REQUEST FOR EXPRESSIONS OF INTEREST

CONSULTING SERVICES – FIRMS SELECTION

Republic of Serbia

The Serbia Railway Sector Modernization Project (SRSM)

Project ID No. P170868

Assignment Title:

Technical Review of Building Permit Design

for reconstruction and expansion of the Belgrade Centre railway station

Reference No. SER-SRSM-CQ-CS-23-51

The Republic of Serbia has received a Loan from the International Bank for Reconstruction and Development (IBRD) in the amount of EURO 51 million and from the Agence Francaise de Développement (AFD) in the amount of EURO 51 million, toward the cost of the Serbia Railway Sector Modernization Project, Phase 1 of the Multiphase Programmatic Approach (MPA) and intends to apply part of the proceeds to payments for consulting services for It Audit and Preparation of Technical Specifications for the Business Support System For Serbia Cargo.

The consulting services ("the Services") include provision of Technical design review of the Building Permit Design which shall be conducted in all respects in accordance with the Law on Planning and Construction Official Gazette of RS No. 72/221A9, 81/221A9 - corrigendum, 64/2010 - decision US, 24/2011, 121/2012, 42/2013 - decision US 50/2013 - decision US, 98/2013-US, 132/2014, 145/2014, 83/2018, 31/2019, 37/2019, 9/2020, 52/2021 and 62/2023) and in accordance with Rulebook on Content, Method and Manner of Development and Performing Review of the Technical Documentation According to Class and Intended Use of the Structure ("Official Gazette of RS" No. 73/2019).

The Client will deliver to the Consultant all the Building Perming Design books prepared by TI-CIP, the list of which can be found in Appendix 1 of the ToR.

The unit costs for the materials and labor indicated in the Building Permit Design require special attention. The evaluation of unit prices must take into account both current market prices and the potential for unforeseen costs for both materials and labor. All comments must include recommendations for improving and changing the BoQ position. In the preliminary technical design review reports, suggestions and comments on unit prices in the BoQ are required, and these comments and suggestions should be implemented in the final design.

The Consultant shall apply legal and other regulations, technical norms, standards and good engineering practice that regulate the subject services during the technical design review of the Building Permit Design, as well as perform the service in accordance with the quality norms.

The period of implementation of the contract will be 6 weeks starting from the commencement date.

The detailed Terms of Reference for the above referenced consulting services is posted on the website of the Ministry of Construction, Transport and Infrastructure (MoCTI)

https://mgsi.gov.rs/lat/dokumenti/serbia-railway-sector-modernization-project-srsm-technical-design-review

The Central Fiduciary Unit (CFU) of the Ministry of Finance now invites eligible consulting firms ("Consultants") to indicate their interest in providing the Services. Interested Consultants should provide information demonstrating that they have the required qualifications and relevant experience to perform the Services.

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

2017, August 2018 and November 2020). The Consultant that obtains the highest score during evaluation of expressions of interest will be invited to submit technical and financial proposals.

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.

The following criteria will be applied to all consulting firms that have submitted EoI:

As a precondition, a company/JV submitting the EoI must be a legal entity. It must possess valid company licenses issued by RoS, in accordance with the Serbian law (Law on Planning and Construction - Article 126), namely:

- P141G2, P141S1, P141E1, P141E4

As proof, a company shall submit the **Decision on fulfilling conditions for stated licenses issued by the Ministry in charge.** Company or JV that doesn't submit the company licenses shall not be taken into consideration.

The company/JV that will submit EoI shall possess the following experience and qualifications:

i) **Experience in the Preparation of Technical Design Review**

- Minimum two (2) fully completed contracts in last five (5) years for technical design review related to the railway projects with investment value of at least 15 million euros. The reference designs must include track reconstruction/construction and electro technical works.

ii) **Availability of qualified experts**

- As proof of availability of qualified experts within in accordance with 5.1. Term of references, the bidder shall prepare list of experts conforming to requested conditions within the company who are relevant to the assignment. The list should contain short-form table information for the available experts and their fulfilment of stated conditions (i.e. name and surname of the expert, years of experience, names of reference projects, and owned licenses issued by RoS chamber of engineers).

As proof of experience, the company/JV shall prepare reference forms, naming at most **five (5) references** for each stated requirement, clearly stating the following:

- Reference #
- Start date and completion date (mm/yy)
- Brief description of the design (10 sentences each maximum)
- Country of assignment with client name and address, and client reference contact
- Contract value
- Role on project

Submitted expressions of interest should be no larger than 20 pages of text, including reference forms.

The evaluation will be based on the following of points:

i. Experience in technical design review: 30 points
ii. Availability of qualified experts: 70 points

Key Experts' CV are not required and will not be evaluated at the shortlisting stage.

The attention of interested Consultants is drawn to paragraphs 3.14, 3.16 and 3.17 of the World Bank's Procurement Regulations for IPF Borrowers – Procurement in Investment Project Financing Goods, Works, Non-Consulting and Consulting Services (July 2016, revised November 2017, August

2018 and November 2020) ("the Regulations") setting forth the World Bank's policy on conflict of interest.

Further information can be obtained at the address below during office hours 09:00 to 15:00 hours.

Expressions of interest in English language must be delivered in a written form to the email below, by **December 4, 2023, 12:00 hours, noon, local time**.

Contact:	E–mail:	Address:
To:	zorica.petrovic@mfin.gov.rs Ms. Zorica Petrovic Procurement Specialist	Ministry of Finance Central Fiduciary Unit 3-5 Sremska St 11000 Belgrade, Serbia Tel/Fax: (+381 11) 765 2587
Cc:	ljiljana.dzuver@mfin.gov.rs larisa.puzovic@mgsi.gov.rs	

The Serbia Railway Sector Modernization (SRSM) Project
Phase 1 of the Multi-Phase Programmatic Approach

TERMS OF REFERENCE

for Technical Review of Building Permit Design

for reconstruction and expansion of the Belgrade Centre railway station

November, 2023

1. Background information

1.1 Beneficiary country: Republic of Serbia

Client: Ministry of Construction, Transport, and Infrastructure of the Republic of Serbia (MoCTI) and Infrastruktura železnica Srbije (Serbian Railway Infrastructure - IZS).

1.2 Project Information

The World Bank launched the Multiphase Programmatic Approach (MPA) to support the Government of Serbia in the continuation of institutional, physical, and operational modernization of the railway sector in an integrated manner by providing financial support to Serbia Railway Sector Modernization Project as part of the MPA to be implemented in three overlapping phases over the ten-year period.

For the purpose of financing the Serbia Railway Sector Modernization Project, Phase 1 of the MPA (the Project), the International Bank for Reconstruction and Development (IBRD), as part of the World Bank Group, and the Agence Francaise de Développement (AFD), jointly, granted to the Republic of Serbia EUR 102 million loan to support enhancing the efficiency and safety of existing railway assets and improving governance and institutional capacity of the railway sector. The Project includes the following Components:

- Component 1: Infrastructure Investments and Asset Management. This component focuses on improving the quality and safety of railway infrastructure and enhancing rail asset management practices. **This assignment is part of the Sub-Component 1.1 Reliable and Safe Railway Infrastructure.**
- Component 2: Institutional Strengthening and Project Management. This component focuses on strengthening rail policies and institutions to deepen and sustain recent reforms.
- Component 3: Railway Modernization Enablers. This component will finance measures to protect the vulnerable and poor and strengthen sectoral enablers for sustainable business growth and job creation.

The Project is managed by the MCTI through the Project Implementation Unit (PIU) supplemented by the Project Implementation Teams (PITs) in Railway Directorate (RD) and in railway companies, respectively IZS, SV, and SC. PITs act as subordinate implementing agencies and provide technical support for specific Project subcomponents or activities of the MPA that pertain to their area of expertise. The Central Fiduciary Unit (CFU) in the Ministry of Finance provides procurement and financial services for the project. Primary responsibility for Project execution lies on PIU which will ensure that the Project development objectives are met.

1.3 General Railways Sector Information

Serbia's position in the European railway network is such that it forms an integral part of the shortest traffic line between West and South-East Europe, earning it the nickname "gateway of Europe." The total railway line length is 3.348 km. There are 3.079 km of single-track railway lines and 289 km of double-track lines. That means the total track length of the open track and main station passing tracks is 3.637 km. The total length of the electrified line is 1274 km.

Construction of the Belgrade Centre, or Prokop, railway station commenced in the 1970s. Throughout the protracted construction period, the previous central railway station in Belgrade,

situated in the Sava Amphitheatre area, was shuttered, and operations were transferred to the partially constructed new railway station in Belgrade Centre.

The fundamental concept for the railway station was established in accordance with one of the design solutions presented from 1996 to 1999. Based on this, the core section of the station building was partially constructed, specifically the slab at an elevation of 105, covering an area of approximately 50,000 square meters. This slab covers the tracks and platforms, serving as the foundation for the construction of a station building and accompanying commercial facilities.

After a prolonged construction period marked by several interruptions, from 2015 to 2017, the Traffic Institute CIP (hereinafter: TI-CIP) prepared new technical documentation that included the Preliminary Design with Feasibility Study, Environmental Impact Assessment Study, Building Permit Design, and Performing Design. The technical documentation aimed to align with market reforms that Serbian Railways had commenced implementing, and optimize investment by separating commercial functions of the station complex and enabling private investments and public-private partnerships. The works were divided into three phases, with Phase I completed during the preceding period, consisting of electrified station tracks, traffic management systems, platforms with underpasses, basic (temporary) service station services for the reception and dispatch of passengers, with the primary road vehicles and pedestrian accesses to the station. By carrying out these works, the conditions were created for the establishment of the operational function of the new station.

Phase II comprises the construction of a station complex of roughly 10,000 square meters beneath the slab at elevation 105, which will be utilized for receiving and dispatching passengers from the lower station square. Within this station complex, the complete station staff that should manage and maintain the station will be accommodated, as well as technical capacities and devices. This station component extends along the first platform, and the lowest level is at elevation 85, with four floors up to elevation 105 at elevations 85, 90, 93.60, and 98.15.

Phase III includes the construction of a station building on the slab with a central hall and commercial facilities encompassing roughly 25,000 square meters. These works will be performed by a strategic partner with whom the Republic of Serbia signed the Framework Agreement on Joint Construction and Transfer of Real Estate Rights in May 2020, after a public call for letters of interest for joint construction of the Belgrade Centre railway station building, parking, and accompanying commercial facilities published by the Republic Directorate for Property in July 2019. Under this contract, the entire space on the slab at elevation 105 was allocated to the Partner to construct a station building with a central hall for the railway sector's needs and commercial facilities tailored to the Partner's requirements.

Upon completion of the new, central railway station in Belgrade, passenger reception/dispatch functions will be enhanced by the introduction of new passenger services intended to elevate railway passenger traffic to the level of quality of European transport services. The essential prerequisites for efficient and rational technological procedures in the domain of traffic organization at the node of all categories of trains and reception/dispatch of international long-distance, internal long-distance, regional, suburban, and city passengers will be fulfilled.

In light of the necessity to effect alterations in the current technical documentation for the reconstruction and expansion of the Belgrade Center railway station with the aim of aligning the two proposed solutions, namely the station building above the altitude of 105, which is to be financed by a strategic partner, and the station buildings below the same altitude, which will

be funded under this project, a contract was concluded in October 2022 with the TI-CIP to scrutinise the existing technical documentation and provide revised Feasibility Study accompanied by a Preliminary Design, Environmental Impact Assessment Study and Building Permit Design.

2. Objective, purpose, and expected results

2.1 Definitions

The term "**Belgrade Centre**" refers to a railway station for which Building Permit Design is prepared and that is subject of technical design review.

The term "**Building Permit Design"** refers to the design that include a set of mutually agreed designs that define the position and capacity of the facility on the site, functionality from the point of view of operational and other requirements, spatial design, choice of structural system, dimensioning of the main elements of the facility, selection of construction products and required performance in relation to their essential characteristics, installation and the choice of equipment, which ensures the fulfilment of location conditions and basic requirements for the facility, etc. Building Permit Design is prepared for the purposes of obtaining a Decision on a Building Permit.

The "**Consultant**" refers to the consulting firm/joint-venture to be selected through the present procurement process to undertake the Services.

2.2 Objectives of the Services

- **Activity 1.** Technical design review of the Building Permit Design for Belgrade Centre, which will be prepared by the TI-CIP;

3. Scope of the work

The Scope of work for the Consultant is to provide the stated services for technical design review of the Building Permit Design prepared by TI-CIP.

Activity 1: Technical Design Review

Technical design review of the Building Permit Design shall be conducted in all respects in accordance with the Law on Planning and Construction Official Gazette of RS No. 72/221A9, 81/221A9 - corrigendum, 64/2010 - decision US, 24/2011, 121/2012, 42/2013 - decision US 50/2013 - decision US, 98/2013-US, 132/2014, 145/2014, 83/2018, 31/2019, 37/2019, 9/2020, 52/2021 and 62/2023) and in accordance with Rulebook on Content, Method and Manner of Development and Performing Review of the Technical Documentation According to Class and Intended Use of the Structure ("Official Gazette of RS" No. 73/2019).

The Client will deliver to the Consultant all the Building Perming Design books prepared by TI-CIP, the list of which can be found in Appendix 1 of this ToR.

The unit costs for the materials and labor indicated in the Building Permit Design require special attention. The evaluation of unit prices must take into account both current market prices and the potential for unforeseen costs for both materials and labor. All comments must include

recommendations for improving and changing the BoQ position. In the preliminary technical design review reports, suggestions and comments on unit prices in the BoQ are required, and these comments and suggestions should be implemented in the final design.

The Consultant shall apply legal and other regulations, technical norms, standards and good engineering practice that regulate the subject services during the technical design review of the Building Permit Design, as well as perform the service in accordance with the quality norms.

4. Location and timing

4.1 Location

The operational base and main office of the Consultant will be established on his premises.

4.2 Commencement date and period of implementation

The intended commencement date is December 2023, but the actual commencement date will be defined with the signature of the Contract. The period of implementation of the contract will be 6 (six) weeks starting from the commencement date.

The Consultant will carry out the services in line with a detailed time schedule to be submitted as part of his proposal, which could be changed during the negotiations in order to reflect the comments and/or requirements by the parties.

5. Consultant requirements

5.1 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 **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.

All experts shall be independent and free from any conflicts of interest in the responsibilities. The experts should have appropriate personal licenses for the development of designs in RoS as listed in Table 1.

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

5.1.1. Key experts

The team should include key experts with the qualifications and experience listed below:

Table 1. Key experts for the assignment

Title	Qualifications/Experience	Skills
Architectural Engineer	Education: Have as a minimum MSc. Degree in Architectural Engineering	Excellent command of the Serbian and English language.

	Relevant professional experience: At least ten (10) years of general professional experience, of which at least seven (7) years of relevant experience in preparation or revision of technical documentation for public buildings (schools, railway stations, bus stations, hospitals, industrial facilities etc) construction/reconstruction. Preparation of technical documentation for railway stations shall be considered as an advantage. Valid license 300 or 301 or 302 (or new licence number equivalent)	Computer literacy.
Mechanical Engineer	Education: Have as a minimum MSc. Degree in Mechanical Engineering Relevant professional experience: At least ten (10) years of general professional experience, and at least seven (7) years of relevant experience in preparing or revision of technical documentation in the transport/industrial sector. Participation in at least two (2) projects in the last seven (7) years related to the preparation or revision of technical documentation for Heating, ventilation, and air conditioning (HVAC) systems design preparation. Valid license 330 (or new licence number equivalent)	Excellent command of the Serbian and English language. Computer literacy.
Civil Engineer	Education: Have as a minimum MSc. Degree in Civil Engineering Relevant professional experience: At least ten (10) years of general professional experience, of which at least 7 years of relevant experience in preparation or revision of technical documentation in the railway sector. Participation in at least two (2) projects in the last seven (7) years for railway infrastructure design preparation or revision related to the construction/reconstruction of tracks on the public railway infrastructure. Valid license 315 (or new licence number equivalent)	Excellent command of the Serbian and English language Computer literacy.
Electrotechnical Engineer	Education: Have as a minimum MSc. Degree in Electro Engineering	Excellent command of the Serbian and English language. Computer literacy.

	Relevant professional experience: At least ten (10) years of general professional experience, of which at least seven (7) years relevant experience in preparing or revision of technical documentation in the railway sector. Participation in at least two (2) projects in the last seven (7) years for railway infrastructure design preparation or revision related to electric power installations. Valid license: 350 (or new licence number equivalent)	

5.1.2. Non-key experts

The Consultant is expected to select and hire other experts, including but not limited to railway traffic engineer, hydro-technical installation engineer, mechanical engineer, telecommunication engineers, civil engineers, rail signalling engineers, electrical engineers, architectural engineers, or any other engineers relevant to the assignment. They must indicate clearly which profile they have so it is clear which fee rate in the budget breakdown will apply. All experts must be independent and free from conflicts of interest in their responsibilities.

The pool of non-key experts is expected to support/complement all the activities of the key experts. Possession of a relevant Serbian license for design/construction will be required, as applicable.

The Consultant is expected to include other positions they consider necessary for the assignment in their proposals. CVs for non-key experts should be submitted in the proposal. However, they would not be subject to evaluation.

5.2 Office accommodation

The operational base for the activities will be established in the premises of 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 neither Client and PIU or as part of this service contract or transferred to the Client or beneficiaries at the end of this Contract.

6. Deliverables

6.1 Deliverable requirements

The Consultant shall prepare the below-listed report during the period of execution of the Contract. The deliverable should be delivered in accordance with the following timetable:

Deliverables	Description	Due date	Format
Technical Design Review Report	Findings, guidelines and recommendations for changes/supplements for reviewed Building Permit Design and conclusions of technical design review. **Subject to the approval of the Client**	No later than 6 (six) weeks from receiving the Building Permit	Digital in Serbian and English and 4 hard copies in Serbian

Deliverables	Description	Due date	Format
		Design from the Client	

6.2 Submission and approval of deliverables

Technical Design Review Report must be written in Serbian and translated into English and shall be sent to the Client for approval.

Electronic copies of the Deliverable will be sent to PIU and to the Client.

Hard copies will be sent to the following addresses:

- Serbia Railway Sector modernization project – Project Implementation Unit

  Uzun Mirkova street No. 3, office 31-36, 11000 Belgrade, Republic of Serbia.

In addition, the Consultant shall prepare the Minutes of Meetings (MoM) from the meetings he held with TI-CIP and other stakeholders. MoMs will be distributed by the Consultant.

7. Terms of Payment

The Consultant should note that the proposed contract for this assignment will be Lump Sum payments with milestones against the submission of deliverable.

8. Conflict of Interest

The engaged Consultant firm must not be involved in any other related activity to this Project.

Appendix 1 – List of Building Permit Design Books

Number	Name of the Book	Identification code
0	Main Volume	606-19/22
1/1	Architecture Design of the Station Building – current condition	606-19/22-ARH-1/1
1/2	Architecture Design of the Station Building – designed condition	606-19/22-ARH-1/2
2/1-1	Structural Design of the Station Building – Concrete	606-19/22-KON-2/1-1
2/1-2	Structural Design of the Station Building - Steel	606-19/22-KON-2/1-2
2/2-1	Access Roads, Tracks, and Building - Civil Part	606-19/22-SAO-2/2-1
2/2-2	Access Roads, Tracks, and Building - Road Structure	606-19/22-SAO-2/2-2
2/3	Design for Station Track 1 and 2	606-19/22-SAO-2/3
2/4	Telecommunication Infrastructure Design Civil Part	606-19/22-SAO-2/4
3/1	Hydrotechnical Installations Design - Rainwater Drainage	606-19/22-HID-3/1
3/2	Hydrotechnical Installations Design - Internal Systems	606-19/22-HID-3/2
4/1	Design of Electrical Installations of the Facility	606-19/22-ELE-4/1
4/2	External Electrical Installations Design	606-19/22-ELE-4/2
4/3	Design for Overhead Contact Line – Station Tracks 1 and 2	606-19/22-ELE-4/3
5/1	Telecommunication and Signaling Installations Design - Telecom Systems	606-19/22-ELE-5/1
5/2	Telecommunication and Signaling Installations Design - Technical Protection Systems	606-19/22-ELE-5/2

5/3	Telecommunication and Signaling Installations Design - Signaling Systems	606-19/22-ELE-5/3
5/4	Telecommunication and Signaling Installations - Relocation and Protection of Cable Network	606-19/22-ELE-5/4
6/1	Mechanical Installations Design - Thermotechnical Installations	606-19/22-MAŠ-6/1
6/2	Mechanical Installations Design - Automatic Fire Suppression Systems with Gas	606-19/22-MAŠ-6/2
6/3-1	Mechanical Installations Design - Elevator L1	606-19/22-MAŠ-6/3-1
6/3-2	Mechanical Installations Design - Elevator L2	606-19/22-MAŠ-6/3-2
6/3-3	Mechanical Installations Design - Elevators L5, L6	606-19/22-MAŠ-6/3-3
6/3-4	Mechanical Installations Design - Movable Walkways K13, K14, K15, K16, K17, K18, K19, K20	606-19/22-MAŠ-6/3-4
6/3-5	Mechanical Installations Design - Movable Stairs E1, E2, E3, E4, E5	606-19/22-MAŠ-6/3-5
7	Traffic and Operation Design	606-19/22-ETS-7
8/1	Information and Directional Equipment Design for Passenger and User Guidance	606-19/22-ETS-8/1
8/2	Traffic and Traffic Signage Design	606-19/22-ETS-8/2
8/3	Traffic and Traffic Signage Design during Works Execution	606-19/22-ETS-8/3
9/1	Exterior Decoration Design	606-19/22-ARH-9/1
9/2	Landscaping Design	606-19/22-ARH-9/2
E1	Geotechnical Report	606-19/22-GEO-E1
E2	Fire Protection Report	606-19/22-MAŠ-E2