

# **Request for Participation in Early Market Engagement (EME) for Procurement of Construction works with arrangement and equipping of the interior for station Belgrade Center**

**Employer:** Ministry of Construction, Transport and Infrastructure

**Project:** Serbia Railway Sector Modernization (SRSM) Project

**Contract:** Construction works with arrangement and equipping of the interior for station Belgrade Centre

**Country:** Republic of Serbia

**Loan No.:** 9221YF/CRS 1015 02D

## **1. Introduction**

The Republic of Serbia has received a loan from the International Bank for Reconstruction and Development (IBRD) in the amount of EUR 51 million, and from the Agence Française de Développement (AFD) in the amount of EUR 51 million, to finance the Serbia Railway Sector Modernization (SRSM) Project, Phase 1 of the Multiphase Programmatic Approach (MPA). The Project aims to enhance the efficiency and safety of existing railway assets and to improve governance and institutional capacity within the railway sector. It comprises 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.
- Component 2: Institutional strengthening and project management – This component supports the development of rail policies and institutions to deepen and sustain recent sector reforms.
- Component 3: Railway modernisation enablers – This component will finance measures to protect vulnerable and low-income populations and to strengthen sectoral enablers for sustainable business growth and job creation.

Within this framework, the procurement of construction works with interior arrangement and equipping for Belgrade Centre railway station is planned.

The purpose of this process is twofold. First, it serves to inform the market in advance, allowing potential bidders to prepare their strategies, allocate resources, and plan their participation. Second, it allows Ministry of Construction, Transport, and Infrastructure of the Republic of Serbia (MoCTI) to obtain direct feedback from the market regarding the proposed qualification requirements, procurement structure, and evaluation approach. By doing so, MoCTI aims to align the procurement process with the actual capacity, expertise, and experience of the construction sector, avoid criteria that could unnecessarily limit competition, and ensure broad market interest and healthy competition.

This document represents the second round of Early Market Engagement. The first round provided initial feedback on the draft procurement framework, which has now been refined based on market comments and subsequent updates to the Project Procurement Strategy for Development (PPSD). The second round is therefore focused on validating the revised qualification and evaluation criteria,

as well as testing whether the proposed procurement structure is proportionate, competitive, and implementable.

Through this additional round of consultation, MoCTI seeks to ensure that the tendering process for Belgrade Centre station is based on realistic market conditions, encourages participation of both domestic and international firms, and ultimately delivers a fair, transparent, and competitive process that achieves the best value for money.

## **2. Specific Project Details**

The project for the construction of Belgrade Centre railway station, originally launched in the 1970s, is being developed in phases. The heavy civil construction works, including structural concrete elements and slabs, were largely completed during earlier phases of the project. The current phase, which is the subject of this early market engagement, focuses on the completion and fit-out of the main station complex, including interior arrangements, the installation of two station tracks and their electrification, as well as the installation of all supporting systems such as electrical, HVAC, water supply, drainage, telecommunications, and signalling.

This phase covers a 17,000 square metre area beneath the slab at elevation 105, designed to serve passenger reception and dispatch functions. The station complex is aligned along the first platform and spans four levels, at elevations 85, 90, 93.60, and 98.15, with the lowest level at elevation 85.

The Building Permit Design has been completed, and the list of designs is provided in Appendix 1. The Building Permit Design is approved by the external company who conducted technical design review. The works are to be executed in accordance with the conditions of the Red FIDIC Book. The expected start of construction works is January 2026 and estimated duration is 14 months.

The main scope of the project encompasses a wide range of activities aimed at completing the development of the Belgrade Centre railway station. The key components of the project's scope include the following works:

- **Interior arrangement works**

This includes flooring, tiling, ceiling coverings, and the arrangement of technical, office, employee, and sanitary spaces. Works also involve partitioning systems and visual marking of transparent barriers, along with covering, equipping, and marking of stairs.

- **Construction of outer and inner façade**

Execution of a glass façade with aluminium framing and steel sub-construction, as well as internal façades using double glass packages. The design also includes composite stone panels on metal substructure and synthetic stone cladding over Q mesh.

- **Construction and electrification of tracks**

Track No. 1 (417 m), Track No. 2 (420 m), and turnout track No. 11 will be constructed as ballastless tracks on an existing reinforced slab. Electrification will be implemented using a 25 kV, 50 Hz single-phase system and overhead contact lines.

- **Access roads**

Construction of Road B (station access road with pedestrian lane, parking, and roundabout B-2) and Road C (Postavnica access with employee parking).

- **Internal horizontal and vertical communication**

Installation of lifts, conveyors, and escalators, including associated electrical and mechanical works.

- **Greening and landscaping**

Incorporation of greenery and enhancement of existing vegetation, integrated with traffic and architectural ground-floor features.

- **Equipment and furniture**

Provision of seating and waste bins at pedestrian areas, bicycle spaces along the road, and two container units for switch drivers with canopy and electrical installations.

- **Pedestrian surfaces, paths, and stairs**

Development of a pedestrian square at elevation 85.00, functioning as a firefighting vehicle roundabout, with temporary road access for service vehicles and landscaping to screen technical and parking areas.

- **Equipment for informing and directing passenger movements**

Installation of info equipment in the lower square, station building (below elevation 105), all platforms, and subways at vertical communications. Design ensures clear orientation and includes features for persons with reduced mobility.

- **Thermomechanical installations**

Connection to the Belgrade district heating system via two substations at elevation 85.00. Systems include air heating/cooling, ventilation, fancoils, floor heating, domestic hot water preparation, air curtains, server cooling, VRF and DX systems, electric heating, and a diesel generator of 825 kVA as backup.

- **Telecommunication and signalling installations**

Installation of systems for communication, telephony, passenger information, clocks, Wi-Fi, fire alarms, shutdown, SOS, and staff registration. Technical protection includes video surveillance, access control, burglar alarms, intercom, security radio network, and system integration.

- **Electrical installations**

Electrical supply for areas below elevation +105.50, including a new 10/0.4 kV substation (2×1250 kVA dry transformers), unified metering, and diesel generator for backup. Includes internal and external lighting, shock protection, lightning protection, power sockets for standard and technological consumers, and a central system for technical monitoring and control.

- **Hydrotechnical installations – water supply and sewerage network**

Connection to the city water network (Ø150) via Prokupacka Street. Includes a water meter shaft, internal networks, a 200 m<sup>3</sup> fire reservoir, and a pumping station. Sanitary and storm sewer systems will be connected to existing networks (Ø1600 rain sewer and Ø250 sanitary sewer) via boundary shafts, with drainage systems on the roof, access roads, and internal squares integrated into the existing infrastructure.

### **3. EME questionnaire and event**

We kindly ask potential bidders to provide input on the proposed qualification criteria and related requirements to help us validate that they are proportionate, realistic, and supportive of a competitive and high-quality bidding process. The MoCTI guarantees that all information provided at this stage will be handled with high confidentiality in accordance with WB Procurement Regulations and will

not be treated as binding. Therefore, the MoCTI hereby invite interested recipients to respond on the attached Questionnaire.

The participation in this inquiry is voluntary and will not have any consequences for later participation. Moreover, please note that no feedback to your answers will be given. If your company is generally not interested in participating, we would appreciate a short notice.

In case of general interest, we kindly request to fill-out attached Questionnaire.

All received responses will be reviewed carefully, and the feedback will be analyzed collectively to determine whether any adjustments are needed to the tender documentation before finalization.

As part of EME, interested bidders are required to submit filled out questionnaire (please see below) through email to:

[larisa.puzovic@mgsi.gov.rs](mailto:larisa.puzovic@mgsi.gov.rs); [miroslav.prokic@mgsi.gov.rs](mailto:miroslav.prokic@mgsi.gov.rs); [nikola.adzic@mgsi.gov.rs](mailto:nikola.adzic@mgsi.gov.rs);  
[tanja.tosic@mgsi.gov.rs](mailto:tanja.tosic@mgsi.gov.rs);

latest by September 03, 2025. Please note that responses to the questions will be shared only internally with the Project Implementation Unit and will not be made public or available to your competitor companies.

On September 05, 2025 at 12:00 hours, noon, Belgrade time, Project Implementation Unit will arrange virtual EME event, during which more deep discussions about the project will take place. The link for the EME meeting is:

<https://saigeprojectrs.webex.com/saigeprojectrs/j.php?MTID=m3987f647e4d80cf549c28ccd32da0c6>

During the online meeting, the participants will have an opportunity to provide its feedback and experience on the design, evaluation criteria and other related topics.

# EME Questionnaire

Please note that responses to the questions will be shared only internally with the project implementation unit and will not be made public or available to your competitor companies.

Question	Answer
<b>General information</b>	
What is your company's official name?	
What is your company's official address?	
In which countries does your company operate and/or has branches?	
What is the profile of your company and how many years is your company in this profile business?	
<b>Financial capability and turnover requirements</b>	
<p>What is the cash-flow freely available to your company from financial resources such as liquid assets, unencumbered real assets, lines of credit, and other financial means, other than any contractual advance payments received from any contracts?</p> <p>While indicating the concrete amount your company has access to, or availability of cash, please also indicate whether this is your company's own cash or lines of credit from banks / financial institutions.</p>	
What was the overall annual turnover of your company per year for the last 3 years?	<p>2022: XXXXX (USD / EUR / any other currency)</p> <p>2023: XXXXX (USD / EUR / any other currency)</p> <p>2024: XXXXX (USD / EUR / any other currency)</p>
<b>General and specific construction experience</b>	
<p>Please list all similar contracts for the construction or reconstruction of public or private buildings or facilities related to railway infrastructure. For each contract, provide, if any, a brief description, the contract value, and the country where it was implemented. The contracts should specifically highlight, if any, experience in the deployment of railway signalling systems, passenger information systems, safety systems and/or the construction of ballast less (slab) track.</p> <p>In case your company was in Joint Venture (JV), or subcontracted by another company, in addition to the contracts price, please also indicate in % what was the share of your company from the contract price. Examples are:</p>	List of similar contracts:

<p>Contractor as Single Entity with contract price of XXXX [currency]; the contract included implementation of following main components in [country]: .....</p> <p>Contractor in JV with [please list other JV members] as [Lead or Member] with contract price of XXXX [currency]; with XX% share for our company; our part included implementation of following main components in [country]: .....</p> <p>Sub-contractor of [please indicate the name of Single Entity or all JV members (as applicable)] for a contract with contract price of XXXX [currency]; with XX% share for our company; our part included implementation of following main components in [country]: .....</p>	
<p><b>National licenses and certifications</b></p>	
<p>Please list possession of below licenses/certificates:</p> <ul style="list-style-type: none"> <li>• License I141G2 – Execution of works on public railway infrastructure with connections;</li> <li>• License I141E3 – Execution of telecommunication networks and systems for public railway infrastructure with connections;</li> <li>• Certificate from the Directorate of Railways of Serbia confirming conditions for maintenance of upper and lower railway track structures.</li> </ul> <p>Are these licenses and certifications attainable within the project timeline for foreign firms, either directly or through local partners?</p> <p>Would these licensing requirements affect your decision to participate, and if so, how?</p>	
<p><b>Rated criteria (technical evaluation).</b> The potential Rated Criteria/technical factors to be used are:</p>	
<p><b>Rated criterion 1: Implementation methodology documents (weight: 40%)</b></p> <p>Bidders will submit a set of documents (Site Organization, Method Statement, Mobilization Schedule, Construction Schedule) that reflect their technical understanding, planning, and project readiness.</p> <p>Key evaluation aspects:</p> <ul style="list-style-type: none"> <li>• Internal consistency and alignment with other proposal elements (staffing, equipment, HSE, etc.)</li> <li>• Logical and realistic construction phasing and scheduling</li> </ul>	

<ul style="list-style-type: none"> <li>• Application of modern technologies or strategies that reduce execution time</li> <li>• Innovative, proactive, and site-specific approaches to risk and resource management</li> <li>• Scoring (0–3) reflects increasing levels of detail, coordination, realism, and innovation.</li> </ul> <p><b>Rated criterion 2: Equipment and machinery capacity (weight: 60%)</b></p> <p>This evaluates the bidder’s ability to deploy advanced equipment, particularly machinery relevant for constrained urban railway environments.</p> <p>Scoring (0–3) is based on access to:</p> <ul style="list-style-type: none"> <li>• Two-way (road-rail) excavators (it can be owned, rented or leased)</li> <li>• Flash-butt rail welding equipment (it can be owned, rented or leased)</li> <li>• Integration of equipment into project planning (Mobilization Schedule, construction sequencing, etc.)</li> </ul> <p>Please provide your feedback on the potential Rated Criteria/technical factors and also propose any other that you think would be good fit from your perspective.</p>	
<b>Additional feedback</b>	
<p>Please list any other thoughts, concerns, barriers or risks you see; or that may influence or prevent you to participate in the bidding.</p>	