



## Zadar Port Authority

Concession for the construction of one part of Gaženica cargo port with different segments of terminal use concerning cargo transport

Public call for investors to express interest

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January, 2024

## 1 Present state - Background

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Zadar Port is designated as a port open to public traffic of special international economic interest for the Republic of Croatia, whose area is determined by the Ordinance on Order in Ports of the Zadar Port Authority. In line with the Decision of the Republic of Croatia from February 13, 1997 that entered into force by publication in the Official Gazette on February 18 1997, the Zadar Port Authority was founded for the management, construction and use of:

- Zadar Port– passenger port,
- Gaženica Port– passenger port,
- Gaženica Port– cargo port (hereinafter Gaženica Port) and
- Vela Lamjana Port– fishing port.

In recent years, the Zadar Port Authority has recorded an average annual turnover of approx. 2.5 million passengers and 570 thousand vehicles and more than 542,000 tons of cargo traffic.

Zadar Port is connected as follows:

- BY ROAD: modern highway Zadar - Sveti Rok Tunnel- Bosiljevo-Zagreb, and from Zagreb by highway to all the neighboring European countries. Zadar Port d.d. is directly connected by the four-lane road D424 Zadar of 17.6 km (Gaženica Port) – that is connected to the motorway junction Zadar II.
- BY RAIL: Zadar is connected to the interior (Zagreb) with two railway lines, Lika and Una, and from Zagreb to all neighboring European countries. The Lika railway: Zadar-Knin-Gospić-Karlovac-Zagreb is 424 km long, and the axle pressure is 18 Mp and mx height of 794 m.
- ZADAR AIRPORT is at 5 km distance from the herein mentioned area.

## 2. The subject of this call for expressions of interest

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The present Call does not have the meaning of publication of a notice of intent to grant within the meaning of Article 30 of the Law on Concessions (OG 69/17, 107/20).

Zadar Port Authority hereby invites interested subjects to express their interest in submitting tenders for the concession for the reconstruction/addition/construction of Gaženica Cargo Port. (precisely the part of cargo port with berth no. 7 and no. 8) which includes financing, construction, management, running and maintenance of part of Gaženica Cargo Port.

Given that the subject of this expression of interest is the area of Gaženica Cargo Port (precisely the part of cargo port with berth no. 7 and no. 8), in the following, a summary of only that port will be given.

Zadar Port Authority has been managing the area of the Gaženica Cargo Port since 2005. The port consists of eight berths (picture 1). The subject area from link no. 1 to connections no. 6 is under the concession of the company Luka d.d. Zadar, while berths no. 7 and no. 8 have not yet been concessioned.

### **Berth features:**

- Berth no.1 is a bank for liquid cargo with a length of 60 meters, for mooring of ships up to 190 meters long and a depth of 9.5 meters to 12 meters.
- Berth no. 2 is a bank for the supply of oil platforms, 180 meters long and 4.8 to 7.1 meters deep.
- Berth no. 3 is a bank for bulk cargo with a length of 140 meters and a depth of 12 meters.
- Berth no. 4 (length of 135 meters and a depth of 7 to 11.4 meters) is a bank for transshipment of general cargo and for reefer ships. In addition to the above, this berth is also designed for the reception of fishing boats.
- Berth no. 5 is a bank for transshipment of general cargo with a length of 170 meters and a depth of 7 to 8.7 meters.
- Berth no. 6 is a bank for transshipment of general cargo with a RO-RO ramp 150 meters long and 8.7 to 10.2 meters deep.
- Berth no.7 is a bank for transshipment of general cargo with a length of 291 meters and a depth of up to 10 meters (the smaller part needs to be deepened to a depth of 10m - it is stated in the obligation of the concession provider)
- Berth no. 8 is a bank for transshipment of general cargo with a length of 322 meters and a depth of 13 to 15 meters.

Besides the aforementioned, the following is also in the cargo port:

- a large storage area consisting of an open storage surface area 150,000 m<sup>2</sup>, closed warehouse surface area of 30,600 m<sup>2</sup>,
- tank for liquid loads capacity of 75,000 m<sup>3</sup>

**Figure 1** Gaženica Cargo Port



Source: <https://www.port-authority-zadar.hr/lucka-podrucja/teretna-luka-gazenica/>



### 3 Project of the construction of one part of Gaženica Cargo Port

Companies are invited to express their interest in submitting an offer for the construction of Gaženica Cargo Port, which includes financing, construction, management, running and maintenance of the part of Gaženica Cargo Port with berths numbers 7 and 8 (Figure 2) with the pertaining land areas according to:

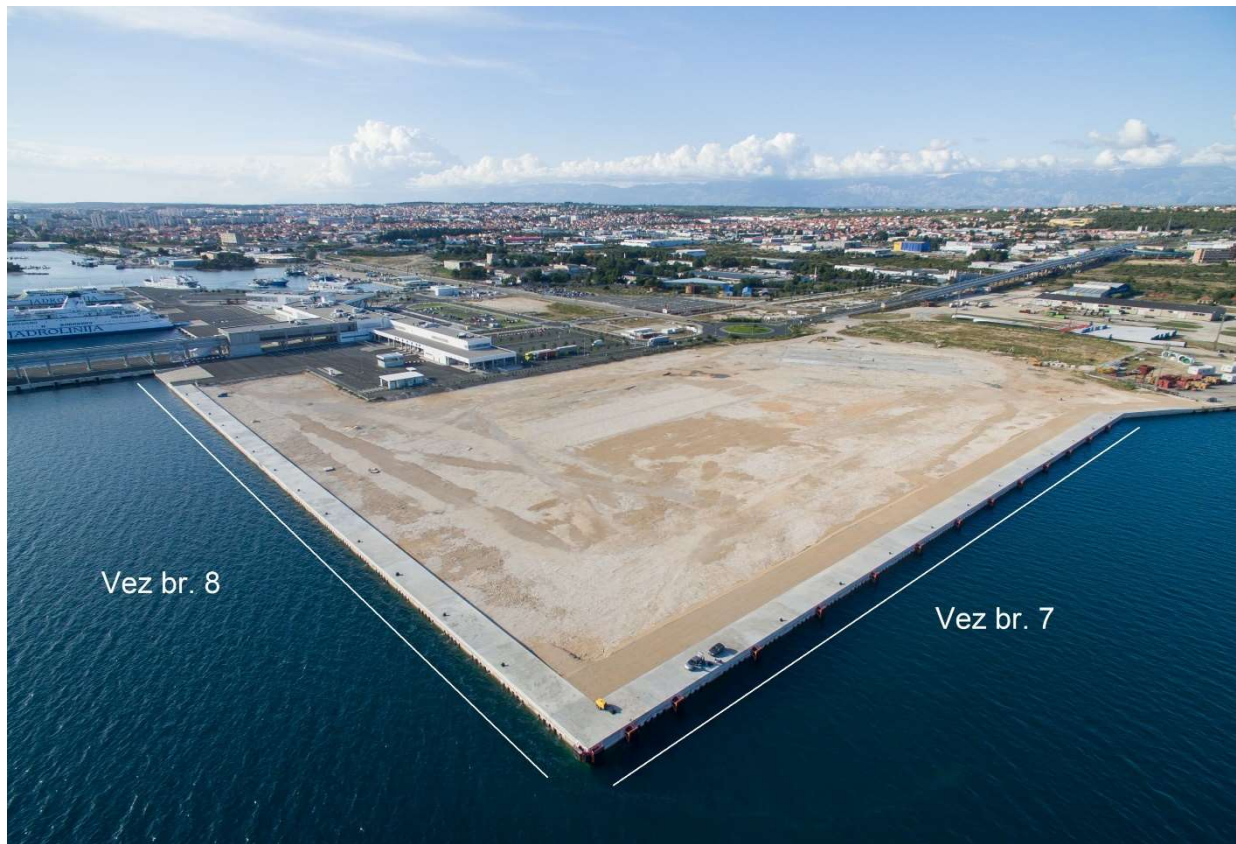
- 1.) **Variant A** – project drawn up by Zadar Port Authority (according to the model - Design - Construction/ Management / Technology Transfer) and/or
- 2.) **Variant B** – according to one's own project (according to the plan Design - Construction/ Management / Technology Transfer).

**Figure 2** Gaženica Cargo Port displaying berths nos. 7 and 8



Source: Zadar Port Authority (August 28, 2023)

**Figure 2.1** Gaženica cargo port displaying berths nos. T and 8 (photo)





**Figure 2.2** Gaženica Cargo Port with the display of berths nos. 7 and 8 (photo)



The Gaženica Multipurpose Terminal area is located in between *old cargo port* and *the New Passenger Port in Gaženica*. The area of the *New Port* and the *old cargo port* have been connected with the construction of new surface and coast areas. The Master Plan for Gaženica Cargo Port was drawn up in 2006, and that part of the port was planned to be developed in the direction of container and RO-RO traffic, for which large manipulative and storage areas were intended.

The construction of the terminal was foreseen in line with:

- Spatial Planning of the City of Zadar (Gazette of the City of Zadar, nos. 14/2019, 13/2016, 2/2016, 16,2011, 3/2008, 4/2004);
- Urban Planning for the Development of Gaženica Industrial Warehouse Zone (Gazette of the City of Zadar, nos. 6/2018, 32/2010);
- Urban Development Plan of Zadar Ferry Terminal (Gazette of the City of Zadar, nos. 03/2021, 6/2018, 7/2000) and
- Ferry Port Master Plan (Rijekaprojekt 2006)

**Figure 3** Extract from Master Plan 2006

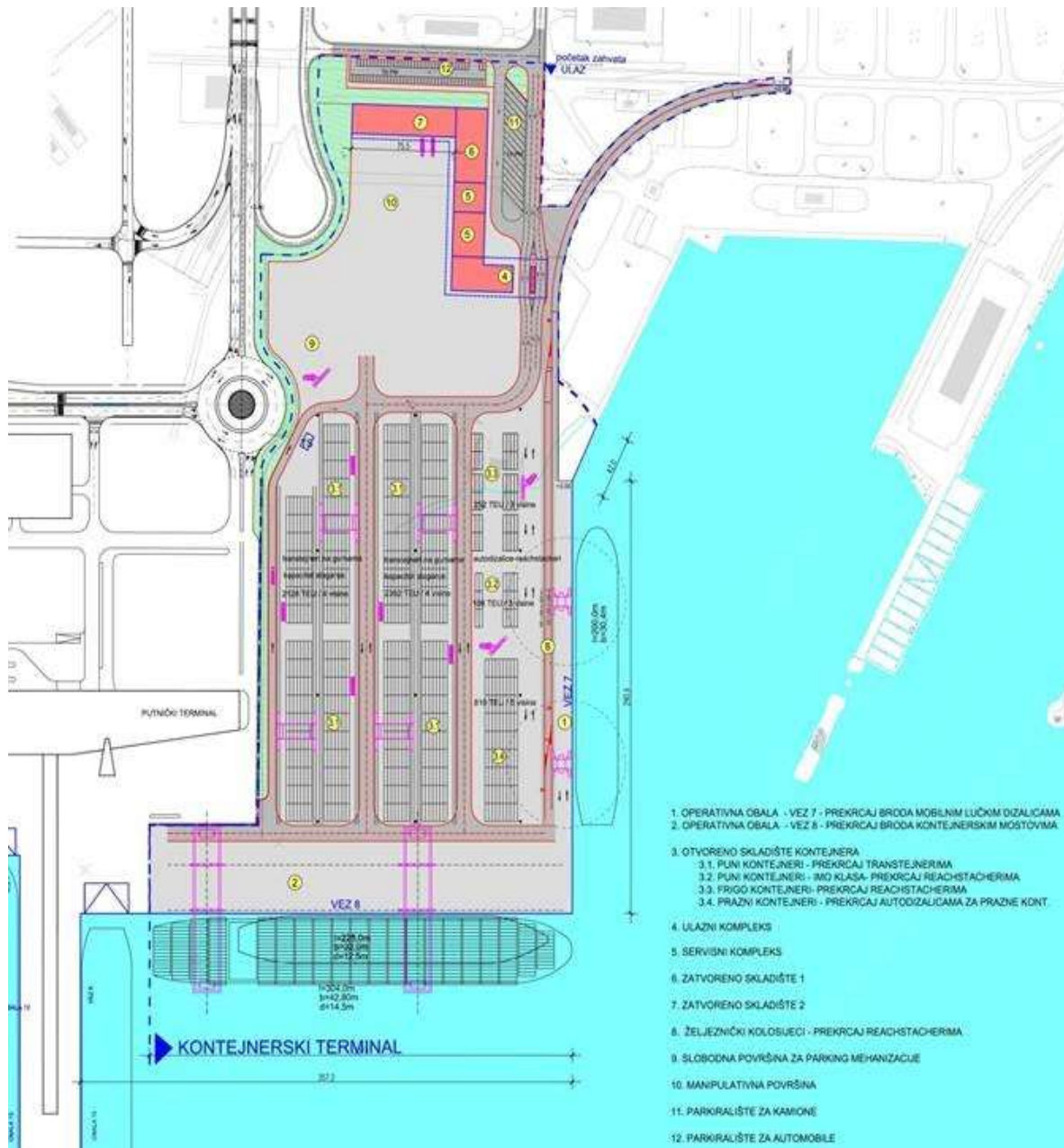


**Source:** <https://www.port-authority-zadar.hr/eu-fondovi-i-projekti/projekti-u-tijeku/>



Docking of container ships up to 260 meters in length (as the relevant ship) and the construction of the necessary infrastructure on the storage areas are planned at the terminal according to the proposed scope of operations and the technological solution.

**Figure 4** Conceptual project for the construction of a container terminal



Source: <https://www.port-authority-zadar.hr/eu-fondovi-i-projekti/projekti-u-tijeku/>

For the purposes of building a container terminal in the area of Gaženica Cargo Port, the following documentation has been prepared so far:

- 1) Environmental Impact Study (project no. 10-052 from May 2011);
- 2) Conceptual Project for the construction of a container terminal in the area of Gaženica Cargo Port (10-052 from 2012);
- 3) Construction Project for the construction of coastal structures (10-052 from 2012)
- 4) Construction Project for the construction of the terminal south platform (10-052 from 2012)

The works were performed according to valid location permits and valid building permits:

- Phase 1 – Coast walls and earthworks up to elevation +2.40;
- Phase 2 – Southern plateau up to elevation +3.00 m.

With the existing location permit, a total of 11 building permits needS to be obtained and 7 certificates of occupancy. According to the location permit to obtain the 1st certificate of occupancy 3 phases need to be performed which, together with Phase 1 and Phase 2, make one occupancy unit:

- Phase 3 – Entry and exit point - road, parking lot and facility;
- Phase 4 – Northern plateau up to an elevation of +3.00 m without building;
- Phase 5 – all installations.

There are no project or construction permits for the abovementioned phases 3, 4 and 5 for in order to draw up a project, it is necessary to know the input parameters (types of cargo, load, loading/unloading technology, loading/unloading cranes and their technical characteristics, on the basis of which electricity consumption would be obtained). The future user would need to define the herein stated.

Bidders will be able to propose the rationalization of the present project, as well as the phasing of its construction.

## 5 Variant B - Reconstruction, extension and construction of the Gaženica Multi-Purpose Terminal according to our own project (according to the Design / Construction / Management / Technology Transfer Plan)

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According to valid spatial planning acts related to the construction and development of seaports, which results in the urban transformation of the built-up part of the coastal belt or the construction and arrangement of an unorganized part of the belt, the same must take place in accordance with the conditions of the Urban Development Plan for the concerned area. Minimum functional and spatial requirements for the expansion of Gaženica Cargo Port, designed and built by the concessioner, shall be described in the presented documentation for granting the concession, with the condition of meeting the minimum sufficient for the accommodation of public services and their equipment necessary for the operation of the port (police, customs, etc.).

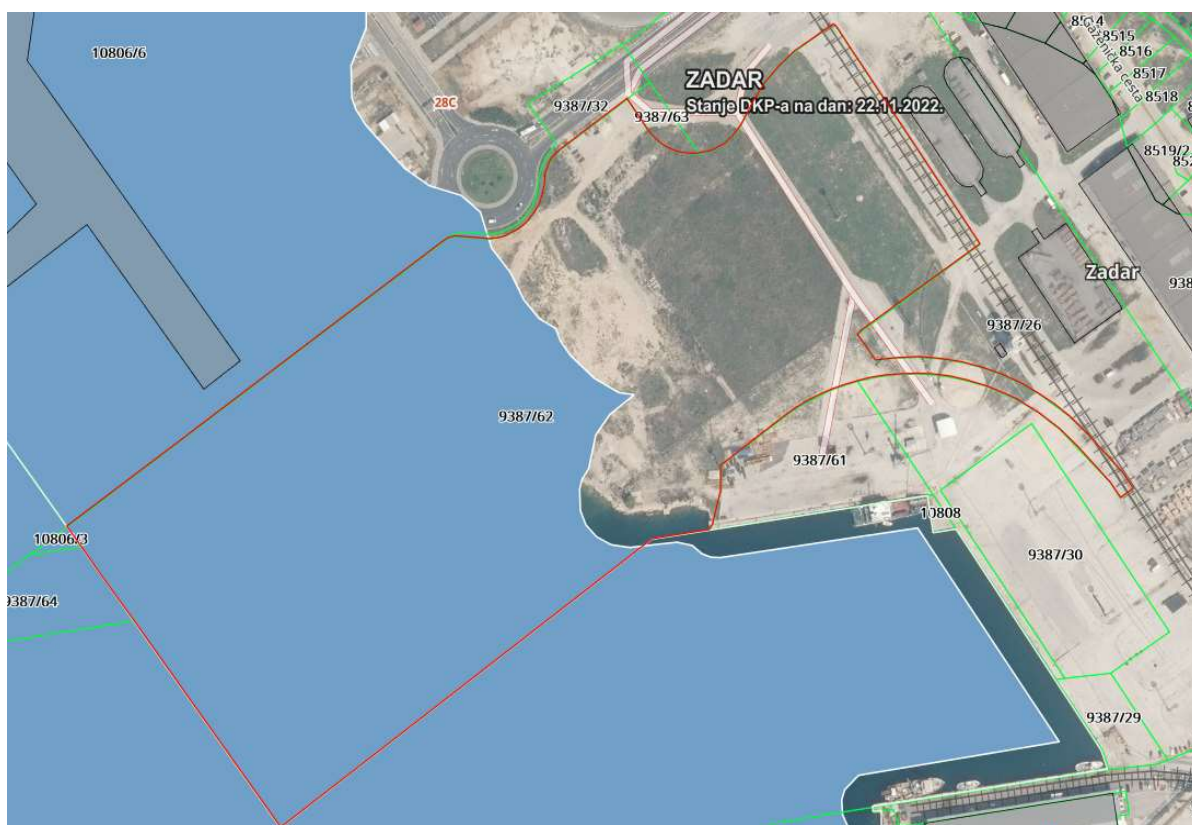
The construction of the terminal is planned according to:

- Spatial Planning of the City of Zadar (Gazette of the City of Zadar, nos. 14/2019, 13/2016, 2/2016, 16/2011, 3/2008, 4/2004);
- Urban Planning for the Development of Gaženica Industrial Warehouse Zone (Gazette of the City of Zadar, nos. 6/2018, 32/2010);
- Urban Development Plan of Zadar Ferry Terminal (Gazette of the City of Zadar, nos. 03/2021, 6/2018, 7/2000) and
- Ferry Port Master Plan (Rijekaprojekt 2006) – currently being drawn up



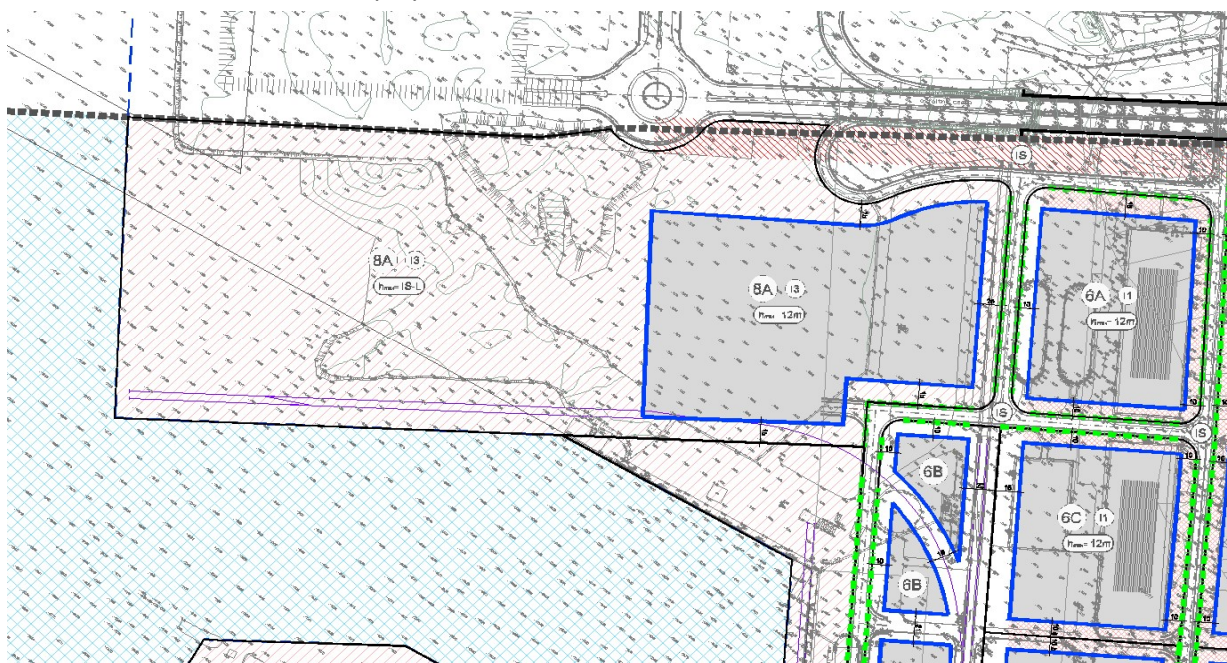
The area in question is mostly located within the Urban Development Plan of the Industrial-Storage Zone "Gaženica". The area in question is mostly located within the Urban Development Plan of Gaženica Industrial-Storage Zone (Gazette of the City of Zadar nos. 32/2010 and 6/2018) within zone I3 economic purpose-infrastructure-multipurpose terminal, mostly serviceable and inside cassette 8A – Multipurpose Terminal Phase 1.

**Figure 5** Cadastral plot 9387/62 cadastral municipality of Zadar



**Source:** Zadar Port Authority (September 28, 2023)

**Figure 6** Urban Planning for the Development of Gaženica Industrial Warehouse Zone - Cartographic display Method and Conditions of Construction



Source: Zadar Port Authority (September 28, 2023)

#### UVJETI GRADNJE

- |                                   |   |
|-----------------------------------|---|
|                                   | OZNAKA KAZETE / OZNAKA NAMJENE  |
|                                   | MAKSIMALNA VISINA GRAĐEVINE   |
|                                   | maksimalna visina uvjetovana lučkom infrastrukturom   |
|                                   | maksimalna visina uvjetovana infrastrukturom željeznikog kolodvora  |
|                                   | GRANICA KAZETE  |
|                                   | REGULACIJSKI PRAVAC - pristupi parcela na javnu prometnicu  |
|                                   | PRIVREMENI REGULACIJSKI PRAVAC<br>do realizacije konačnog profila četvertrračne prometnice  |
|                                   | GRADIVI DIO KAZETE  |
|                                   | površina na kojoj je dopušteno zadržavanje postojeće gradnje<br>koja posjeduje važeće akte o gradnji / zadržavanju u prostoru     |
|                                   | POVRŠINA ZA GRADNJU LUČKE / ŽELJEZNIČKE INFRASTRUKTURE<br>(gradnja se definira u skladu s prethodno izrađenim stručnim podlogama) |
| <b>GRANICE OGRANIČENE GRADNJE</b> |   |
|                                   | ZAŠTITNI POJAS PRUGE - 17 m   |
|                                   | ZAŠTITNI POJAS PRUGE - 25 m   |
|                                   | ZAŠTITNI POJAS PRUGE - 55 m   |

Materials related to the herein Urban Development Plan can be taken from the web pages of the City of Zadar from the following link:

<https://krsevan.grad-zadar.hr/ArhCPlanovi/UPU/ID%20INDUSTRIJSKO%20-%20SKLADI%C5%A0NE%20ZONE%20GA%C5%BDENICA/01%20Naslovna.htm>

## 7 Future concession main parameters

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For information, the main parameters of the future concession shall be as follows:

### **A. Coverage of the concession area**

The concession area shall include the area of Gaženica Cargo Port according to the defined coordinates and surface areas to be specified in the tender documentation.

### **B. Concessioner obligations**

The obligations of the concessioner consist of:

- a) financing, design and construction of port extensions (port infrastructure), including procurement activities and taking steps, in cooperation with Zadar Port Authority, to obtain the necessary approvals and permits;
- b) promotions of the multipurpose terminal aimed at the development of all port activities;
- c) maintenance of daily terminal management;
- d) possible other activities that are to be specified in the tender documentation for the concession award.

### **C. Concessioner investments**

The costs of building/extension of the port (terminal and its equipment) shall be borne by the concessioner.

### **D. Concessioner income**

The income shall consist of:

- a) sale of services: loading/unloading, storage, demurrage, container filling/unloading, cargo transfer, fumigation, cargo protection, packaging and other;
- b) other income from activities that the concessionaire is obliged or authorized to receive based on the concession contract, and the same is to be specified in the tender documentation for the concession award.

### **E. Regulation of tariffs**

Tariffs and rules for the regulation of the concession shall be determined and regulated in the tender documentation for the award of the concession, as well as tariffs that the concessioner shall determine freely up to the maximum amounts determined by the Zadar Port Authority.

### **F. Work performance indicators**

The concession contract shall determine the goals for freight/cargo traffic (volume of traffic, etc.) and the level of services that are to be provided by the concessioner

### **G. Duration**

The concession shall be a long-term concession, the duration to be determined in the tender documentation.

### **H. Concession fees**

Concession fees consist of fixed and variable fees; the conditions according to which fixed and variable fees are determined and/or which bidders shall propose in their bids are to be determined in the bid documentation for the concession award.

### **I. Port dues**

Charged by the concession provider.



## 8 Content of the expression of interest

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The expression of interest must contain:

- Expression of Interest Letter. In this letter, the investor shall state whether he is interested in submitting an offer for variant A) (existing project), variant B) (his own project), or for both variants;
- Legal status /registration data
- Authorization of the signatory of the Expression of Interest Letter;
- Investor profile and/or for each company from the consortium, information on:
  - activities;
  - organizational and professional training by category;
  - income in the last three years, expressed in euro;  
the latest available non-consolidated and, where available, consolidated financial statements;
  - the company's references from the past 5 years in activities relevant to the herein project;
  - a statement that the company is not in the process of liquidation or insolvent, nor that it is subject to forced administration, bankruptcy or other similar procedures or any other procedures that point to insolvency or cessation of business activities.

An Information Plan and Work Program of the investor for the herein stated area.

## 9 Instructions to companies interested in prequalification

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Investors who wish to be invited to submit a concession offer either according to A and/or according to B variants must comply with the following guidelines:

- they are invited to first confirm their interest in the invitation to visit the location of the Multipurpose Terminal project in the port of Gaženica and attend the presentation of the entire project, not later than five weeks after the publication of this Call for Expression of Interest on the website of Zadar Port Authority <https://www.port-authority-zadar.hr/> at the following address [ured-ravnatelja@port-authority-zadar.hr](mailto:ured-ravnatelja@port-authority-zadar.hr).

- interested investors are not entitled to reimbursement of any costs related to the preparation and submission of an Expression of Interest Letter.

- *The Expression of Interest Letter* is to be presented to the following address:

**Zadar Port Authority**  
Gaženička cesta 28 C, Zadar 23 000

*At the attention of the director*  
**Željko Knežević**

***Applications must be sent by registered mail or delivered in person no later than March 01, 2024.  
(until 12:00 local time in case of personal delivery).***

A confirmation dated and signed by the employee who will receive the Expression of Interest Letter shall be considered as proof that the Expression of Interest Letter has been submitted.

It is foreseen that companies that express interest, as well as other companies, shall be invited to submit their offers, in accordance with the legal procedure pursuant to the Law on Concessions during year 2024, whereby the construction of Gaženica Cargo Port (Multipurpose Terminal) shall be completed and in operation by the end of 2027.

Interested companies may, at will, express interest in submitting a bid for one of the listed variants, or for both. However, please note that only one variant shall be the subject of the concession.

Materials related to the concession of the Multipurpose Terminal can be viewed on the Zadar Port Authority website: <https://www.port-authority-zadar.hr/eu-fondovi-i-projekti/projekti-u-tijeku/>