

Request for Quotations for the Provision of Consultancy Services for the development of a Study to support the identification and prioritisation of Green Shipping Corridors and the development of Green Maritime Hubs in the Mediterranean Sea

Clarification Requests and Replies (Batch 2)

1. Contract award timeline

Could you please indicate the anticipated timeline for:

- evaluation of proposals;
- notification of the successful bidder, including standstill period;
- contract award; and
- commencement of the assignment

REMPEC answer: The evaluation process and contract award are intended to be completed as soon as practicable following the submission deadline of 26 June 2026. While no specific date for contract signature can be confirmed at this stage, bidders should take into account the implementation schedule set out in the Terms of Reference.

2. Selection of green corridors and ports

The ToR refers to Activity 3.2.2 "Mobilise and implement innovative solutions to reduce GHG emissions from ships in selected ports" and requires the assessment of potential green shipping corridors and selected Mediterranean ports.

Could you clarify:

- whether REMPEC has already identified candidate ports;
- whether these will be proposed by REMPEC during project execution; or
- whether the consultant is expected to identify and select the ports and corridors as part of the assignment methodology?

REMPEC answer: At this stage, REMPEC has not pre-identified the candidate ports or green shipping corridors to be assessed under the assignment. The identification, screening, and selection of potential green shipping corridors and associated Mediterranean ports form part of the scope of work to be undertaken by the consultant, taking into consideration the outcome of the Study on implementation of possible Green Shipping Routes (Corridors) and Maritime Hubs (Green Hubs) to reduce GHG emissions from shipping in the Mediterranean region, which is available on REMPEC's website at the following link <https://www.rempec.org/en/knowledge-centre/online-catalogue/e-fpm-2025-wg-61-8-5-implementation-of-possible-green-corridors-and-green-hubs.pdf/view>

Accordingly, bidders are expected to propose an appropriate methodology for identifying and assessing candidate corridors and ports, based on the criteria and objectives set out in the ToRs, relevant IMO frameworks and guidance, and the specific context of the Mediterranean region. Bidders should therefore include in their technical proposals the approach, criteria, data sources, and stakeholder engagement processes they intend to use for the identification and assessment of potential green shipping corridors and selected ports.

3. Expected level of technical assessment

Could REMPEC clarify whether the study is expected to:

- undertake original techno-economic assessments and infrastructure costing exercises;
- develop quantitative business cases for corridor implementation; or
- primarily provide a strategic assessment, gap analysis, prioritisation exercise and recommendations based on available information?

REMPEC answer: In accordance with the ToRs, the Study is primarily intended as a strategic assessment, including a gap analysis, prioritisation of potential green shipping corridors and ports, and recommendations for future action.

While technical, operational, infrastructure and economic considerations should be taken into account, the assignment is not expected to include detailed techno-economic assessments, comprehensive infrastructure costing exercises, or full quantitative business cases. Any cost and implementation considerations should be indicative and proportionate to the objectives of the study.

4. Existing port infrastructure assessment (paragraph 12.1(d))

The ToR requires assessment of current port infrastructure relevant to green fuel bunkering, shore power, electrification and associated services.

Noting that information on infrastructure investments and project readiness is often not publicly available, particularly at regional and local port level, could REMPEC clarify:

- whether specific databases or information sources are expected to be used;
- whether access to national authorities and ports will be facilitated by REMPEC;
- whether any baseline datasets are available from previous REMPEC work; and
- what assumptions are acceptable where reliable information is not publicly available?

REMPEC answer: The potential consultant is expected to use publicly available information, relevant international and regional databases, literature, and stakeholder consultations as appropriate. No specific database or information source is prescribed.

REMPEC may facilitate contacts with relevant national focal points, where necessary and feasible, to support the implementation of the Study. Where reliable and up-to-date information is not publicly available, the potential consultant may use reasonable assumptions and expert judgement, provided that the methodology, assumptions, limitations, and data sources are clearly documented and justified in the study.

5. Existing policy and regulatory support (paragraph 12.2(c))

The ToR requires consideration of existing policy and regulatory support.

Could REMPEC clarify the expected scope of this review, specifically whether it should cover:

- international frameworks only;
- national legislation and policies;
- regional and local measures; or
- all levels of governance?

Noting that, national or local measures are often only available in national languages, what assessment or review is expected?

REMPEC answer: In accordance with the ToRs, the review is expected to consider relevant policy and regulatory frameworks at the international, regional and national levels to the extent necessary to assess the feasibility and enabling conditions for green shipping corridors in the Mediterranean region

and building on the 2024 REMEPC Study (referred to above). A detailed legal review of all national and local legislation is not required.

The assessment should be based primarily on publicly available information and focus on identifying key policies, regulatory drivers, barriers and support measures relevant to the objectives of the study. Where information is not readily available in English or French, consultants are expected to apply reasonable efforts and professional judgement, acknowledging any limitations in data availability and coverage.

6. Deliverables and review process

The ToR refers to the submission of a draft study, revised draft study and final draft study. Could REMPEC clarify:

- the intended distinction between the "final draft study" and a final approved report;
- whether additional revisions may be requested following submission of the final draft study;
- the expected review periods between deliverables; and
- whether acceptance of each deliverable will be formally confirmed by REMPEC?

REMPEC answer: The "final draft study" refers to the version incorporating comments received on the revised draft study and submitted for REMPEC's final review and acceptance. Additional revisions may be requested if necessary to address outstanding comments or ensure the satisfactory completion of the assignment.

Review periods will be agreed with the selected consultant during contract implementation, taking into account the overall project timeline and the nature of each deliverable.

REMPEC will provide formal feedback on submitted deliverables and certify their acceptance once they are deemed satisfactory and in accordance with the requirements of the Terms of Reference.

7. REMPEC Consultant Booklet

Paragraph 16 refers to Annex II of the "REMPEC Consultant Booklet".

Could REMPEC please share this document, or make it available to prospective bidders, to enable proper planning of report structure and formatting requirements?

REMPEC answer: The REMPEC Consultant Booklet, including the referenced Annex II, will be shared with the selected consultant upon contract award. At this stage, bidders are not required to follow a specific report template when preparing their proposals.

The reference to Annex II is intended to guide the structure and presentation of the study deliverables during the implementation of the assignment and will not affect the evaluation of proposals.

8. Meetings and travel requirements

The ToR indicates that the assignment will primarily be performed from office/home and refers to a kick-off meeting by videoconference.

Could REMPEC confirm whether:

- all meetings are expected to be conducted virtually; or
- bidders should include provision for travel and participation in in-person meetings, workshops or stakeholder events?

If travel may be required, could REMPEC provide an indication of the expected number and locations of such activities?

REMPEC answer: The assignment is expected to be carried out primarily through desk-based work and virtual meetings. At this stage, bidders are not required to include provisions for travel or participation in in-person meetings, workshops or stakeholder events in their financial proposals.

Should any travel or in-person participation be considered necessary during the implementation of the assignment, this will be discussed and agreed separately with the selected consultant.

9. Scope versus level of effort

The ToR states that the consultancy shall not exceed 50 working days in total. Considering the breadth of activities described under paragraph 12. Could REMPEC provide further guidance on the intended depth of analysis and level of detail expected within the 50-day allocation?

REMPEC answer: The 50 working days allocated to the assignment are considered sufficient for the scope of work described in the Terms of Reference. Accordingly, the Study is expected to provide a robust strategic assessment based on available information, stakeholder consultations, and expert analysis, rather than detailed feasibility studies or investment-grade assessments.

Bidders should propose a methodology and level of effort that are commensurate with the available time and resources, focusing on the identification, assessment, prioritisation and recommendation of potential green shipping corridors and associated ports in the Mediterranean region.

10. Interpretation of 50 working days

Paragraph 13 states that the consultancy “shall not exceed 50 working days in total”. Could REMPEC please confirm whether this refers to the maximum total level of effort, i.e. person-days across the full team, or to the elapsed project duration?

REMPEC answer: The indication of “50 working days in total” refers to the maximum level of effort (i.e. total person-days) for the assignment, rather than the elapsed project duration.

Bidders should structure their proposed team and distribution of inputs accordingly within this overall ceiling.

11. Depth of corridor and port assessment

The RFQ refers to identifying first-mover green corridor opportunities and assessing selected Mediterranean ports as potential green maritime hubs. We understand that the Consultant may be expected to support the identification and prioritisation of these opportunities. Could REMPEC please clarify the expected depth of assessment, including whether a maximum number of corridors and ports should be assumed for the detailed assessment in the financial proposal?

REMPEC answer: The Terms of Reference do not define a fixed number of corridors or ports to be assessed. The consultant is expected to identify and propose a reasonable shortlist of priority green shipping corridors and associated Mediterranean ports for more detailed assessment, based on the methodology and criteria set out in the proposal.

The depth of assessment should remain strategic and proportionate to the objectives of the assignment, focusing on identification, screening, prioritisation and qualitative/indicative analysis rather than exhaustive evaluation of a large number of options. The number of corridors and ports to be taken

forward for detailed assessment should be justified by the consultant as part of the proposed methodology and work plan.

12. Data availability

Could REMPEC please confirm which datasets, background information and underlying material from the previous REMPEC Green Shipping Corridors Study will be made available to the Consultant, and whether the baseline assessment should be based primarily on available and public information?

REMPEC answer: REMPEC will make available to the selected consultant any relevant studies, reports, technical documents, and reference materials in its possession that are directly related to the subject matter of the assignment and that can be shared without restriction. However, bidders should not assume that specific datasets will be provided. The availability of such data may vary and cannot be guaranteed at this stage.

Accordingly, bidders are expected to identify in their technical proposal the data and information required for the implementation of the study, indicate the anticipated sources of such data, and make appropriate provision for obtaining any additional datasets or information necessary to complete the assignment.

The proposed methodology should clearly distinguish between data expected to be provided by REMPEC, where available, and data that the consultant proposes to source independently.

13. Stakeholder engagement

Could REMPEC please confirm the expected level of stakeholder engagement for this assignment, for example, whether interviews, workshops or consultations with ports, Contracting Parties or industry stakeholders are expected?

REMPEC answer: Bidders may determine whether stakeholder consultations would be beneficial or necessary to achieve the objectives of the assignment and, if so, should reflect this in their Technical Proposal. Bidders should indicate the proposed scope of such consultations, including the types of stakeholders they consider appropriate to engage and the rationale for their involvement. The proposed approach to stakeholder engagement will form part of the technical evaluation of the proposals.

Where appropriate and subject to its mandate, REMPEC may facilitate contact with its Contracting Parties and relevant focal points.

14. When is REMPEC's estimated start date for the project?

REMPEC answer: The expected start date of the assignment is shortly after contract signature and completion of the necessary administrative procedures. At this stage, a specific commencement date cannot be confirmed, as it depends on the duration of the evaluation process and award timeline.

15. Are you able to provide more details on the scoring methodology beyond "awarded based on the 'lowest-priced, technically acceptable offer' evaluation methodology"?

REMPEC answer: In terms of IMO Procurement Rules, the evaluation of proposals will be conducted using a "lowest-priced, technically acceptable offer" methodology. Under this approach, technical proposals will first be assessed against the requirements of the Terms of Reference to determine whether they meet the minimum acceptable level of technical quality.

Only proposals that are deemed technically compliant will be considered further for financial comparison. The contract will then be awarded to the technically acceptable proposal offering the lowest total price. No additional weighted scoring between technical and financial components is applied under this methodology.

16. What technical depth is REMPEC expecting given there are only 50 days for this study? Can you give an indication into the granularity, for example on a port readiness for handling alt-fuels?

REMPEC answer: In accordance with the ToRs, the expected level of technical depth is that of a strategic, screening-level assessment rather than a detailed port-by-port technical feasibility study. For aspects such as port readiness for alternative fuels and related infrastructure (e.g. bunkering, shore power, and electrification), the analysis should be based on available secondary data and stakeholder inputs and focus on qualitative or semi-quantitative assessment. This may include, for example, categorisation of ports by level of readiness, identification of key enabling conditions and gaps, and high-level consideration of ongoing or planned developments where information is available. A detailed engineering assessment, investment-grade feasibility analysis, or full technical design for port infrastructure is not expected within the scope of this assignment. The consultant is expected to ensure consistency of approach across ports and corridors and to clearly document assumptions, data sources, and any limitations in the level of detail achieved.

17. Could you clarify whether the revised and final drafts are expected to incorporate new primary analysis beyond responding to REMPEC's review comments / for example, additional stakeholder interviews, updated data runs, or expanded analytical sections / or whether these iterations are primarily editorial and structural revisions based on your feedback?

REMPEC answer: The revised and final drafts are primarily intended to incorporate REMPEC's review comments and to ensure the completeness, coherence and quality of the analysis and presentation. While the iterative process is not intended to introduce substantial new analytical work beyond the agreed scope, the consultant may be requested to clarify, refine or complement specific aspects of the analysis where this is necessary to address review comments or improve the robustness of the findings.

Any additional data collection or analysis beyond the agreed methodology and work plan should remain limited and proportionate and be agreed with REMPEC in advance where it would have implications for the level of effort or timeline.

18. You state there are only 50 days for the services. Is this including reporting or is this only the analysis? I.e. If we complete the analysis within 50 days but reporting (due to stakeholder involvement and review) goes over the 50 days, is this an issue so long as it does not go beyond the hard deadline in December?

REMPEC answer: The ceiling of 50 working days refers to the total level of effort for the assignment, including all activities required for its completion. This encompasses analysis, stakeholder consultations, drafting of deliverables, and incorporation of review comments through to finalisation of the Study.

Accordingly, reporting and revision work are included within the 50 working days allocation. Bidders should plan their proposed work plan and level of effort accordingly. The overall contractual timeline and final submission deadline remain as specified in the ToRs.

19. How many green corridors / green ports do you expect to be the outcome of this report? Can you provide a rough indication?

REMPEC answer: Please refer to answer provided to request for clarification 2 above.

20. If we bring in a sounding board of SMEs from across the Mediterranean maritime and port sector to provide insights and sparring to the project, will this give us a stronger score?

REMPEC answer: Proposals will be evaluated against the requirements of the ToRs and the “lowest-priced, technically acceptable offer” methodology. This means that technical acceptability is assessed against compliance with the mandatory requirements and the robustness of the proposed approach, rather than being scored on relative advantages between compliant proposals.

21. Is a prorogation expected, beyond June 26th, considering the very short timing from date of publication (June 5th) and the very close deadline?

REMPEC answer: The submission deadline has been established in accordance with the applicable procurement procedures and is consistent with the solicitation periods set out in the IMO Procurement and Contracting Manual.

Accordingly, no extension of the submission deadline beyond 26 June is currently envisaged.

22. Could REMPEC please confirm the anticipated payment arrangements for the consultancy? In particular, would REMPEC be amenable to a milestone-based payment schedule linked to the submission and acceptance of key deliverables, including an initial mobilisation payment upon contract signature?

REMPEC answer: according to the IMO Procurement and Contracting Manual, the standard payment terms are generally net 30 days upon receipt of a satisfactory invoice and acceptance of the relevant goods or services. While the Manual allows progress payments linked to clearly defined milestone, advance or mobilisation payments upon contract signature are not the standard approach.

23. Does REMPEC permit the use of consortium partners, subcontractors or associated technical experts for the delivery of the assignment, provided that the lead contractor retains full responsibility for project delivery, quality assurance and contractual obligations? If so, please advise what percentage of project subcontracting is acceptable.

REMPEC answer: Bids may be submitted by a consortium partners, subcontractors or associated technical experts, provided that they meet the eligibility and qualification requirements set out the RfQ. Bidders are required to clearly identify in their proposal any subcontractors that will be involved in the delivery of the assignment. The prime contractor remains fully responsible and accountable for the implementation of the contract and for ensuring that all subcontracted activities are carried out in accordance with the contractual requirements. Any replacement of material subcontractors after contract award requires the Organization’s prior consent. While no maximum percentage of subcontracting is prescribed, subcontractors should only be used where this reflects standard business practice or is otherwise justified by the nature of the services or work to be delivered.

24. Does REMPEC expect the Consultant to undertake direct engagement with maritime administrations, port authorities, industry stakeholders, fuel providers and other relevant entities across the Mediterranean region?
Alternatively, is the assignment primarily intended to be desk-based, supplemented by consultations coordinated or facilitated by REMPEC?

REMPEC answer: Bidders may determine whether stakeholder consultations would be beneficial or necessary to achieve the objectives of the assignment and, if so, should reflect this in their Technical Proposal. Bidders should indicate the proposed scope of such consultations, including the types of stakeholders they consider appropriate to engage and the rationale for their involvement. The proposed approach to stakeholder engagement will form part of the technical evaluation of the proposals.

Where appropriate and subject to its mandate, REMPEC may facilitate contact with its Contracting Parties and relevant focal points.

25. Will REMPEC facilitate introductions and engagement with national focal points, maritime administrations, port authorities and other relevant stakeholders, or should the Consultant assume responsibility for establishing these engagements independently?

REMPEC answer: Bidders may determine whether stakeholder consultations would be beneficial or necessary to achieve the objectives of the assignment and should indicate, in their technical proposal, the proposed scope of such consultations, including the types of stakeholders they consider appropriate to engage and the rationale for their involvement.

REMPEC may facilitate contacts with relevant national focal points, where necessary and feasible, to support the implementation of the Study.

26. Can REMPEC provide guidance regarding the anticipated number of Mediterranean ports to be assessed as part of the Study?
Has REMPEC identified a preliminary shortlist of ports that should be considered during the assessment process?

REMPEC answer: Please refer to answer provided to request for clarification 2 above.

27. Does REMPEC have an expectation regarding the number of candidate Green Shipping Corridors that should be assessed and the number of priority corridors that should ultimately be identified and recommended?

REMPEC answer: Please refer to answer to clarification 11 above.

28. Will the 2024 REMPEC Study on the Implementation of possible Green Shipping Routes (Corridors) and Maritime Hubs (Green Hubs), together with any supporting datasets, consultation records or analytical materials, be made available to the successful Consultant?

REMPEC answer: Please refer to answer provided to clarification 1 in [Replies to requests for clarification \(batch 1\)](#)

29. Does REMPEC possess any existing databases, assessments, GIS information, emissions analyses, port profiles or related materials that may support implementation of the assignment? If so, will these be made available to the Consultant?

REMPEC answer: Please refer to answer provided to clarification 4 above.

30. The Terms of Reference indicate that the consultancy shall not exceed 50 working days in total. Given the breadth of the assignment, including regional baseline assessment, route analysis, port assessments, stakeholder consultations and roadmap development, could REMPEC clarify whether the 50-day allocation is fixed or indicative?

REMPEC answer: Please refer to answer to clarification 18 above.

31. Should stakeholder consultations, data collection requirements or other implementation activities require additional effort beyond the originally anticipated scope, would REMPEC consider extending the implementation period and/or increasing the available budget subject to justification and approval?

REMPEC answer: The assignment is to be delivered within the implementation period specified in the ToRs and as agreed in the contract to be signed.

32. To what extent is the implementation schedule flexible should stakeholder engagement, data collection or consultation activities require additional time during project delivery?

REMPEC answer: Please refer to answer provided to clarification 31 above.

33. Does REMPEC have any expectations regarding the indicative length, structure or level of detail for:
- Draft Study;
 - Revised Draft Study;
 - Final Study;
 - Executive Summary;
 - Recommendations;
 - Policy Brief; and
 - PowerPoint Presentation?

REMPEC answer: REMPEC does not prescribe specific page or word limits. The deliverables should be of sufficient length and detail to comprehensively address all requirements set out in the ToRs in a clear, professional, and evidence-based manner, while remaining concise and focused on the objectives of the assignment. Templates for the deliverables will be provided to the successful contractor, following the envisaged Kick-off meeting.

34. Could REMPEC clarify the anticipated review and approval process for deliverables, including:
- expected review periods;
 - anticipated turnaround times for comments; and
 - whether multiple review cycles should be anticipated?

REMPEC answer: Please refer to answer provided to clarification 6 above.

35. Should the Study assess all Mediterranean Contracting Parties and ports at a comparable level of detail, or may the Consultant apply a prioritisation approach focused on routes and ports demonstrating the highest potential for Green Shipping Corridor and Green Maritime Hub development?

REMPEC answer: Please refer to answer provided to clarification 4 above.

36. Has REMPEC already identified any priority countries, routes or ports that should receive particular attention during the assessment and prioritisation process?

REMPEC answer: Please refer to answer provided to clarification 4 in [Replies to requests for clarification \(batch 1\)](#)

37. Does REMPEC envisage any formal stakeholder validation workshops or consultation events as part of the assignment?
If so, would these be organised by REMPEC or by the Consultant?

REMPEC answer: Please refer to answer to clarification 13 above.

38. Should stakeholder engagement activities be conducted exclusively in English, or does REMPEC anticipate the need for consultation materials, surveys or engagement activities in additional Mediterranean languages?

REMPEC answer: Stakeholder engagement activities may be conducted in English or/and French, which are the official languages of REMPEC. Consultation materials, surveys, and other engagement tools may therefore be prepared and delivered in either or both of these languages, as appropriate.

39. Could REMPEC provide further clarification regarding how the outputs of the Study are expected to be used following completion, including whether the findings are intended to support:
- future infrastructure investment decisions;
 - development of pilot Green Shipping Corridors;
 - development of pilot Green Maritime Hubs;
 - future technical cooperation projects; or
 - regional policy development initiatives?

Understanding the intended application of the Study would assist in ensuring that recommendations are appropriately targeted and actionable.

REMPEC answer: The outputs of the Study are expected to primarily inform the Contracting Parties' regional technical cooperation and policy development work in the Mediterranean. In particular, the findings and recommendations may be used to support the identification and development of future initiatives, including but not limited to potential pilot projects related to Green Shipping Corridors and Green Maritime Hubs, as well as broader regional policy discussions on the decarbonisation of the maritime sector.

The Study is also intended to provide an evidence base that may be useful for stakeholders in considering future infrastructure and investment-related decisions. Overall, the Study should be designed to ensure that its outputs are practical, actionable, and suitable to inform a range of future technical cooperation and policy initiatives at regional level, which will be considered by the next Meeting of Focal Points of REMPEC, to be tentatively held in May 2027.

40. Will REMPEC facilitate introductions to national focal points, ports, and other relevant stakeholders, if targeted consultations are required?

REMPEC answer: Please refer to answer provided to clarification 25 above.

41. Is there an expected minimum number and/or profile of stakeholders to be consulted under this assignment?

REMPEC answer: Please refer to answer provided to clarification 13 above.

42. Given the 50-working-day cap for the assignment, how many green shipping corridors and green maritime hubs does REMPEC expect to be prioritised in the final study?

REMPEC answer: Please refer to answer provided to clarification 11 above.

43. Given the 50-working-day cap, how many corridors and/or ports does REMPEC expect to be assessed in depth?

REMPEC answer: Please refer to answer provided to clarification 11 above.

44. Can bids be submitted by a consortium or association of firms, or must there be a single lead contracting entity with the other firms participating as subcontractors?

REMPEC answer: Please refer to answer provided to clarification 23 above.

45. Should the financial offer be presented as a lump sum only, or should bidders also provide a cost breakdown (e.g., by expert, task, and/or deliverable)?

REMPEC answer: Bidders are expected to provide an indicative cost breakdown (by task and/or deliverable) to facilitate the assessment of the financial proposal and the reasonableness of the proposed costs. The cost breakdown will be used for information and evaluation purposes only. In the event of contract award, the contract will be based on the agreed lump-sum amount for the services to be delivered in accordance with the ToRs.

46. Could REMPEC indicate whether a budget ceiling has been established for this assignment?

REMPEC answer: Please refer to answer provided to clarification 4 in [Replies to requests for clarification \(batch 1\)](#)

47. Could REMPEC clarify the expected contracting timeline, including the indicative contract signature date and start date for the consultancy?

REMPEC answer: Please refer to answer provided to clarification 14 above.

48. Shall the technical and financial proposals be submitted as two separate documents, or may they be included in a single file?

REMPEC answer: In accordance with IMO Procurement Rules and standard tender submission requirements, the Technical Proposal and the Financial Proposal should be submitted as two separate documents.

49. Would REMPEC consider extending the submission deadline by one week, to 3 July 2026?

REMPEC answer: Please refer to answer provided to clarification 21 above.

50. Are the deliverable deadlines indicated in the RFQ fixed calendar dates, or could they be adjusted depending on the actual contract start date?

REMPEC answer: Please refer to answer provided to clarification 14 above.

51. Is the 50-working-day maximum intended as the total level of effort for the assignment across all proposed experts, or per expert?

REMPEC answer: Please refer to answer provided to clarification 10 above.

52. Would degrees in chemical engineering and mechanical engineering be considered acceptable as closely related fields for the proposed experts?

REMPEC answer: Degrees in Chemical Engineering and Mechanical Engineering would be considered acceptable as closely related fields, provided that the proposed experts demonstrate relevant qualifications and professional experience directly related to the subject matter of the assignment, including maritime decarbonization, alternative fuels, energy systems, green shipping corridors, port infrastructure, or other areas relevant to the ToRs. The evaluation will consider both the academic background and the demonstrated experience and expertise of the proposed personnel in relation to the requirements of the assignment.

53. Beyond the criteria set out in paragraph 12.2 of the ToR, does REMPEC expect any specific geographic balance across Mediterranean sub-regions when selecting the ports and corridors to be assessed?

REMPEC answer: The prioritisation of ports and corridors shall reflect, as far as practicable, a balanced and equitable representation of the Mediterranean region. The proposed methodology should seek to achieve a reasonable balance among the different Mediterranean sub-regions while maintaining alignment with the technical objectives and selection criteria established in the ToR.

54. What level of engagement does REMPEC expect with the ports selected for readiness assessment under paragraph 12.3 of the ToR (e.g., desk review only, bilateral interviews, written inputs, or validation meetings)?

REMPEC answer: Please refer to answer provided to clarification 16 above.

55. Merged into Question 8: the broader contracting timeline/start date question already covers this. The ToR only indicates that the kick-off meeting should take place within three working days of contract signature.

REMPEC answer: Please refer to answer provided to clarification 47 above.