

Bangladesh Power Cell
Ministry of Power, Energy & Mineral Resources

Terms of Reference

**Technical Advisory For Siting and Basis of Design (Feasibility) Study for
LNG Regasification Terminal**

BANGLADESH

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1. Section-1: Background

1.1 Country Context

With a population of 159 million and land mass the size of Greece, Bangladesh is one of the most densely populated countries in the world. In the past decade, the economy has grown at nearly 6% annually and poverty dropped by nearly a third, coupled with increased life expectancy, literacy, and per capita food intake. The country's economic outlook remains positive, with GDP growth rate expected to average 6% through 2019 and average expected inflation of 6%. Sound macroeconomic fundamentals have resulted in a relatively strong and stable the currency (taka) in recent years. However, despite these achievements, 47 million people (26% of the population) still live below the poverty line and 40% still do not have electricity access. The country faces major energy and infrastructure deficits, particularly in the energy, water and transport sectors.

1.2 Gas Sector

Bangladesh is a heavily natural gas dependent country where demand for natural gas is growing rapidly while existing reserves are depleting. The country faces severe gas shortages of around 500-650 MMcfd that are forecasted to increase. Its recoverable gas reserves of 16.36 trillion cubic feet is set to be exhausted within the next decade if no new gas fields are discovered. Lack of reliable gas supply has imposed a major constraint on economic development. Gas sales to the power sector have declined and the ensuing power shortage has caused disruption in industrial production, particularly in the clothing, ceramics, fabrics, and steel industries. Although large factories have their own power generation units, gas shortages have made them less useful. The World Bank estimates that most industrial facilities in Bangladesh are operating at half of their installed capacity due to a lack of reliable power and gas. Reliable long-term availability of natural gas is critical to the development of competitive industry in the country. GoB faces significant challenges in attracting international oil companies to engage in exploration activities in Bangladesh due to, among others, (i) low gas prices, (ii) market access constraints (no local marketing rights and export barriers), (iii) weak financial strength of the state counterparties, and (iv) slow legal and sector reform, especially regarding pricing of natural gas and petroleum products.

1.3 Project Context

The severe gas deficit has especially affected gas-fired power plants. These are either running below capacity or have been shut down due to non-availability of gas. To address this gas crisis, the Government of Bangladesh ("GoB") is undertaking two import Liquefied Natural Gas (LNG) projects, located in close proximity, on a Build Own Operate ("BOO") basis:

- i) an offshore floating storage and regasification unit (the "FSRU"; IFC InfraVentures Project #34983), sponsored by Excelerate Energy of the U.S., which will help close the existing gas supply deficit in power plants, fertilizer plants, CNG-based transport and residential supply; and
- ii) an onshore LNG import terminal ("the Project"), which will supply gas to 3,000 MW of new/refurbished IPPs and existing or future power plants in Bangladesh to meet the country's growing electricity demand.

1.4 Project Description

The Project is expected to comprise of:

- (i) Design, engineering, procurement, construction and commissioning of an on-shore LNG import terminal of 500mmcfd for the receiving, unloading, storage and regasification of LNG,

including all receiving, unloading, storage and regasification facilities and all marine facilities, gas pipelines, infrastructure and interconnection facilities (together, the “LNG Import Terminal”);

- (ii) Owning, operating and maintaining the LNG Import Terminal on a build, own and operate (BOO) basis. The Project will operate as a tolling entity and earn a regasification margin, with GoB responsible for procuring imported LNG and selling RLNG output to 3,000 MW of planned gas-fired IPPs and existing or future power plants in Bangladesh;
- (iii) Receipt and storage of LNG at the LNG Import Terminal;
- (iv) Regasification of the LNG (“RLNG”);
- (v) Delivery of the RLNG to a designated GoB entity.

1.5 Supply of LNG and Sale of RLNG

GoB will procure the imported LNG through a separate competitive tender process, which the Financial Advisor would advise GOB on. The Project will be undertaken in tandem with GoB’s tender process for LNG procurement, to ensure availability of supply for the Project.

The Project will sell RLNG on a long term, take or pay basis to a designated GOB entity, which will have back-to-back gas sales agreements with power plant owners/ operators and other customers (supply permitting). The associated 3,000 MW of existing and/or planned power projects that will consume the Project’s gas will ultimately be part of an integrated development effort. However the tender for these IPPs will be a separate process run by GoB/BPDB that is not part of the proposed investment in the Project.

1.6 Lead Sponsor Selection

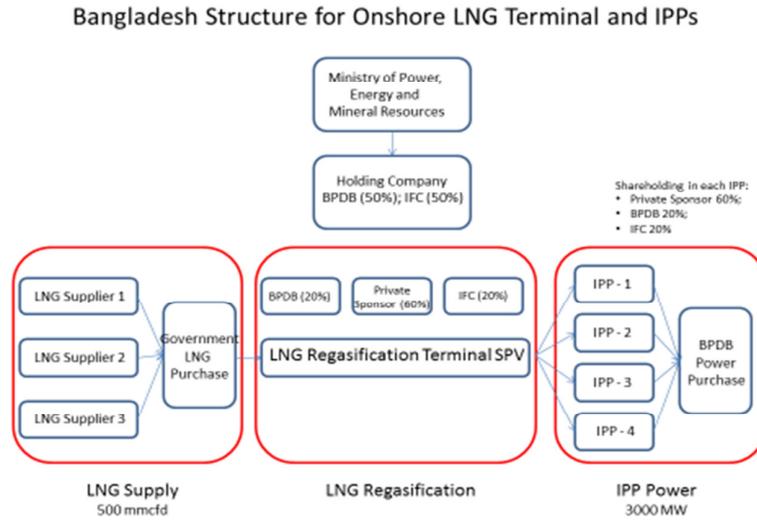
Given the difficulty faced by GoB over the past 7-8 years in attracting good private sector sponsors into these strategic energy assets, MPEMR requested IFC’s help in co-developing the Project through IFC InfraVentures and bringing in a lead sponsor. Under the proposed arrangement, a Joint Development Agreement (JDA) is expected to be signed between BPDB or any of its subsidiary company, IFC and the lead sponsor (once selected) setting out the terms under which the Project will be developed. The Project will initially be owned 50% each by BPDB or any of its subsidiary company and IFC InfraVentures, with the lead sponsor subsequently taking 60% shareholding from BPDB or any of its subsidiary company and IFC after it is selected by GoB based on a competitive tendering process.

IFC InfraVentures is expected to play the role of a co-developer and surrogate sponsor until the lead private sponsor is selected and will co-invest alongside the lead sponsor selected by GOB at least until financial close. The development process includes initial work to be undertaken to define the Project technically, conducting detailed feasibility, assessing Environmental and Social impacts and developing management plans, developing commercial arrangements and legal contracts. In parallel with the development process, GOB (BPDB and the Power Cell of the MPEMR) will organize the competitive selection process to select the lead sponsor.

IFC’s role, in addition to being a co-developer, is to be the Lead Arranger of the debt financing for the Project.

The diagram below presents a possible structure for the Project in which BPDB and IFC could hold a series of special purpose vehicles including the Project and 3-5 IPPs totalling 3000 MW.

Alternatively, IFC and BPDB could hold the Project directly, and IFC could have the option to selectively participate in the associated IPP SPVs.



1.7 Expected Timelines

It is expected that the Project will take about 18 months to achieve financial close and another 33 months to commissioning.

Key Steps	Parties Involved		Approx. Time (months)
	Government	Developer	
Expression of Interest (EoI)	✓		Completed
Basis of Design (BoD) a.k.a Feasibility Study	✓		9-12
Request for Proposal (RFP)*	✓		
Project Award	✓		3-6
Front-End Engineering & Design (FEED)	✓	✓	
Financial Close	✓	✓	
Engineering Procurement Construction (EPC)		✓	33 - 36

1.8 Progress so far

GoB published a request for expression of interest from potential lead sponsors, to which fifteen companies responded and four companies were shortlisted. These are Mitsui (Japan), Shell (Netherlands), Petronet (India) and Huanqui Contracting & Engineering (“HQC”) (China).

The next stage is the preparation of the RfP package for selection by the GOB of the lead sponsor from among the shortlisted bidders. The RfP package will include the Feasibility Study; Environmental & Social assessment; as well as the basic legal and commercial documents to underpin the concession.

1.9 Advisors

Power Cell has initiated a process for selection of the needed advisors to prepare the RfP package and help the selection of the Lead Sponsor. These advisors include: (a) Financial Advisor & Lead Transaction Advisor; (b) Technical Advisor; (c) Environment and Social Advisor (E & S Advisor); and (d) Legal Advisor. It is envisaged that the Technical Advisor will prepare an Outline Study that will help GOB decide on the Project site and then will develop the Concept Feasibility Study for the Project. After the lead sponsor is selected, the sponsor group may choose to continue with the same Technical Advisor or will engage its own Technical Advisor to develop the Detailed Project Report, in accordance with their business plan and within the broad requirements of the RfP package.

It is envisaged that a separate study will determine the siting and capacities of the new power plants, identify the existing units that need gas from the Project and determine the quantum of gas to be delivered to them. Results of this study will be available during the course of the LNG terminal feasibility.

1.10 Technical Advisor to Carry Out Siting and Basis of Design Study

In this context, GOB wishes to engage the services of a reputed consulting firm to conduct the Siting and Basis of Design (Feasibility) Study for the proposed on-shore LNG storage and regasification import terminal at southeastern (Matarbari/Moheshkhali area) Bangladesh (the "Project"). The purpose of the Siting and Basis of Design (Feasibility) Study shall be to arrive at sufficiently accurate definition of the planned facilities and the estimation of capital and operating costs. Consultant shall consider any new design requirement based on technological advancements, up-gradational needs and operational experience. The selected consultant as part of this feasibility is also required to review the detailed work /studies already undertaken by JICA and update and expand for the LNG terminal where required.

GOB will separately hire reputed legal counsels/advisor, engineering/technical advisors, and others as required, to complement the work of the Financial/ Commercial Advisor. The Financial/ Commercial Advisor will act as the Lead Transaction Advisor for the Project and will help the Client select and manage the other Advisors as needed.

2. Section-2: Broad Scope of Work

PHASE 1: Siting Study

The Consultant shall carry out a Siting Study for setting up an onshore LNG Import and Regasification facility in and around southeastern (Matarbari/Moheshkhali area) Bangladesh, with an initial capacity of 5 MMTPA keeping a provision for flexibility of throughput and expansion in the future. These include but are not limited to

- Geotechnical study for both Offshore and Onshore facilities
 - Hydrographic Study
 - Bathymetry and Topography Survey
 - Marine Analysis
- For the sake of avoidance of any doubt this study shall cover
- (a) Wind, Cyclone, Wave, Tidal and Current Analysis
 - (b) Layout Analysis
 - (c) Mooring Analysis
 - (d) Ship Navigation simulation
 - (e) Tsunami Studies
 - (f) Study of marine traffic (if required)
 - (g) Seismic Studies

It may please be noted that JICA has carried out these studies for its proposed harbor facility and these studies will be made available to the bidders for assessment of additional work required to update and expand for the LNG terminal.

The Scope of Work of the Consultant shall be (but not limited to) as detailed below:

Site Screening and Verification Study

The Consultant shall conduct a screening and verification study for confirmation that site for locating the LNG terminal in and around the Matarbari/Moheshkhali area, while taking into account the environmental, technical and commercial aspects and the governmental and international guidelines for setting up land based LNG terminals.

- i. Consultant to study the available data and identify suitable location for the terminal and marine facilities within the target area. For the purpose of this study following preliminary data is available with the Bangladesh Power cell which can be viewed during the Pre-Bid meeting or accessed from the electronic data room established:
 - a. Bathymetry (full area)
 - b. Topography (full area)
 - c. Offshore geotechnical data
 - d. Waves and current data
 - e. Proposed Master Plan of the Matarbari/Moheshkhali area

Collection of all other data, required for the study, is in the scope of the Consultant.

- ii. **Definition of Necessary Characteristics/Features of the Required Site.** In order to guide the site selection process, the general site requirements for the LNG terminal to be defined and agreed.
- iii. **Identification of Screening Criteria.** Listing of environmental, physical, planning and social criteria considered to be relevant to the siting and operation of a LNG terminal.
- iv. **Constraint Mapping.** Using a constraint mapping technique based around a Geographic Information System (GIS), the criteria identified in *Task 2* to be compiled onto digital base maps to assist in screening out incompatible areas based on environmental issues and based on marine traffic considerations. The remaining areas become, in essence, the regions of study for the identification of potential locations for the LNG terminal.
- v. **Identification of Potential Locations.** The unconstrained areas identified in *Task 3* to be further scrutinized to determine the list of potential locations for the LNG terminal.
- vi. **This list to be short listed into one or two potential sites based on the following criteria in consultation with all the stakeholders:**
 - a. Environmental, Risk, Planning & Social Considerations
 - b. Technical and Engineering Considerations
 - c. Marine Traffic Considerations
 - d. Availability of site for year round operations
- vii. **The site selection report shall cover the following:**
 - a. List of suitable site(s) within the identified area.
 - b. Site main characteristics (Soil characteristics, Plant layout, Preliminary safety impact of limitations, unloading facilities etc.)
 - c. Site comparison between alternate locations.
 - d. Estimated Capital and Operating cost comparison for different possible sites within the area
 - e. Overall plot plan with approximate total area requirement, showing marine depths, shipping channels, marine
 - f. Infrastructure, terminal plan, space for expansion and surrounding land use plan
 - g. A plot plan showing the terminal marine infrastructure, breakwaters, jetties, dolphins etc.
 - h. A high level plot plan for the terminal regasification facilities showing tankage, regasification units, utilities etc.
 - i. Final recommendations.

Phase 2: Basis of Design

Basis of Design Study shall overlap with the Site Selection Study but shall only be completed once the site selection has been finalized and agreed.

The Basis of Design Study shall propose configurations (process schemes) of LNG terminal including latest technological advancement and up-gradational requirements in case of throughput capacity enhancement.

The Consultant to estimate and recommend:

- i. Optimized scheme and estimated utility consumption
- ii. Compare operational flexibility, capital and operating costs
- iii. Sizing of unloading lines, vapour return line, cool-down line up to the Jetty. Analysis of critical piping route
- iv. PFDs & P&IDs for facilities.
- v. Functional requirements for process design
- vi. Mechanical
- vii. Flare Stack
- viii. Utility / Auxiliary Systems
- ix. Mooring and unloading for a Qflex sized LNG carrier
- x. Navigational requirements
- xi. Boil-off Handling
- xii. Send-out system, relieve system, drain system
- xiii. Communications and security systems
- xiv. Plant Control and monitoring system including emergency shutdown system
- xv. Fire, Hazard and Safety systems
- xvi. Pollution control measures and facilities envisaged
- xvii. Energy conservation measures

LNG Receiving, Storage and Regasification Terminal

- i. Optimize and recommend the type & capacity of the storage tank(s) based on the Q flex parcel size and downstream natural gas consumption and send out rates.
- ii. Indicate the potential for cold recovery and options for use of such cold recovery.
- iii. To carry out capacity sizing and estimation of the number of primary and secondary pumps required, meeting all requirements.
- iv. To determine the capacity requirement of LNG vaporizers, type of vaporizers and number thereof after conducting a vaporizing scheme study for selection of the optimal vaporization scheme.
- v. To prepare the requirement of utilities and support facilities for start-up, normal operation, shutdown and emergency situation in the terminal

RLNG Evacuation Plan

Plan for evacuation of RLNG basis:

- i. Existing Gas Grid and spare capacity of existing network and future plans of gas pipelines
- ii. Estimated length of cross-country pipelines required to be laid to evacuate the gas from LNG terminal along with sizes and capacity.

Piping

- i. Provision of an overall Topside plot plan optimizing the Equipment layout.
- ii. Conceptual design of the pipe racks, piping layouts
- iii. Cost data for the various options.
- iii. Prepare design and construction specifications for piping deliverables.
- iv. Preparation of the following specifications for cryogenic services:

- a. Piping material Specification
- b. Valves (with basic criteria for cryogenic service)
- c. External Insulation d) Painting
- d. Welding Requirements.

Civil/Structural - Topsides

Consultant shall carry out the conceptual design of all topsides civil and structural work. Scope shall include: -

- i. Prepare basic design, civil design, and civil layouts for all topside structures.
- ii. Preparation of civil/ structural functional specifications for design and construction.
- iii. Provision of topside load data for marine design.
- iv. Preliminary design & broad MTOs for all structures, including pipe racks, tower gangway and other structures.
 - a. Terminal Layout
 1. Harbour location
 2. Dimensional considerations
 3. Downtime assessment
 4. Land use plan

Civil/Structural – Marine

The marine works will form a major part of the project cost. Consultant to ensure that the Civil/ Structural Marine work is sufficiently detailed.

Scope shall include:-

- i. Define criteria for the detailed design maritime works:
 - a. Minimum requirements for design methods,
 - b. Standards and regulations to be applied,
 - c. Specifications for the civil structures,
 - d. Requirements for detailed design documents.
- ii. Review recommendation for Safety systems for ship navigation and docking
- iii. Optimization and recommendation for the location of the Main and Stand –by Jetties.
- iv. Consultant to carry out a thorough assessment of geotechnical aspects of the site as it is considered to be very critical to the successful construction of the marine works.
- v. Conceptual design of the marine structures, main Jetty, mooring and breasting dolphins.
- vi. Prepare specifications and design criteria for design and construction of marine works, berthing and mooring systems, navigation aids etc.

Mechanical

- i. Prepare Equipment list.

- ii. Prepare functional descriptions and specifications of the required equipment other topside facilities such as unloading arms, tower gangway, berthing aid system, environmental monitoring system, constant tension winches etc.

Electrical

- i. Determine power system requirements and prepare preliminary
- ii. Single Line Diagrams.
- iii. Determine Hazardous Area Classification and prepare preliminary drawings.
- iv. Determine cable routing requirements and prepare overall indicative cable route layout and cable schedule.
- v. Preliminary sizing and data sheets for electrical equipment.
- vi. Prepare conceptual electrical specifications for design and construction for plant switch room, communications, fire alarm (by instruments), earthing and lighting system expansion.
- vii. Provision of MTO and Cost data.
- viii. Determine power source optimization.

Instruments:

- i. Prepare Instrument List & Narratives.
- ii. Prepare specifications for Fire & Gas spill detection system.
- iii. Prepare Instrument specification for packaged units.
- iv. Prepare Conceptual layouts for the control room.
- v. Prepare overall indicative cable route layout.

Project Management

To determine the schedule of the project from “initial planning” to “start- up”, with identification of the major milestones towards completion and indication of the necessary clearances, permits and timing to be requested from Government of Bangladesh and the local authorities for construction and operation of the LNG Receiving Terminal and the associated facilities including the marine facilities.

- i. Preparation of Project Execution Plan
- ii. Preparation of project implementation schedule for various activities.

HSE

- i. To study project safety risk and recommend complete safety management and firefighting facilities as well as emergency shutdown system for the terminal.
- ii. To recommend proper alarm system and interlocks for safe, efficient and uninterrupted operation of the LNG terminal.

Typical Drawing that Would Constitute of Siting and Basis of Design (Feasibility) Study Are:

- i. Terminal master plan
- ii. Land Use Plan
- iii. Jetty Head detailed layout plan

- iv. Shore Protection Works (if required)
- v. Mooring Dolphins, Plan-Section & Elevations
- vi. Breasting Dolphin, Plan-Section & Elevations
- vii. Catwalk General Arrangement Layout
- viii. Catwalk Sectional Details
- ix. Unloading Platform
- x. General Arrangement Plan and Elevation
- xi. Piping layout and details
- xii. Sectional details of the unloading platform
- xiii. Navigation aids layout
- xiv. Dredging footprint and details (if required)
- xv. Sea water intake and outfall details
- xvi. Misc.

Cost Estimate

To estimate capital investment cost including the necessary contingencies and related rationale within acceptable accuracy limits (Cost estimate for the facilities shall have accuracy of +/- 15 %), expressed in value of money at the time of preparation of Detailed Feasibility Report, split but not limited to as follows :

- a. LNG Marine Facilities
 - b. LNG unloading/facilities at Port (Jetty Head and Jetty Trestle)
 - c. Pipe yards from Jetty to receiving terminal
 - d. LNG storage tanks
 - e. Boil-off-Gas Recovery
 - f. LNG Pumping
 - g. LNG Vaporization
 - h. Power Generation
 - i. Utilities
 - j. Communications and security systems
 - k. Fire Prevention & Safety facilities
 - l. Regasified LNG Pumping Facilities
 - m. Regasified LNG metering facilities
 - n. Mechanical, Electrical & Instrumentation
 - o. Custody transfer systems
 - p. Building and Infrastructure
 - q. Cross Country pipeline for evacuation of Regasified LNG
- i. Operating/ running and maintenance cost.
 - ii. Each item should be further broken down into equipment, bulk material, construction, labour, miscellaneous and other relevant cost components as applicable. Consultant shall also clearly indicate the various taxes and duties considered for the cost estimate.
 - iii. The Bangladesh Taka cost and Foreign Currency component in US Dollars to be provided.
 - iv. The current taxes and duties to be considered while arriving at the cost estimate.

Hazid /Hazop and Detailed risk Analysis (QRA) of the selected site(s)

A detailed Risk Analysis of the project covering both construction and operational phases

A hazid/Hazop study which should Include the following but not limited to

- Identify potential hazards associated with the FSRU and LNGC port approach and
- berthing operations at the proposed terminal facility
- Identify potential hazards associated with the aspects of the design, installation and
- operation of the HP Regas LNG gas arm and gas pipeline on the proposed jetty terminal.
- Assess the adequacy of the proposed marine facilities, layout design and piping systems for ensuring the integrity of the installation.
- Propose safeguards and port support assets
- Regulatory requirements for project compliance.
- Perform a round table discussion of potential failure mode scenarios and emergency response procedures and identify remedial measures that will reduce the potential hazards and minimize risks.

The consultant shall also submit the following studies as outlined above updated for the selected site with the Draft Report.

- Geotechnical study
- Hydrographic Study
- Bathymetry and Topography Survey
- Marine Analysis

3. Section-3: Deliverables & Time Schedule

Phase 1 Siting Study

The Siting Study should be completed and final report submitted within 10 (ten) weeks from the date of Kick-off meeting, with following progressive deliverables:

- a. Draft Report: To be submitted within 4 (four) weeks.
- b. The report shall be reviewed and changes, if any, to the draft report will be suggested within 4 (four) weeks of receipt of the report. In case no comments are received within 4 weeks of submission of the draft report, the draft report shall be concluded as final report for the purpose of the Contract completion against this assignment.
- c. Final Report: To be submitted within 2 (two) weeks of receiving comments.

Phase 2 Basis of Design

The Basis of Design Study should be completed and final report submitted within 20 (Twenty) weeks from the date of Kick-off meeting, with following progressive deliverables:

- a. Draft Report: To be submitted within 14 (fourteen) weeks.
- b. The report shall be reviewed and changes, if any, to the draft report will be suggested within 4 (four) weeks of receipt of the report. In case no comments are received within 4 weeks of submission of the draft report, the draft report shall be concluded as final report for the purpose of the Contract completion against this assignment.
- c. Final Report: To be submitted within 2 (two) weeks of receiving comments.

NOTE: The kick-off meeting to be held within fifteen days of LOI. Consultant to make a presentation during kick-off meeting outlining Project Execution Plan.

- i. The Consultant shall submit soft copies of the Draft and Final Reports, 4 copies of Draft Report and 6 copies of Final Report in printed form.
- ii. The back-up information created by Consultant during various evaluations/surveys/studies shall also be submitted to Bangladesh Power Cell separately.
- iii. Presentation: After submission of final report, the Consultant would be required to make a presentation on the findings and recommendations of the Feasibility Study.
- iv. All data/reports/presentations/deliverables generated as part of the study shall be the property of Bangladesh Power Cell and will not be shared by the Consultant, with any other party, in any form or manner.

4. Section-4: Proposals

LNG Technical Advisory firms wishing to apply for this study are required to present its proposals in two parts, which will include the following details:

a) Technical proposal

- Firm's experience with energy and infrastructure projects in Asia, LNG projects in developing countries (**maximum 8 pages**)
- List of large projects in the energy sector (specially LNG projects) and infrastructure PPPs in Asia, including client name, dates, specific role (**15 marks**)
- List of the most recent LNG supply contracts that the firm advised on (**10 marks**)
- Project team: the team that will be made available for this project and their individual experience in similar transactions. (**maximum 20 pages** of CVs)
- Team Leader: A senior professional with at least 10 years of multi-country experience in energy, infrastructure and gas projects. The team leader is expected to: (a) be fluent in English; (b) be the main point of contact with BPDB; (c) dedicate sufficient time to the Project and maintain a significant participation throughout the mandate; and attend in person all the key meetings with BPDB. Highest preference will be given to individual experience with LNG terminals. (**15 marks**)
- LNG Technical Expert A senior professional with at least 10 years of experience in advising on LNG. (**10 marks**)
- Support Staff: A list of support staff not more than 5 in number, with key roles. (**5 marks**)
- Approach and Methodology, bringing out in detail a robust understanding of the key issues and tasks along the lines of the outline in this document and potential manner in which they can be addressed. The Methodology will also assess the adequacy of staff time for each counsel and other support staff.
- Coverage and depth of understanding of issues (**25 marks**)
- Adequacy of staff time planned for each key team member and the support staff (**20 marks**)

The financial proposal of only those firms will be opened that get a minimum of 60 marks in the evaluation of the technical proposal.

b) Financial proposal in a separate sealed envelope

The financial proposal should be structured into two components:

Fixed budget: This will be the lump sum payment for the delivery of the entire advisory services in accordance with the Terms of Reference, consistent with the level of efforts indicated in the Approach and Methodology section of the Technical Proposal. As long as there is no specific addition/ variation over and above the Terms of Reference by GOB, the Consultants will not be compensated for any increase in actual number of hours/ days of staff time beyond that planned by them in the Approach and Methodology.

The financial proposal will have additional information showing the split of the fixed budget across different Tasks and showing the Staff time, daily/ hourly staff rates, travel costs and other expenses.

The score on the technical proposal will have a 30% weightage and the score on the financial proposal will have a 70% weightage. The firm with the maximum score will be selected as the Technical Advisor.