considering that this solution would enable a more efficient use of materials?</p> <p>The use of rail lengths of 22.5 m and 45 m leads to increased material waste and higher quantities of unused material, which directly contributes to an increase in the overall project cost.</p>	<p>Answer 10</p> <p>Only rails length $\geq 45,0\text{m}$ can be used.</p>



<p>Question 11</p> <p>Vol_4 BoQ, Exterior landscaping Item 56.1.2 Preparation of foundation soil (subsoil): The item involves levelling, potential drying and compaction of soil to the designed density, i.e. full preparation of foundation soil in accordance with the elevations and inclinations specified in the design. Payment per m, with quantity of 54.556 m</p> <p>Please clarify does the item's unit is m² or m.</p>	<p>Answer 11</p> <p>Item's unit is m².</p>
<p>Question 12</p> <p>In Design for construction permit, Book 00, Extract from the Design, page 69 is written:</p> <p>Морућа позајмишта материјала за насипање се могу наћи у непосредној близини луке Богојево. У околини Богојева налазе се критични сектори са аспекта безбедности водног саобраћаја, на деоници водног пута реке Дунав од km 1371+400 до km 1366+400</p> <p>дефинисан је критичан сектор „Ердут“, а на деоници од km 1366+200 до km 1361+400, критичан сектор „Богојево“,</p> <p>and in Vol_3_S5_Partice_Tech_Spec_per_Items_BOGWKS_20220420 page 67 is written:</p> <p>Possible borrow pits for filling material can be found in the immediate vicinity of the Bogojevo Port. In the vicinity of Bogojevo, there are critical sectors in respect of inland waterway transport; on the section of the inland waterway of the Danube River from km 1371+400 to km 1366+400 the critical sector “Erdut” is defined, and on the section from km 1366+200 to km 1361+400, the critical sector “Bogoevo” is defined.</p>	<p>Answer 12</p> <p>The Port of Bogojevo is located between river km 1366+800 and km 1367+400 of the Danube River. During the preparation of the Detailed Design (Design for Execution) documentation, the exact location for the discharge (refilling) of sand dredged from the Danube riverbed will be defined in accordance with the conditions set by the competent public authorities – the Directorate for Inland Waterways (Plovput) and Vode Vojvodine.</p>
<p>Question 13</p> <p>Please, provide us with technical specifications with grain size distribution curves for materials according to column “Item from BoQ” from the table below:</p>	<p>Answer 13</p> <p>The design defines the filling of the port plateau with dredged material from the Danube. In granulometric terms, this material consists of sand to sandy gravel of various fractions. Stabilization and compaction to the required density will be carried out in full accordance with the Geotechnical Report, which forms</p>



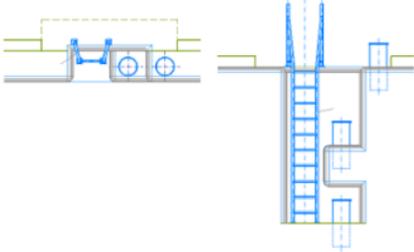
No	Specification	Item from BoQ
Sandy gravel		
1	Sandy gravel, Ms=20Mpa	Items: 8.1.4.; 9.1.3.
	Sandy gravel, Ms=35Mpa	Items: 8.1.5., 9.1.4.
	Sandy gravel	Items: 30.5.2.
	Sandy gravel	Items: 28.2.6.
Gravel sandy		
2	Gravel sandy	Items: 28.2.8
	Gravel sandy Ev2=65 MN/m ² , Ev2/Ev1<2.5.	Pos: 20.2.4; 21.2.3.; 22.2.3; 23.2.3.;25.2.3;26.2.3; 27.2.3

<p>Question 14</p> <p>Regarding BoQ 30, work item 30.3.5/3.5, it is necessary to provide 635,000.00 m3 of sand for embankment.</p> <p>Question: Has the project provided a sand borrow pit that would supply the required quantity of 635,000.00 m3?</p> <p>If so, where is the borrow pit located, or at what station in relation to the port of Bogojevo?</p>	<p>Answer 14</p> <p>The Port of Bogojevo is located between river km 1366+800 and km 1367+400 of the Danube River. During the preparation of the Design for Execution, the exact location of the borrow pit(s) will be defined in accordance with the conditions and regulations for dredging set by the competent public enterprises responsible for this type of works.</p>
<p>Question 15</p> <p>Generally, regarding the execution of works from the water, we need the following information, which is very important for preparing a quality offer:</p> <p>Question 1: Are the floating vessels engaged in the execution of works subject to the payment of: port fees, water management fees, mooring fees, and all other fees required by the regulations of the Republic of Serbia?</p>	<p>Answer 15</p> <p>Q1: Yes, all vessels pay the prescribed fees.</p> <p>Q2: Material of unsatisfactory quality excavated during the formation of the basin will be transported to a land-based disposal site, the location of which will be agreed upon with</p>



<p>Question 2: If during dredging from the water it turns out that the material is of unsatisfactory quality and cannot be used later, is there a possibility of depositing such material into the Danube riverbed? If there is a possibility of depositing material into the Danube riverbed, at which station is it located?</p> <p>Question 3: Is there a possibility of dredging a channel through which the drainage of dredged water could be carried out during the dredging process</p>	<p>representatives of the Municipality of Odžaci.</p> <p>Q3: Such a possibility exists within the cadastral parcel belonging to the Port of Bogojevo.</p>
<p>Question 16</p> <p>Vol_4 BoQ, Hydrotechnical construction works, item 3.1.7.5 Aluminium mobile protection panels for closing of manipulative track cutting in the embankment body.</p> <p>Please provide technical specifications, dimensions, and drawings for manhole chamber.</p>	<p>Answer 16</p> <p>Design for execution (PZI) shall be prepared by the Contractor.</p>
<p>Question 17</p> <p>Vol_4 BoQ QUAY STRUCTURE Items 8.2.3 and 9.2.3 Supply of all required material and construction of curtain wall behind the diaphragm as a fixed anchor part, Driving of steel piles Φ 600 mm:</p> <p>Should steel pipe piles have a closed bottom during driving? Please give us the details.</p>	<p>Answer 17</p> <p>The piles are closed at the bottom. The shape of the pile tip will be defined in the Design for Execution (PZI) and was not addressed in the current design. Typically, the contractor determines the most appropriate shape based on experience or through on-site testing. Steel plates with a thickness of 12 to 16 mm should be considered, with an angle of 45 to 60 degrees, and a configuration forming a cross made of two vertical plates with triangular infill.</p> 



<p>Question 18</p> <p>Tender documentation, Vol_5, Item_07-08-09_Quay structure, 04_Quay_cross section 3-3, it is not clear from the drawing is the geotextile installed under construction of the riprap toe of bank protection (item 30.5.1 from BoQ). Please clarify.</p>	<p>Answer 18</p> <p>Geotextile is foreseen beneath the toe (footing) and everywhere along the soil interface (including the embankment) in the zone where water seepage occurs.</p>
<p>Question 19</p> <p>Could you please provide us the technical specifications and drawings for Items 8.3.1, 9.3.1 from BoQ, (bollards, ladders, protective verge)</p>	<p>Answer 19</p> <p>The requested details will be defined in the Design for Execution (PZI). Recesses (niches) for the installation of ladders and mooring bollards should be provided. A sketch of a possible solution is provided.</p> <p>This detail occurs every 24 m.</p> 
<p>Question 20</p> <p>According to BoQ, items 8.2.3 and 9.2.3 steel casing thickness of pipes for piles is 10mm. According to Design for building permit, document "2.1.1 PROJEKAT KEJSKE KONSTRUKCIJE" page 20/45 steel casing thickness of pipes for piles is 12mm. Please clarify.</p>	<p>Answer 20</p> <p>According to the structural calculations, pipes of $\text{Ø}600$ mm with a wall thickness of 12 mm, steel grade S235, were adopted. The subject documentation specifies pipes with a wall thickness of 10 mm but steel grade S355. Based on previous experience, S355 pipes with a wall thickness of 10 mm have been successfully driven without issues.</p>