

Tender No. PS/SRV/TEN/010/2026 – Study on the Availability, Quality and EU Compliance of TEN-T Rest Areas,
Safe and Secure Truck Parking Areas in the Western Balkans

Clarification no. 1

No.	Clarification request	Contracting authority's answer
1.	<p>Design and implementation of C-ITS infrastructure</p> <p>Would contracts involving the preparation of technical documentation at various design stages (conceptual designs, preliminary designs and technical designs), followed by the development, implementation and integration of Cooperative Intelligent Transport Systems (C-ITS) on the road network of the Republic of Serbia, in accordance with the relevant provisions of Directive 2010/40/EU as amended by Directive (EU) 2023/2661, be considered eligible references under the above-mentioned criterion?</p> <p>Design and implementation of ITS traffic</p>	<p>Contracts involving the design, development, implementation and integration of Cooperative Intelligent Transport Systems (C-ITS), as well as Intelligent Transport Systems (ITS) for road traffic monitoring and management, may be considered eligible, provided that their scope and deliverables clearly demonstrate relevance to the requirements of the selection criterion.</p> <p>However, not all projects involving ITS or C-ITS will necessarily qualify as similar projects under this criterion. The criterion primarily concerns services related to the planning, assessment or development of road transport infrastructure and associated EU requirements, including, where relevant, infrastructure quality and capacity, road safety and service standards. Projects focused primarily on the design or implementation of ITS technologies or systems, without a sufficiently relevant connection to these</p>

	<p>monitoring and management systems</p> <p>Would contracts involving the preparation of technical solutions and design documentation, followed by the implementation of Intelligent Transport Systems (ITS) for road traffic monitoring and management, including vehicle detection, traffic management systems, Automatic Number Plate Recognition (ANPR), and systems for identifying and recording vehicles transporting dangerous goods (ADR), be considered eligible references under the same criterion?</p>	<p>infrastructure-related aspects (planning, assessment, development and monitoring of road infrastructure and capacities, development or management of the transport network) may therefore not meet the criterion.</p> <p>The assessment will be based on the actual scope, nature and deliverables of each reference, as evidenced by the documentation submitted by the tenderer, and in accordance with the requirements set out in the tender documentation and bearing in mind what are defined objectives, services (tasks) and expected deliverables of this project.</p>
2.	<p>1. TEN-T Network coverage and existing facilities</p> <p>Could the Contracting Authority provide the official length of the TEN-T road network covered by the assignment, broken down by Regional Partner and clarify whether the study covers the Core Network, the Comprehensive Network, or both?</p>	<p>Due to the lack of existing data, the purpose of this project is to collect relevant information on current rest areas (RAs) and Safe and Secure Truck Parking Areas (SSTPAs), and to estimate the required capacity for additional RAs and SSTPAs. The assignment will cover the Core and Comprehensive Road TEN-T network in the Western Balkans, with a total length of approximately 5,500 km. Network data available through TODIS will be provided to the Contractor.</p>

<p>Could the relevant official GIS network data also be made available?</p> <p>Furthermore, is an inventory of existing Rest Areas (RAs) and Safe and Secure Truck Parking Areas (SSTPAs) available, including the approximate number of facilities to be assessed in each Regional Partner?</p> <p>2. Site visits and physical inspections</p> <p>Tasks 1 and 2 require an assessment of the physical condition, safety, security, accessibility, services and compliance of existing facilities.</p> <p>Could the Contracting Authority clarify whether physical inspections are expected at all identified RAs and SSTPAs, or whether a combination of targeted site visits, available documentation, stakeholder consultations and desk-based assessments would be considered acceptable?</p> <p>3. Parking occupancy and capacity data</p>	<p>It is up to the tenderer's methodology to define the optimal approach for assessing the physical condition, safety, security, accessibility, services, and compliance of existing facilities, as well as the data collection process. All relevant institutions from the six Regional Partners, covered by this technical assistance, will be invited to submit all relevant and available data (including demand data). However, it is up to the Contractor to independently assess which additional assessments will be necessary, including those related to the additional demand analysis. Physical inspections at all identified RAs and SSTPAs are expected to be carried out, especially for the Core Road TEN-T network, and this issue will be additionally discussed with the Regional Partners during the implementation.</p> <p>The Contractor will be obliged to update the TODIS database regarding the current positions, capacities, and available services and facilities for RAs and SSTPAs. The Contractor will also be obliged to update the TODIS database with the positions of weight-in-motion (WIM) systems.</p>
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<p>Task 1 requires the assessment of parking capacity, occupancy and availability, including seasonal variations where data are available.</p> <p>Could the Contracting Authority clarify whether relevant occupancy and parking demand data will be made available through national authorities or other sources, or whether the Consultant is expected to undertake primary parking occupancy surveys and measurements?</p> <p>4. GIS database and TODIS integration</p> <p>The Technical Specifications require the development of a harmonised GIS-based inventory and the integration of relevant information into TODIS.</p> <p>Could the Contracting Authority clarify whether existing GIS datasets, database structures, data templates and technical specifications for TODIS integration will be provided, and what level of</p>	<p>Bearing in mind the defined deadlines and requirements for the Core Road TEN-T network under TEN-T Regulation 1679/2024, priority for the assessments shall be given to the Core Road TEN-T network, although both the Core and Comprehensive networks must be covered. This will include positions and compliance assessment with the TEN-T Regulation, as well as the assessment of future needs. Other details (land availability, technical feasibility, and other site-specific constraints) will be discussed with the Regional Partners during the implementation.</p> <p>Indicative costs based on standard intervention categories, benchmark unit costs, and available information may be considered sufficient.</p> <p>The Contractor will cover the associated organisational and logistical costs (venue rental, equipment and catering) excluding participants' travel and accommodation expenses. The possible number and geographical distribution of in-person workshops is up to six, in the six Regional Partners. The precise number of workshops will be defined afterwards. Also, it can be arranged online.</p>
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<p>technical integration into TODIS is expected from the Consultant?</p> <p>5. Identification of new RA/SSTPA locations</p> <p>Tasks 2 and 3 require the identification of locations where additional or expanded RAs and SSTPAs may be necessary.</p> <p>Could the Contracting Authority clarify whether the expected assessment is at strategic/corridor level, identifying priority areas based on network coverage and capacity gaps, or whether specific potential sites must be identified and assessed in terms of land availability, access arrangements, technical feasibility and other site-specific constraints?</p> <p>6. Level of detail of investment cost estimates</p> <p>Task 3 requires indicative implementation costs and the identification of investment priorities.</p> <p>Could the Contracting Authority clarify the expected</p>	<p>A copy of the signed contract (or a part thereof, provided that it is clear that it forms part of the signed document) may be accepted as a reference, provided that it is possible to clearly confirm the scope of work, the time frame of implementation (beginning and completion), and who the beneficiary was.</p> <p>Reference projects must be completed in the last five years preceding the tender submission deadline. The tenderer should clearly demonstrate knowledge of the requirements from the applicable EU legislation and good actual international practice and standards.</p>
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level of detail of the cost estimates? Specifically, would indicative costs based on standard intervention categories, benchmark unit costs and available information be considered sufficient, or are site-specific cost estimates based on preliminary technical layouts expected?

7. Stakeholder consultation and workshops

Section 4 of the Technical Specifications refers to the organisation of workshops with stakeholders, both online and in person.

Could the Contracting Authority clarify the expected number and geographical distribution of in-person workshops, as well as whether the Consultant is expected to cover the associated organizational and logistical costs (e.g. venue rental, equipment and catering), excluding participants' travel and accommodation expenses?

8. Eligibility and supporting documentation of reference projects

	<p>With reference to Section III.1.3 of the Instructions to Tenderers, could the Contracting Authority clarify the following:</p> <p>a) In cases where client-issued statements are not available, which alternative supporting documents would be accepted as evidence of the relevant project experience?</p> <p>b) Are reference projects that commenced before the five-year reference period but were completed within that period considered eligible?</p>	
3.	Regarding the Team Leader's project-related experience requirement in Section 8.1 of the Technical Specifications, could you please clarify whether the management of multidisciplinary teams of at least 3 experts refers to 3 experts including the Team Leader, or 3 experts in addition to the Team Leader?	The Team Leader's project-related experience requirement includes the management of multidisciplinary teams of at least 3 experts in addition to the Team Leader.
4.	With reference to Section 8.1 of the Technical	An academic research project may also be considered eligible,

<p>Specifications, which requires Key Expert 3 (TEN-T Legal and Regulatory Compliance Expert) to have participated in at least two completed projects, could you please clarify the following:</p> <ol style="list-style-type: none"> 1. Academic research projects: Can a completed academic research project qualify as a relevant project reference, provided that it involved substantive work in one of the specified areas (EU legal approximation, TEN-T compliance assessment, road transport legislation, or regulatory and institutional gap analysis), even if it was not a commercial assignment? 2. Ongoing projects: Can an ongoing project or some of the project's completed work packages qualify towards this requirement, or must the entire project have been completed by the tender submission deadline? 	<p>provided that its scope and deliverables clearly demonstrate relevance to the requirements of the selection criterion. It is the tenderer's responsibility to clearly demonstrate that the project, in terms of its content and quality, meets the requirements of the tender documentation. The assessment will be based on the actual scope, nature, and deliverables of each reference, as evidenced by the documentation submitted by the tenderer, and in accordance with the requirements stated in the tender documentation, taking into account the defined objectives, services (tasks), and expected deliverables of this project.</p> <p>Only completed projects will be assessed.</p>
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