

SPECIFIC TERMS OF REFERENCE

TA for preparation of Preliminary Solutions, Feasibility Study with Cost-benefit Analysis and EIA for the Dangerous Cargo Terminal in the Port Slavonski Brod

FWC BENEFICIARIES 2009 - LOT 2: Transport and Infrastructures EuropeAid/127054/C/SER/multi

1. BACKGROUND

In order to ensure an uninterrupted structural adjustment process in the transport sector and the utilization of the finance under IPA Component III – Regional Development, Croatia has drafted a Transport Operational Programme (TOP)¹. After the modification in July 2010 TOP covers a five-year period (2007-2011), building on the initiatives funded by previous EU programmes, particularly ISPA. The TOP 2007 - 2011 reflects the guiding principles of the Commission's Multi-Annual Indicative Planning Document² (MIPD)³ which is the strategic document for IPA. One of the main priorities outlined in the MIPD is the upgrading of the country's inland waterway infrastructure. It also directly relates to one of the priorities set out in Croatia's Strategic Coherence Framework (SCF) and reflects EU and national transport sector development policies. Transport infrastructure development is considered essential for economic and social development and the promotion of inter-regional exchange.

Croatian inland waterways are specific in that most of the waterways are rivers which follow Croatia's borders. In consequence, the river bed regulation projects are coordinated with neighbouring countries in order to maintain the waterway at the level of international class IV. Croatia considers these joint projects a priority, taking into account the fact that they help to establish better transport connections between countries and help to create preconditions for joint economic prosperity. Croatian river ports need qualitative and technological modernization in order to satisfy the existing and expected transport demand. Along with the modernization of basic port infrastructure, the system of safety and surveillance in the port areas should also be enhanced. Ports need to connect with main road and rail corridors in order to achieve better integration with the economic hinterland and to create preconditions for the development of inter-modal transport.

Slavonski Brod is situated at the intersection of roads and railways that connect the eastern part of Europe and Mediterranean and represents the meeting point of all roads that connect Central Europe with southern part of European continent. It has a very favourable position on the river of Sava and the exit to the river of Danube makes water transport towards Central and South Europe possible. The surface of the port area of Slavonski Brod covers approximately 800.000 m², and it has been envisaged for construction of industrial plants, warehouses, port terminals, etc.

Sava River has category of international waterway Class IV, Navigable route mark E 80-12 (AGN)⁴. That means that Port Authority Slavonski Brod has to ensure the passing of ships with the maximum length of 85 m and width of 9,5 m. Port Authority Slavonski Brod is a public institution that is in charge of management and development of ports and quaysides on the river Sava, from 207 to 467 rkm with a seat in Slavonski Brod.

¹ http://ec.europa.eu/enlargement/pdf/croatia/ipa/3_croatia_transport_operational_programme_2007-2009_en.pdf and modification of TOP 2007-2011, <http://www.mppi.hr/UserDocsImages/TOP%20modification%202007-11.pdf>

² http://ec.europa.eu/enlargement/pdf/mipd_croatia_2009_2011_en.pdf

³ Commission Decision C (2007) 2566 adopted on 20 June 2007

⁴ European Agreement on Main Inland Waterways of International Importance (AGN), <http://www.unece.org/fileadmin/DAM/trans/conventn/agn.pdf>

At the present moment disposal of any type of dangerous cargo is unsafe because waste disposal of liquids (water, oil, faecal waste water, etc.) does not exist. Because of that fact, construction of dangerous cargo terminal will enable high level of environmental protection of the river Sava (water, coast, plants and animals) in Croatia and in other countries, especially neighbouring Bosnia and Herzegovina (oil refinery is located in Bosanski Brod, which is on the opposite side of river Sava in relation to Slavonski Brod, in Bosnia and Herzegovina).

The intention of Port Slavonski Brod development is to make the port area more efficient, safer in terms of environmental protection and regionally important since it is located at the intersection of international transport corridors Vc, VII and X. To that purpose Port Authority Slavonski Brod developed Master plan (made on 2002, available in English language) which shows the final aim of the Port Authority Slavonski Brod, which is: construction of complete port area with all facilities that will have the port and port hinterland with annual transshipment in amount of approximately of 400.000 tons in the first year and 2.000.000 tons bulk, weather protected materials, containers, general cargo, building and recycling materials after 5 years of operation.

All the necessary exploratory works (geotechnical exploratory works and laboratory analysis of samples) that will serve as a basis for design have been carried in August 2012 out and the resulting geotechnical study was translated to English language by End Recipient.

The planned Slavonski Brod Dangerous Cargo Terminal will have two primary purposes:

1. Handling of dangerous cargo (waste) from ships such as waste oil, oily liquids, disposal of faecal waste, solid waste and all other categories of dangerous cargo that could occur on ships, endanger human lives and cause environmental pollution. In addition, the terminal will handle all other waste generated on ships (waste paper, glass plastic, metal packaging, etc).
2. Supply of ships with fuel (terminal will be equipped with two above-ground vertical tanks on shore, together with all necessary pipelines connecting to the barge where another, smaller, tank will be located.

Beside the environmental reasons for construction of such facilities in a river port as is the fuel supply facility, the need for such facility derives from the provisions of legal framework, i.e.:

- *Protocol on prevention of the water pollution caused by navigation to the framework agreement on the Sava river basin*⁵,
- *Ordinance on technical and technological conditions and navigation safety demands in ports and wharfs on inland waterways* (published in OG 32/09, a bylaw of the Act on navigation and ports on inland waterways – OG 109/07, 132/07) which dictates construction of facilities for handling of ship borne waste and dictates that supply of ships with fuel must be ensured in all inland waterway ports.

Dangerous Cargo Terminal will be located upstream from the Port of Slavonski Brod. Terminal area is foreseen to be placed at approximately 6.000 m², on the Sava River 357 rkm.

According to Medium term Development Plan for the Inland Waterways (2009 – 2016)⁶ (also available in English language) it is assumed that potentially 500 ships could dispose waste at the terminal during the year, from which approximately one third is minimum to expect in the end. Total quantities could reach more than 200 tons of liquids and solid waste but it depends on the number of ship arrivals and dangerous cargo quantity on each ship. According to the statistics⁷ from 2011, the number of transit cargo ships and passenger cruisers was 189 with tendency to increase.

⁵ http://www.savacommission.org/dms/docs/dokumenti/documents_publications/basic_documents/fasrb.pdf

⁶ <http://www.mppi.hr/UserDocsImages/srednjorocni%20%20plan.pdf>

⁷ Annual operational report 2011 - Sava river Port authorities

2. DESCRIPTION OF THE ASSIGNMENT

2.1. Global objective

- Contribution to improvement and rehabilitation of the Croatian inland waterway system, making it more attractive and competitive.

2.2. Specific objective(s)

- To determine feasibility of the Slavonski Brod Dangerous cargo terminal project and to prepare documentation needed for obtaining the adoption of Environmental Impact Assessment Study.

2.3. Requested services

Task 1: Mobilisation of team of experts and provision of Inception Report

The Contractor is to attend the kick-off meeting. Following the kick-off meeting, the Contractor will establish its place of work in the location of assignment. In collaboration with the Line Ministry and the End Recipient, all documentation mentioned below will be preliminary reviewed. If it is determined in the Inception phase that additional documentation is needed beside the one mentioned below, it will be provided to the Contractor.

The following documentation will be provided to the Contractor on the kick off meeting (all documents are translated on English):

1. Transport Development Strategy of the Republic of Croatia adopted by the Parliament in 1999,
2. Inland Waterways Transport Development Strategy (2008 – 2018),
3. Medium term Development Plan for the Inland Waterways (2009 – 2016),
4. Inland Navigation and Inland Ports Act (Official Gazette 109/07 and 132/07),
5. Geotechnical study, prepared in August 2012,
6. Port Authority Slavonski Brod Annual operational report for 2011,
7. Captaincy Slavonski Brod and Sisak Annual operational report for 2011.

On the basis of that preliminary review and the assessment of the overall situation, Contractor will prepare and submit the Inception Report. All stakeholders are to receive the final version of the Inception Report in hardcopy.

Task 2: Preliminary Solutions for Dangerous Cargo Terminal

Several alternative solutions of the project for Dangerous Cargo Terminal will be drafted and in cooperation with the End Recipient the most appropriate solution will be chosen for the continued implementation of the project. For the purpose of preparation of the preliminary solutions, the End Recipient has carried out exploratory works and afterwards geotechnical study was prepared during August 2012. Said geotechnical study must be taken into consideration during drafting of alternative solutions. Following completion of this activity, the Contractor will prepare Technical report No. 1 as defined under sub-title 5.1 of these Terms of Reference. The report and the preliminary solutions drafted will be prepared in accordance with the relevant provisions related to handling of dangerous cargo (ship borne waste).

After the delivery of the draft Technical report No. 1 and draft of the preliminary solutions, End Recipient will, in collaboration with the Contractor, decide which preliminary solution is considered as most acceptable. In that affect, Technical report No. 1 will be amended and the final version of the report will be delivered to all stakeholders as defined under sub-title 5.4 of these Terms of Reference. Final version of the preliminary solutions will be delivered both in English and Croatian language.

Task 3: Feasibility Study with Cost-Benefit Analysis

The analyses shall be made following the methodology set out in the Guide to Cost-Benefit Analysis of Investment Projects, DG REGIO 2008⁸, and aligned with the rules displayed in Guidance on the Methodology for Carrying out Cost – Benefit Analysis, Working document No. 4, DG REGIO 2006⁹. Feasibility Study with Cost-Benefit Analysis will be prepared only for the preliminary solution considered as the most acceptable one by the End Recipient. The study shall provide the information required and elaborated to a sufficient level of detail to be appropriate for presentation to the EU of projects for financial support. Following completion of this activity, the Contractor will prepare Technical report No. 2 as defined under sub-title 5.1 of these Terms of Reference. The report and the annexed study will be prepared in accordance with the relevant provisions related to handling of dangerous cargo (ship borne waste). Feasibility Study with Cost-benefit Analysis must be accepted and approved by project stakeholders as defined under sub-title 5.3 of these Terms of Reference before this task is approved as finalized. Final version of the Feasibility Study with Cost-benefit Analysis will be delivered both in English and Croatian language.

Task 4: Environmental Impact Assessment Study

Determination of the EIA study content before development is defined in Environmental Protection Act (OG 110/07). Mandatory contents of EIA study is defined in Regulation on the assessment of environmental impact (OG 64/08 and 67/09).

Environmental aspect will include the following:

1. Project description and location
2. Impact assessment
3. Measures to protect the environment and measures implementation plan
4. Study conclusion
5. Summary of study for public inspection and clarifying during the public consultation
6. Data sources

For the purposes of data collection, all necessary documents (already mentioned in Task 1) will be provided to the Contractor in the Inception phase of the project by the End Recipient and the Line Ministry (MMATI). In addition, Contractor shall communicate with the competent authorities (City of Slavonski Brod and Brodsko-posavska County relevant institutions, State institute for nature protection, International Sava River Basin Commission, etc.) during the period of preparation and adoption of EIA.

Following completion of this activity, the Contractor will prepare Technical report No. 3 as defined under sub-title 5.1 of these Terms of Reference. The report and the annexed study will be prepared in accordance with the relevant provisions related to handling of dangerous cargo (ship borne waste).

8 Available at: http://ec.europa.eu/regional_policy/sources/docgener/guides/cost/guide2008_en.pdf

9 Available at: http://ec.europa.eu/regional_policy/sources/docoffic/2007/working/wd4_cost_en.pdf

EIA must be accepted and approved by project stakeholders as defined under sub-title 5.3 of these Terms of Reference before this task is approved as finalized. The Contractor will be obliged to incorporate any comment given by the expert committee established within the Ministry of Environmental and Nature Protection if the comments are received before the end of implementation of the contract. If there is a need for upgrading the EIA study after the implementation of the contract ends, it will be the obligation of the End Recipient.

For purpose of EIA Study adoption procedure the Contractor is to translate the approved EIA Study on Croatian language and deliver 7 hardcopies of EIA Study in Croatian language to the End Recipient.

2.4. Required outputs

Minimum expected outputs for **Task 1** should be:

- Inception report prepared and submitted.

Minimum expected outputs for **Task 2** should be:

- Technical report No. 1 prepared and submitted.
- Preliminary Solutions for Dangerous Cargo Terminal prepared, submitted and translated on Croatian language upon approval (approx. 30 pages).

Minimum expected outputs for **Task 3** should be:

- Technical report No. 2 prepared and submitted.
- Feasibility Study prepared, submitted and translated on Croatian language upon approval (approx. 360 pages).
- Cost-benefit Analysis prepared, submitted and translated on Croatian language upon approval (approx. 90 pages).

Minimum expected outputs for **Task 4** should be:

- Technical report No. 3 prepared and submitted.
- Environmental Impact Assessment Study prepared, submitted and translated on Croatian language upon approval (approx. 7 x 300 pages).

3. EXPERTS PROFILE

3.1 Number of requested experts per category and number of man-days per expert

The assignment should be performed by 4 experts with following profiles:

No	Expert	Category	Duration of assignment
1	Expert 1 – Transport Economist / Team Leader	Senior	57 working days
2	Expert 2 – Civil Engineer	Senior	38 working days
3	Expert 3 – ADN Expert	Junior	25 working days
4	Expert 4 – Environmental Expert	Junior	29 working days
Total working days			149

3.2 Profile per expert

Any offer which does not meet requirements which are absolutely required will be declared non eligible for further examination.

Expert 1: Transport Economist / Team Leader

Qualifications and skills:

- Master's Degree Academic level (university level education in duration of 4 years) or alternatively 12 years of general professional experience in the field of transport (absolutely required)
- Working knowledge of English (absolutely required)
- Computer literacy (absolutely required)

General professional experience:

- At least 10 years of professional experience in transport (absolutely required)

Specific professional experience:

- Professional experience in preparation or revision of at least 4 feasibility studies (absolutely required)
- Professional experience in preparation or revision of at least 4 cost benefit analyses (absolutely required)
- Experience on the position of Team Leader in at least 1 inland waterways or maritime port projects related to preparation or revision of feasibility studies and cost benefit analyses (absolutely required)
- Working experience in drafting or revision of design documentation for inland waterways or maritime ports infrastructure projects

Expert 2: Civil Engineer

Qualifications and skills:

- Master's Degree Academic level (university level education in duration of 4 years) or alternatively 12 years of general professional experience in the field of civil engineering (absolutely required)
- Working knowledge of English (absolutely required)
- Computer literacy (absolutely required)

General professional experience:

- At least 10 years of professional experience in civil engineering (absolutely required)

Specific professional experience:

- Professional experience in at least 4 projects as a designer of preliminary solutions or conceptual designs in inland waterways port infrastructure project (absolutely required)
- Professional experience in supervision or implementation of inland waterways port infrastructure project

Expert 3: ADN expert¹⁰

Qualifications and skills:

- Master's Degree Academic level (university level education in duration of 4 years) in transport or mechanical engineering or shipbuilding engineering or alternatively 5 years of general professional experience in inland waterways or maritime transport of dangerous cargo (absolutely required)
- Working knowledge of English (absolutely required)

¹⁰ ADN - Accord européen relatif au transport international des marchandises dangereuses par voies de navigation intérieures, (European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways), , <http://www.ecolex.org/ecolex/ledge/view/RecordDetails;DIDPFDSIjsessionid=5775508D563ECA3DF341BBA0AF00FEF?id=TRE-144221&index=treaties>

- Computer literacy (absolutely required)

General professional experience:

- At least 3 years of professional experience in inland waterways or maritime transport of dangerous cargo (absolutely required)

Specific professional experience:

- Experience in at least three projects related to inland waterways as an ADN safety advisor (absolutely required)
- Possess ADN Safety Advisor Certificate

Expert 4: Environmental Expert

Qualifications and skills:

- Master's Degree Academic level (university level education in duration of 4 years) or alternatively 5 years of general professional experience in the field of environmental studies (absolutely required)
- Working knowledge of English (absolutely required)
- Computer literacy (absolutely required)

General professional experience:

- At least 3 years of professional experience in in the field of environmental studies (absolutely required)

Specific professional experience:

- Experience in preparation or revision of 2 Environmental Impact Assessment Studies according to EU acquis standards (absolutely required)
- Experience in preparation or revision of at least 1 Environmental Impact Assessment Studies in the field of inland waterways port infrastructure (absolutely required)

4. LOCATION AND DURATION

4.1. Starting period

February 2013

4.2. Foreseen finishing period or duration

Total 10 months (includes 8 months for execution of the activities and 2 months for submission and approval of Final Report).

4.3. Planning including the period for notification for placement of the staff as per art 16.4 a) of General Conditions

The Framework Contractor shall:

- Forward to the Project Manager, within 15 days of the signature of the contract by both parties the timetable proposed for placement of the staff;
- Inform the Project Manager on the date of arrival and departure of each member of staff.

The Contractor (s) should follow the following work schedule:

"Date/Duration"	"Task"	"Input (or Output)"
February 2013	Task 1	Kick-off meeting attended.

	Participation in the kick-off meeting, preparation and submission of Inception report	Inception report prepared and submitted.
March 2013 – May 2013	Task 2 Contractor will prepare several alternative preliminary solutions of the project. Preparation of Technical report No. 1.	Several alternative preliminary solutions prepared. Technical report No. 1 prepared and submitted.
June 2013 – September 2013	Task 3 Contractor will prepare and submit the feasibility study and CBA. The study shall provide the information required and elaborated to a sufficient level of detail to be appropriate for presentation to the EU of projects for financial support. Preparation of Technical report No. 2.	Feasibility study with CBA prepared and submitted. Technical report No. 2 prepared and submitted.
June 2013 – September 2013	Task 4 Contractor will prepare and submit the Environmental Impact Assessment Study in accordance with the Environmental Protection Act (OG 110/07) and Regulation on the assessment of environmental impact (OG 64/08 and 67/09). Preparation and submission of Technical report No. 3.	Environmental Impact Assessment Study prepared and submitted. Technical report No. 3 prepared and submitted.
October 2013 – November 2013	Preparation and submission of draft Final report and Final report.	Final report prepared and submitted.
Total number of working days		149

4.4. Location of assignment

The experts will undertake these activities at the premises of the Port Authority Slavonski Brod, Šetalište braće Radić 19a, 35 000 Slavonski Brod.

The Port Authority Slavonski Brod, in whose premises the experts will be located, will provide suitable office space and a telephone line. The local telephone costs will be borne by the PASB while international costs will be borne by Contractor. However, it is expected that experts bring their own portable computer.

There is a possibility that some meetings related to monitoring of project implementation will be held in Zagreb, where most of project stakeholders have their headquarters. For that purpose local travel should be envisaged.

Each expert shall work in Croatia minimum 85% of his/hers working days.

5. REPORTING

5.1. Content

The Contracting Authority and the body responsible for project implementation is the Central Finance and Contracting Agency (CFCA). A Project Manager will be appointed among the staff of the Tendering and Contract Implementation Division of the CFCA. The Project Manager may decide on all issues related to technical elements of this project. He/she will however always do these in consultation with the End Recipient of the project and the Line Ministry.

During the Inception Phase, the Contractor shall agree with the End Recipient, the Line Ministry and the CFCA on the exact structure and content of the administrative reports to be submitted. The Contractor will be expected to have obtained the acceptance of the Line Ministry and the

End Recipient for all project reports prior to submission to the CFCA which issues the final approval.

The Contractor shall submit the following reports:

A) Inception report (maximum 30 pages) must include as a minimum:

- executive summary
- aims and objectives of the assistance to be provided
- detailed description of the content of the project components
- detailed work plan and time schedule for the project duration including the schedule of submission of Technical reports
- overall plan for action for the whole project duration

B) Technical reports No. 1, 2 and 3 (maximum 40 pages) should be submitted to all project stakeholders, as defined under sub-title 5.3 of these Terms of Reference, and as a minimum:

- executive summary
- presentation of an overview of achieved with special emphasis on problems encountered
- clear recommendations of future actions on the basis of the existing situation,
- overview of working days utilized per each document produced.

C) Final Report (maximum 30 pages) must include as a minimum:

- executive summary
- complete overview of all the activities implemented during the project
- description of all outputs completed, results achieved and budget used
- summary of outputs
- identification of any major problems, which may have arisen during the performance of the contract and solutions proposed
- assessment of the impact of the project measured against the stated project objectives
- recommendations for follow up steps under subsequent projects.

The following words should be indicated on the cover or front page of the final report: "Specific contract number (IPA2007/HR/16/IPO/002-0210) of the Framework Contract Beneficiaries 2009".

5.2. Language

English (all reports must be submitted in English)

5.3. Submission/comments timing

The following reports are to be provided in English:

- a) The draft of the **Inception report** will be submitted within 10 working days from the starting date of the project. The comments on the draft of the Inception report and documents contained therein will be delivered by the stakeholders to the CFCA Project Manager. The CFCA Project Manager will forward the comments on the Inception report to the Contractor not later than 7 days after the draft Inception report is submitted. The Contractor shall incorporate comments and deliver the final version of the Inception report in the next 7 days. If the CFCA Project Manager does not expressly inform the Contractor of further comments within 7 days, the report will be deemed to have been approved.
- b) The drafts of the **Technical reports** will be submitted as per the schedule determined in the Inception report. The CFCA Project Manager shall send consolidated comments on the

Technical reports to the Contractor within 10 working days. The Contractor shall incorporate comments and deliver the final version of the Technical reports in the next 10 working days. The approval or reasons for rejection or request for additional amendments of the Technical reports must be delivered by the CFCA Project Manager to the Contractor in the following 10 working days.

Following the submission of draft version of reports the Port Authority Slavonski Brod shall arrange meetings with all the involved parties to discuss and comment the findings presented in the draft Technical report.

- c) The draft of the **Final report** will be submitted no more than 10 days after the end of the period of contract implementation (end of the last field mission). The consolidated comments on the draft of the Final report and documents contained therein will be delivered to the Contractor by the CFCA Project Manager not later than 20 days after the draft Final report is submitted. The Contractor shall incorporate comments and deliver the final version of the Final report in the next 10 days. If the CFCA Project Manager does not expressly inform the Contractor of further comments within 10 days, the report will be deemed to have been approved.

The reports must be submitted to the following institutions:

Central Finance and Contracting Agency

Mr Dino Plahutnik, Project Manager

Ulica grada Vukovara 284, objekt C, 10000 Zagreb

E-mail: dino.plahutnik@safu.hr

Tel: + 385 1 4591 245

Fax: + 385 1 4591 075

Port Authority Slavonski Brod

Ms Marijana Drobnjak

Šetalište braće Radić 19a, 35000 Slavonski Brod

E-mail: marijanad@lucka-uprava-brod.hr

Tel: + 385 35 404 430

Fax: + 385 35 404 430

Ministry of Maritime Affairs, Transport and Infrastructure

Ms Katarina Čop Bajde

Krležin Gvozd 1a, 10000 Zagreb

E-mail: katarina.copbajde@mppi.hr

Tel: + 385 1 3783 991

Fax: + 385 1 3783 901

Delegation of the European Union to the Republic of Croatia

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Ministry of Regional Development and EU Funds

Mr Vedran Slaver

Radnička 80/V, 10 000 Zagreb

E-mail: vedran.slaver@mrrfeu.hr

Tel: +385 1 4569 158

5.4. Number of report(s) copies

Draft versions of the Inception, Technical (with annexes included) and Final reports should be submitted only in electronic version by e-mail to all stakeholders listed under Point 5.3.

One hard copy of the final versions of the reports (Inception, Technical reports, Final report) and all other outputs (Preliminary Solutions, Feasibility Study, Cost-benefit Analysis and Environmental Impact Assessment Study) is to be submitted to the End Recipient, while other stakeholders (CFCA, DEU, MMATI, MRDEUF) are to receive only the hard copy of the final versions of the reports and all other outputs on DVD/USB drive.

6. ADMINISTRATIVE INFORMATION

6.1. Interviews for which experts/position

N/A

6.2. When in the interest of the project, possible limits to subcontracting

N/A

6.3. Language of the specific contract

English

6.4. Request for a succinct methodology when needed

N/A

6.5. Management team member presence required or not for briefing and/or debriefing

N/A

6.6. Other authorized items to foresee under 'Reimbursable'

The following costs should be foreseen under Reimbursables in the Financial offer:

- per diems for missions in Croatia according to current per diem rates as published on EuropeAid web site: http://ec.europa.eu/europeaid/work/procedures/implementation/per_diems/documents/perdiems_201207.pdf (no per diems are eligible for the activity of the preparation of the Final report, as per Point 2.2.3.7 "Reporting" of the GUIDELINES OF THE FRAMEWORK CONTRACT BENEFICIARIES 2009, Version October 2011)
- costs for printing of one copy of the Preliminary solutions, Feasibility study and CBA (approximately 480 pages) and seven copies of the EIA study (approximately 2100 pages)
- costs for translation of the Preliminary solutions, Feasibility study, CBA and EIA study (from English to Croatian language, approximately 780 pages)
- international travel costs (approximately 16 return flights economy class)
- local travel costs (approximately 8 local travels for ad hoc situations when the experts are invited to from place of assignment to Zagreb because of reporting reasons)

6.7. For riders only: operational conditionality for intermediary payment if foreseen as per article 7.2 b) of the Special conditions

N/A

6.8. Others

The European Commission and The Republic of Croatia have agreed in Framework Agreement dated 27 August 2007 to fully exonerate the following taxes: taxes (including VAT), customs duties, import duties, documentary stamp or registration duties or fiscal charges having equivalent effect under an EU financed contract.