



Technical Assistance to Connectivity in the Western Balkans EuropeAid/13785/IH/SER/MULTI

SERBIA

Technical Assistance to Construction Supervision on Niš - Brestovac Railway Line

Partners:

- Ministry of Finance (MoF)
- Serbian Railway Infrastructure JCS (SRI)
- Ministry of Construction, Transport and Infrastructure (MoCTI)

Budget of Technical Assistance:

- Euro 412,000

EU contribution¹:

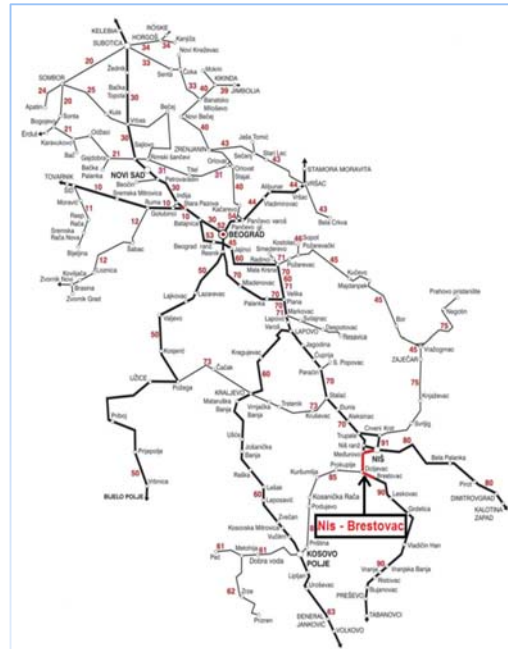
- 100%

Technical Assistance provided by:

- CONNECTA (Technical Assistance to Connectivity in the Western Balkans)

The Niš – Brestovac railway line is located in the southern part of Serbia. It is the first section of the Niš - Preševo line running towards the border with North Macedonia, thus representing an important part of Pan-European railway Corridor X. The modernisation and rehabilitation of the railway sections will be done through a Design-Build contract according to FIDIC Yellow Book contract conditions. This was signed at the end of 2019 with 75% of the financing obtained under the IPA II grant program.

The CONNECTA technical assistance was requested to fulfil the role of the Engineer in accordance with FIDIC Yellow Book Conditions of Contract of Plant and Design Build during the design phase of the contract and until the full time supervising engineer is in place.



Map, Niš – Brestovac section

The **overall objective** of the project was to see this initial design phase of the Design Build contract through to completion.

Results achieved by the TA:

- Fulfilling the role of the Interim Engineer during the design phase;
- Contract management;
- Establishment of an electronic system for exchange and archiving of documents during the design phase;
- Certification of interim payment certificates;
- Preparation and issuing of reports;
- Assistance to the contracting authority and end beneficiary regarding project and site management issues, progress assessment and verification issues;
- Recommendations on payment of retention and release of guarantees and warranties and their potential extensions;
- Preparation of accurate minutes of project meetings accepted and signed by all parties concerned; and
- Checking of detailed design of the Contractor to establish whether it meets the Employer's requirements.

Once the results were achieved, notice was given to the works Contractor in line with the relevant conditions of the works contract.

¹ EU contribution concerns only Technical Assistance services for project development

Key recommendations - further actions:

- Achieve proper and systematic coordination between all parties involved;
- Prioritise identified issues
- Work closely in order to find best possible/optimal solution for all involved parties; and
- Obtaining Construction Permit for the submitted first Part of the Design.

Key Conclusions:

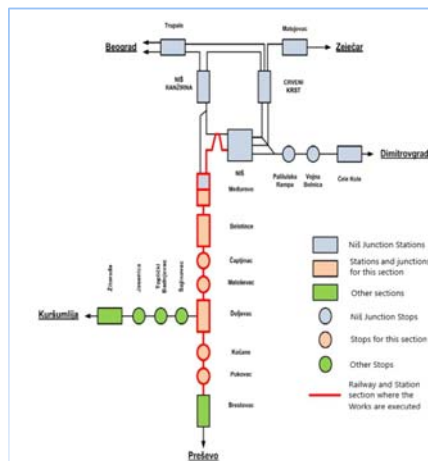
- The project output will have a significant impact on the railway transport services of Serbia; and
- Coordination between all parties is crucial for project success.

Impacts anticipated:

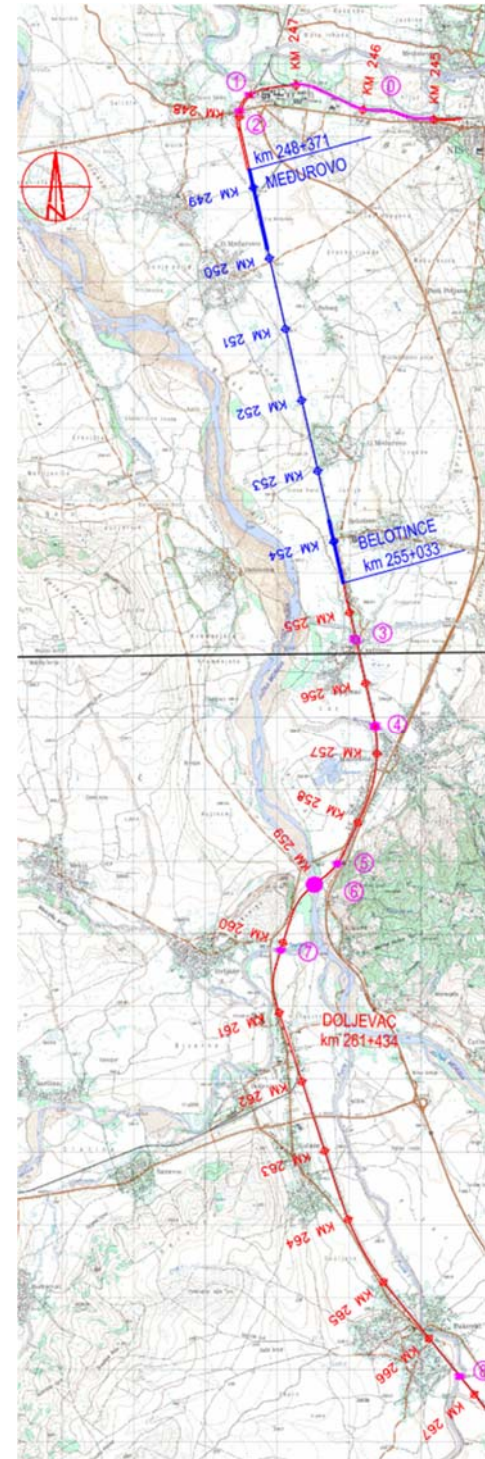
- Improved railway travel along this section of Corridor X;
- Development of international railway transport in line with the needs for the interoperability of railways in Europe; and
- Improvement of the track section in order to achieve its original design speed.

Benefits expected due to Technical Assistance:

- Completion of the design phase so that the project can proceed to the construction phase once the supervising engineer is in place; and
- Limiting the scope of further delays affecting the successful completion of the Design Build Contract.



Niš – Brestovac line, stations and stops



Topographic map with railway line superimposed