ANNEX II: TERMS OF REFERENCE

**CONSULTING SERVICES**

**“Preparation of all elements of the pre-feasibility study on green maritime corridors for cruises and ferry ships.”**

**Ref. NoIPA-ADRION00021/GREENROUTES/STP2**

1. BACKGROUND INFORMATION 2

1.1. Partner country 2

1.2. Contracting authority 2

1.3. Current situation in the sector 2

1.5. Related programmes and other donor activities 2

2. OBJECTIVES & EXPECTED OUTPUTS 3

2.1. Overall objective 3

2.2. Specific Objective(s) 4

2.3. Expected outputs to be achieved by the contractor 4

3. ASSUMPTIONS & RISKS 4

3.1. Assumptions underlying the project 5

3.2. Risks 5

4. SCOPE OF THE WORK 5

4.1. General 5

4.2. Specific work 5

4.3. Project management 5

5. LOGISTICS AND TIMING 5

5.1. Start date & period of implementation of tasks 5

6. REQUIREMENTS 5

6.1. Staff 6

6.2. Facilities to be provided by the contractor 6

6.3. Equipment 6

7. REPORTS 7

7.1. Reporting requirements 7

7.2. Submission and approval of reports 7

8. MONITORING AND EVALUATION 7

8.1. Definition of indicators 7

8.2. Special requirements 7

# BACKGROUND INFORMATION

## Partner country

General Maritime Directorate

## Contracting authority

General Maritime Directorate

## Current situation in the sector

Albania is actively working towards decarbonizing its maritime transport sector as part of its broader commitment to environmental sustainability and integration into the European maritime system. Poorly developed port infrastructure in the ADRION Region, for the storage and handling of different types of marine alternative fuels is one of the major obstacles in the process of sector’s decarbonization process. Zero carbon (e.g. hydrogen, ammonia, electricity), low carbon (e.g. LNG, LPG, methanol) and carbon-neutral (e.g. biofuels as HVO) marine alternative fuel shave huge potential for decarbonization of the sector through retrofitting of existing ships or building new ones using those fuels. Interreg projects focusing on Priority Axis 3 have primarily aimed to achieve carbon-neutral ports and, to some point, to establish electricity connections for ships while berthed (cold ironing). Although this approach enables a reduction of carbon and pollutant emissions from ships during their berthing periods, it is limited to a number of ships depending on port capacities. The GREENROUTES project takes a step further by offering a region-specific roadmap for sustainable and carbon-neutral maritime transport in the ADRION region. This approach aims to tackle the issue comprehensively, not only by minimizing emissions within the ports but also throughout the entirety of the ships' routes between two or more ports. Therefore, the GREENROUTES project aims to promote the establishment of ADRION Maritime Green Corridors for cruise and ferry ships as a starting point toward reaching the overall goal – carbon neutral and better-connected ADRION region. A transnational approach is needed to ensure collaboration and coordination among countries in the ADRION region to achieve these objectives and develop a comprehensive strategy. What is original and new about the GREENROUTES project is its specific focus on the ADRION region and its aim to drive the transition towards carbon-neutral maritime passenger transport in this region. The project's emphasis on developing Cruise & Ferry Maritime Green Corridors through strategic planning focusing on zero and carbon-neutral marine fuels, new marine propulsion technologies, and port infrastructure for support of novel technologies is innovative. In addition to strategy, an Online platform will provide a user-friendly interface for ship operators and stakeholders for calculating totalCO2 (and other gaseous pollutants) emissions per route between two or more ports (including hoteling and manoeuvring modes at the port and cruising outside of the port area) and for calculating the ship’s carbon footprint per passenger transported along the same route. It will help cruise and ferry operators to monitor their progress in achieving carbon-neutral transport of passengers in the ADRION region.

# OBJECTIVES& EXPECTED OUTPUTS

## Overall objective

The overall objective (Impact)to which this action contributes is :

The primary objective of this activity is to lay a strong foundation for the development of a prefeasibility study with pilot actions, with a specific focus on establishing green maritime corridors for cruises and ferry ships.

## Specific objective(s)

Preparation of all the elements of the pre-feasibility study on establishing ADRION maritime green corridors for cruise and ferry ships.

## Expected outputs to be achieved by the contractor.:

The pre-feasibility study will provide a foundation for exploring possibilities of establishing green maritime routes within the ADRION region, with a proposed model for monitoring the progress of the greening”. The model validation provides a comprehensive analysis based on mathematical models and measured data of the ship’s real fuel consumption and of carbon emissions (concentration of pollutants in the air) in correlation to ship activities.

# ASSUMPTIONS & RISKS

## Assumptions underlying the project.

* Continued Government commitment and support to IPA Adriatic CBC Programme in Albania.
* GMD mobilizes the required human resources to manage Interreg IPA CBC Programme in Albania and assist the implementation of the Project.
* Effective communication and active involvement of all stakeholders

## Risks

* Projects funds not available
* Insufficient cooperation between the General Maritime Directorate and stakeholders.

# SCOPE OF THE WORK

## General

### Description of the assignment

The assignment is part of the work package no 1 (WP1)of the project. The assignment has to do with Act 1.1- Preparation for the pre-feasibility study on establishing ADRION maritime green corridors for cruise and ferry ships. To achieve this objective, the following crucial steps will be undertaken:

An in-depth analysis will be conducted to examine global, regional, and national regulatory frameworks and initiatives targeted at decarbonising the maritime transport sector. The viability of green corridors in the ADRION region depends on effective reforms supported by a well-defined regulatory framework and appropriate funding.). The current status and emerging trends of bunkering infrastructure for alternative marine fuels will be thoroughly examined. This analysis will cover aspects such as the availability of bunkering facilities with possibilities for their refurbishment for the adoption of alternative fuels, handling procedures, and potential risks involved. By gaining insights into the state of bunkering infrastructure, it will be possible to identify necessary improvements and investments to support the effective adoption of alternative fuels.

### Geographical area to be covered.

<The territory of Albania >

### Target groups

Local public authority; National public authority; Interest groups including NGOs; Enterprise, except SME etc.

## Specific work

* Performing in-depth analysis of maritime passenger transport in the ADRION region, with an overview of existing cruise and ferry fleets and passenger port infrastructure.
* Performing in-depth analysis of the global/regional/national regulatory frameworks and initiatives targeted at decarbonizing the maritime transport sector, such as the EUSAIR Strategy, the EU Green Deal, the IMO Strategy, Clydebank Declaration for green shipping corridors, etc.
* Performing in–depth analysis on the current status in and emerging trends of the bunkering infrastructure and handling of alternative fuels.

## Project management

### Responsible body

The Contracting Authority for the contract is: General Maritime Directorate.

### Management structure

The Beneficiary for the project is General Maritime Directorate.

Project Coordinator is: Mr. Tomor Harizi,

Street “Lagjia nr.1 Rruga Tregtare Durrës"

### Facilities to be provided by the contracting authority and/or other parties.

No specific facility to be provided by the Contracting Authority

# LOGISTICS AND TIMING

## Start date &period of implementation of tasks

The intended start date is <11 February 2025> and the period of implementation of the contract will be from 11 February 2025 until 31 May 2025. Please see Articles 19.1 and 19.2 of the special conditions for the actual start date and period of implementation.

# REQUIREMENTS

## Staff

Note that civil servants and other staff of the public administration of the partner country, or of international/regional organisations based in the country, shall only be approved to work as experts if well justified. The justification should be submitted with the tender and shall include information on the added value the expert will bring as well as proof that the expert is seconded or on personal leave.

### Key experts

**Qualifications and skills**

• University degree in law, economics, engineering, or any other related field.

- Knowledge about maritime sector will be an advantage.

• Fluency in English, both written and spoken (min 2 points in the scale from 1 to 5 where 1 is excellent and 5 is basic)

• Computer literate

• Master’s degree in any discipline related to the project scope sector will be considered as an asset.

**General professional experience**

• Preferably 5 (five) years, but a minimum of 3 (three) years, of general professional experience.

**Specific professional experience**

* Experience in data collection and research.
* Previous experience in preparation of studies, and other related reports will be an advantage.
* Previous experience preferably with EU projects, or IPA programs; Cross Border Cooperation projects will be considered an asset.

All experts must be independent and free from conflicts of interest in the responsibilities they take on.]

## Facilities to be provided by the contractor.

The contractor shall ensure that experts are adequately supported and equipped.

## Equipment

No equipment is to be purchased on behalf of the contracting authority.

# REPORTS

## Reporting requirements

The contractor will submit the following reports in English language in one original and 2copies:

* **Inception Report** of maximum 12 pages to be produced after **<one week >** from the start of implementation. In the report the contractor shall describe e.g. initial findings, progress in collecting data, any difficulties encountered or expected in addition to the work programme and staff travel.
* **Final report**. The deadline for sending the final report is no later than **2 days** after the end of the implementation period. The final report must be provided along with the corresponding invoice.

## Submission and approval of reports

The report referred to above must be submitted to the project manager identified in the contract. The project manager is responsible for approving the reports.

# MONITORING AND EVALUATION

## Definition of indicators

The following indicators will be used for monitoring and evaluation of the provided services:

* + Timely implementation of the Contract and submission of all deliverables in compliance with the ToR;
  + Availability of the Consultant’s experts as indicated in the tender proposal and concluded in the Contract

## Special requirements

**N/A**