

Zahtev za izdavanje dozvole za kabotažu
na osnovu Zakona o trgovačkom brodarstvu
Službeni glasnik RS br. 96/2015, 113/2017 Član 17

1. Zahtev se podnosi

Ministarstvu građevinarstva, saobraćaja i infrastrukture

2. Plovilo koje je predmet zahteva i njegov tehnički kapacitet (Aneks 1: Tehničke specifikacije)

TS 80 barža sa mostom

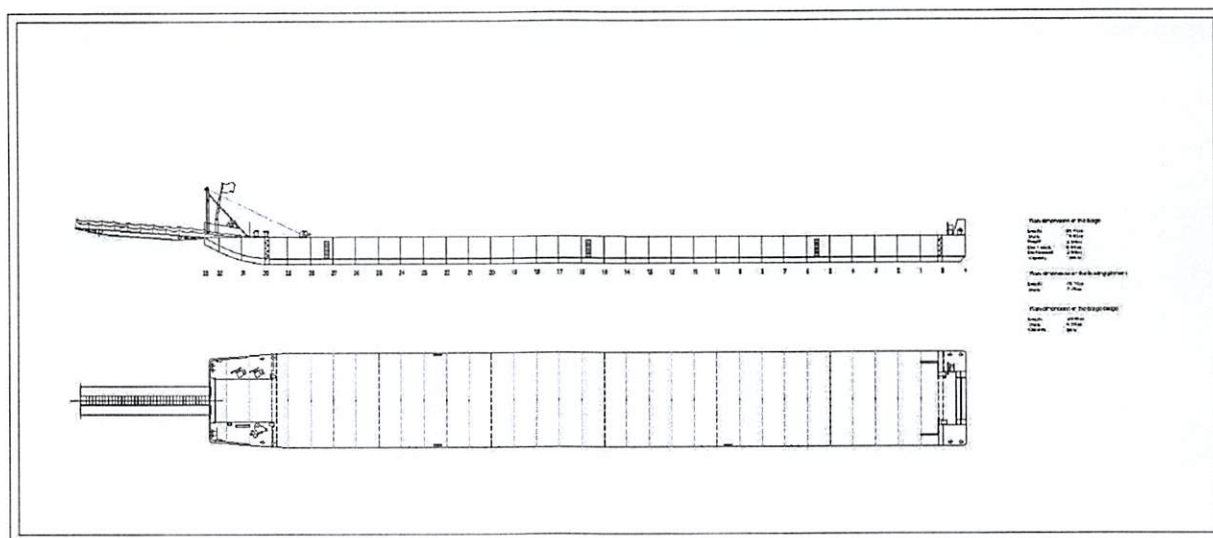
Registracioni broj u Mađarskoj: 8601619

Vlasnik: HSP Hídépítő Speciál Építőipari Ltd.

Osnovne tehničke karakteristike:

- Osnovne dimenzije barže
 - Dužina: 80,40 m
 - Širina: 10,00 m
 - Visina: 2,90 m
 - Gaz u praznom stanju: 0,40 m
 - Gaz po opterećenjem: 2,50 m
 - Kapacitet: 1600 t
- Osnovne dimenzije platforme za utovar
 - Dužina: 70,10 m
 - Širina: 7,70 m
- Osnovne dimenzije mosta
 - Dužina: 20,00 m
 - Širina: 4,50 m
 - Kapacitet: 80 t
- Raspored palube je takav da može da izdrži koncentrisano opterećenje od 10 t bilo gde u sredini i na ivicama iznad velikih raspona bez oštećenja.
- U cilju krutog međusobnog povezivanja barži koristimo spoj nalik na šarku, koji je pogodan za apsorpciju sila koje nastaju, bilo pri povezivanju pramac-krma ili krma-krma.
- Most se sastoji od 2 elementa raspona od 20 m, odstoynika, nosača i 2 noseće grede i 2 klinasta tela koja olakšavaju vožnju uz most. Elementi mosta su zatvoreni nosači sa uzdužnim podupiračima. Dva mosta čine put, koji može da izdrži opterećenje od 80 tona. Uz pomoć jedinstvenog mosta i TS barži može se uspostaviti trajna veza između stubova u koritu reke i obale. Uz pomoć prilaznog mosta, mostom barže se može upravljati u širokom rasponu vodostaja.





3. Aktivnost plovila na teritoriji Republike Srbije

Projekat: **Rušenje Starog savskog mosta u Beogradu**
Investitor: Direkcija za građevinsko zemljište i izgradnju Beograda (Njegoševa ulica 84, Beograd)
Glavni izvođač radova: PowerChina International Group Limited (XiCui Road 17, Haidian District, 100036, Kina)
Podizvođač: Mostogradnja ING (Ulica Žanke Stokić 39, 11000 Beograd)
Podizvođač podizvođača: Hídépítő Zrt. Ogranak Senta (Ulica Vuka Karadžića 13, 24400 Senta)
Aktivnosti na projektu: Demontaža gornjeg stroja iznad vode, rastavljanje tri potporna stuba koji stoje u vodi.
Aktivnost predmetnog plovila: Zahvaljujući osnovnim dimenzijama i kapacitetu opterećenja barže, otvori uklonjeni tokom demontaže gornjeg stroja mogu se postaviti na baržu, a tokom rušenja stubova, one funkcionišu kao radni prostor za mašine za rušenje.
Planirana dužina boravka plovila: 8 meseci

4. Podaci o podnosiocu zahteva

Hídépítő Zrt. Organak Senta
Ulica Vuka Karadžića 13, 24400 Senta
Matični broj 29516227



– Overen prevod sa engleskog jezika –

PIB 113809176

Predstavnik: Károly Orosz – Rukovodilac ogranka


5. Obrazloženje zahteva

TS barža i most, razvijeni na osnovu individualnih potreba, jedinstveni su na Dunavu i njegovim pritokama, a od Ro-Ro barži ovog tipa razlikuju se po barži dizajniranoj za znatno veće i teže terete i po mostu sa dužim rasponom koji je sposoban da nosi veća opterećenja.

– KRAJ PREVODA –

Ovim potvrđujem da je gornji prevod
veran izvorniku na engleskom jeziku




Dubravka Smiljanić
Stalni sudski tumač za engleski jezik
Rešenje Republičkog sekretarijata
za pravosuđe br. 74-94/89-03

Permit Request for cabotage
based on the Commercial shipping law
Sl. glasnik RS no 96/2015, 113/2017 Article 17.

1. Addressee of the request

Ministry of Construction, Transport and Infrastructure

2. The subjected vessel of the request and its technical capacity (Annex 1: Technical sheets)

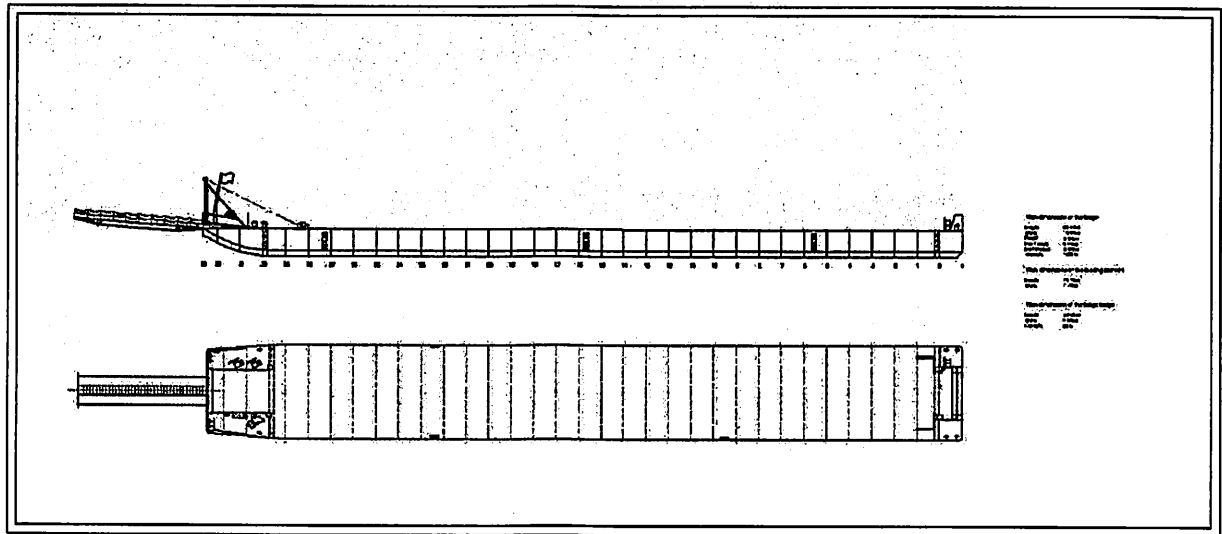
TS 80 barge with barge bridge

Registration number in Hungary: 8601619

Owner: HSP Hídépítő Speciál Építőipari Ltd.

Main technical features:

- Main dimensions of the barge
 - Length: 80,40 m
 - Width: 10,00 m
 - Height: 2,90 m
 - Draft empty: 0,40 m
 - Draft loaded: 2,50 m
 - Capacity: 1600 to
- Main dimensions of the loading platform
 - Length: 70,10 m
 - Width: 7,70 m
- Main dimensions of the barge bridge
 - Length: 20,00 m
 - Width: 4,50 m
 - Capacity: 80 to
- The layout of the deck is such that it can withstand a concentrated load of 10 t anywhere in the middle and on the edges above the large spans without damage.
- In order to rigidly connect the barges to each other, we use a hinge-like connection, which is suitable for absorbing the forces that occur, either with a bow-to-stern or stern-to-stern connection.
- The barge bridge consists of 2 bridge elements with a span of 20 m, spacers, load-bearing trays and 2 shoes and 2 wedge bodies that make it easier to drive up. The bridge elements are closed cabinet supports with longitudinal bracing. Two bridge elements make up the road course, which can withstand a load of 80 tons. With the help of the unique barge bridge and TS barges, a permanent connection can be established between the pillars in the riverbed and the shore. With the aid of the access bridge, the barge bridge can be operated in a wide range of water levels.



3. Activity of the vessel on the territory of Republic of Serbia

The Project: **Demolition of the Old Sava Bridge, Belgrade**
Investor: Belgrade Land Development Public Agency (Njegoseva Street 84, Belgrade)
Main Contractor: PowerChina International Group Limited (XiCui Road 17, Haidian District, 100036, China)
Subcontractor: Mostogradnja ING (Zanke Stokic Str. 39, 11000 Belgrade)
Sub-subcontractor: Hídépítő Zrt. Organak Senta (Vuka Karadzica 13, 24400 Senta)
Activities in the Project: Dismantling of the superstructure above the water, dismantling of the three supports standing in the water.
Activity of the subjected vessel: Due to the main dimensions and load capacity of the barge, the openings removed during the dismantling of the superstructure can be placed in the barge, and during the demolition of the pillars, they function as a work area for the demolition machines.
The planned duration of the stay of the vessel: 8 months

4. Data of the Applicant

Hídépítő Zrt. Organak Senta
Vuka Karadzica 13, 24400 Senta
Registration No. 29516227
Tax No. 113809176
Representative: Mr. Károly Orosz - Head of branch office

5. **Justification of the request**

The TS barge and barge bridge, developed on the basis of individual needs, are unique on the Danube and its tributaries, and are distinguished from Ro-Ro barges of this type by the barge designed for significantly larger and heavier loads and the bridge with a longer span and capable of carrying heavier loads.