

Terms of reference (ToR) for the procurement of services below the EU threshold

CONFIDENTIAL

Study on Green Corridors and the Electrification of Freight Transport in Morocco	Project number/ cost centre: G-011086-001
	Tender number 10052121

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0. List of abbreviations

Abbreviation	Full term
ADM	Autoroutes du Maroc
AG	Commissioning party (<i>Auftraggeber</i>)
AN	Contractor (<i>Auftragnehmer</i>)
AVB	General Terms and Conditions of Contract for supplying services and work
BAU	Business as Usual
BEV	Battery Electric Vehicle
BESS	Battery Energy Storage System
BMZ	German Federal Ministry for Economic Cooperation and Development (<i>Bundesministerium für wirtschaftliche Zusammenarbeit und Entwicklung</i>)
CAPEX	Capital Expenditure
CBAM	Carbon Border Adjustment Mechanism (EU)
CPO	Charge Point Operator
DC	Development Cooperation
DKTI VI	Project "Sustainable Mobility Based on Renewable Energy"
EU	European Union
EU ETS	EU Emissions Trading System
FK	Expert (<i>Fachkraft</i>)
FKT	Expert days (<i>Fachkrafttage</i>)
GHG	Greenhouse Gas
GIZ	Deutsche Gesellschaft für Internationale Zusammenarbeit GmbH
HPC	High-Power Charging
IRESN	Institut de Recherche en Énergie Solaire et Énergies Nouvelles
KZFK	Short-term expert (<i>Kurzzeitfachkraft</i>)
MCS	Megawatt Charging System
MTEDD	Ministère de la Transition Énergétique et du Développement Durable (Ministry of Energy Transition and Sustainable Development)
MTL	Ministère du Transport et de la Logistique (Ministry of Transport and Logistics)
NDC	Nationally Determined Contribution
ONEE	Office National de l'Électricité et de l'Eau Potable
OPEX	Operational Expenditure
PV	Photovoltaic
RE	Renewable Energy
TCO	Total Cost of Ownership
ToR / ToRs	Terms of Reference

1. Context

Morocco is steadily positioning itself as a regional hub for sustainable mobility and automotive production, at the intersection of Euro-African economic and logistics networks. This momentum is supported by a competitive automotive industry and ambitious sustainability and energy transition objectives. The country aims to generate 52% of its electricity capacity from renewable energy sources by 2030, creating favourable conditions for the clean electrification of the transport sector.

Morocco's road network connects the country's main economic centres and logistics hubs, including Tangier, Rabat, Casablanca, Marrakech, and Agadir. Freight transport along these strategic corridors accounts for a significant share of the transport sector's energy consumption and transport-related emissions. At the same time, rising fuel prices increase logistics costs and reduce the competitiveness of businesses, affecting Morocco's foreign trade performance with African and European markets by increasing export costs.

In this context, the electrification of freight transport corridors has the potential to become a key lever for industrial competitiveness, more resilient supply and logistics chains, and Morocco's deeper integration into Euro-African green value chains. Morocco has enshrined the decarbonisation of the transport sector as a priority transformation pathway in its Nationally Determined Contribution (NDC 3.0) — providing a clear political mandate for this analysis. An additional structural driver is the progressive implementation of the EU Carbon Border Adjustment Mechanism (CBAM) and the EU Emissions Trading System (EU ETS), which will increasingly require Moroccan exporters to demonstrate the decarbonisation of their logistics and production chains in order to maintain access to European markets on competitive terms.

The electrification of freight corridors represents an important opportunity to reduce greenhouse gas emissions from the transport sector, improve the environmental and economic sustainability of logistics, strengthen energy security and support industrial development. However, several challenges remain: insufficient and unevenly distributed charging infrastructure, limited integration of renewable energy into charging systems, an incomplete regulatory framework, limited technical and institutional capacity for the operation and maintenance of electric heavy-duty vehicles, and the fact that the electrification of heavy-duty freight transport corridors in Morocco has so far received limited analytical attention. Addressing these challenges requires reliable high-power charging infrastructure, forward-looking grid connection planning, greater integration of renewable energy sources, viable business and operational models, and a coherent regulatory framework for charging infrastructure operators.

Although the electrification of heavy-duty commercial vehicles in Morocco is still at a very early stage — with virtually no heavy electric trucks currently in operation — a forward-looking assessment and planning process is essential, particularly given the potential for rapid market development in the coming years and the long lead times required for investments in logistics, energy, and transport infrastructure.

Against this background, a central question arises: Under what infrastructural, regulatory, economic, energy-related, and human capacity conditions can the gradual electrification of Morocco's strategic freight transport corridors become technically feasible, economically viable, and institutionally achievable?

A targeted, forward-looking analysis is therefore required to establish the conditions for the future large-scale electrification of Morocco's strategic freight transport corridors — identifying

policy, regulatory, and infrastructure needs, defining priority corridors, and developing concrete and operational recommendations for the planning and phased implementation of the necessary measures.

This analysis will be carried out within the framework of the German-Moroccan cooperation project "Sustainable Mobility with Renewable Energies in Morocco" (DKTI VI), funded by the German Federal Ministry for Economic Cooperation and Development (BMZ) and implemented by GIZ in partnership with the Ministry of Energy Transition and Sustainable Development (MTEDD) and in close coordination with the Ministry of Transport and Logistics (MTL) and Autoroute Du Maroc (ADM).

Specific Objectives:

- Conduct an in-depth analysis of the primary Tangier–Kénitra–Rabat–Casablanca–Marrakech–Agadir corridor — including freight flows, existing infrastructure, and the relevant technical, operational, and energy frameworks — and carry out a screening analysis of selected additional strategic national corridors to assess their electrification potential and strategic relevance.
- Assess the potential for the electrification of heavy-duty freight transport, including the associated requirements for charging infrastructure, grid connection capacity, and renewable energy integration.
- Identify the regulatory, technical, social, economic, and energy-related conditions required for the development of viable green freight corridors — including the applicable regulatory framework for charging infrastructure operators (CPOs), the implications of the EU Carbon Border Adjustment Mechanism (CBAM) and EU Emissions Trading System (EU ETS) for Moroccan exporters, and appropriate investment, financing, and business models.
- Carry out a techno-economic assessment of the main deployment options, including capital and operating expenditures (CAPEX and OPEX) and preliminary estimates of the Total Cost of Ownership (TCO) for battery electric trucks.
- Analyse the employment impacts and identify the skills, vocational training and capacity development needs required to ensure a just transition towards electromobility in the freight sector, with a particular focus on the operation, maintenance and servicing of electric heavy-duty vehicles and high-voltage battery systems.
- Develop scenarios and formulate strategic and operational recommendations — including the identification of priority pilot projects and short-term priority actions — to support the planning, prioritisation, and future investment decisions related to the development of green freight corridors in Morocco.

Definition of the Analytical Scope:

This study will focus on the following primary corridor: Tangier–Kénitra–Rabat–Casablanca–Marrakech–Agadir

This corridor constitutes the backbone of the analysis and serves as the basis for detailed technical, economic, regulatory, infrastructure and energy assessments required to develop an electrification strategy for heavy-duty freight transport.

In addition, other strategic national corridors, including **Nador West Med, Oujda and the Atlantic corridors**, will be subject to a comparative screening assessment to evaluate their medium- and long-term electrification potential, strategic relevance, and suitability for future deployment.

The analytical approach will therefore consist of two levels:

- **Primary corridor:** detailed assessment (deep-dive analysis)
Comprehensive analysis covering freight flows, corridor prioritization, charging infrastructure requirements, electricity system integration, economic assessment and electrification scenarios.
- **Other strategic corridors:** screening assessment (comparative analysis)
High-level evaluation based on available data and targeted stakeholder inputs to assess strategic importance, freight demand potential, infrastructure requirements and future electrification opportunities

2. Tasks to be performed by the contractor

2.1 Policy, Regulatory and Institutional Framework

Objective: Assess the policy, regulatory and institutional conditions required to enable the future electrification of heavy-duty freight transport in Morocco.

Tasks / Analyses

- Review relevant national policies, strategies and roadmaps.
- Analyse the regulatory framework governing freight transport, vehicle electrification, charging infrastructure and electricity supply.
- Assessment of fiscal incentives, financing mechanisms and public support schemes applicable to electric (heavy-duty) vehicles and charging infrastructure.
- Assess the implications of the EU's heavy-duty vehicle electrification and charging infrastructure rollout for Morocco and identify strategic alignment opportunities.
- Assess the implications of CBAM and EU ETS for freight transport and logistics.
- Map institutional responsibilities and stakeholder roles.
- Benchmark selected international approaches and identify lessons relevant for Morocco (e.g. Germany, France, Spain, Portugal, China).
- Identify regulatory, institutional and market barriers as well as enabling conditions.

Deliverable: Report Chapter (≈15 pages)

2.2. Freight Transport System Assessment

Objective: Identify the freight transport segments and corridor sections offering the highest potential for future electrification.

Tasks / Analyses

- Analyse available freight transport data and identify data gaps.
- Segment freight transport (long-distance, regional, port-related, industrial).
- Identify logistics hubs, industrial zones and major freight generators.
- Analyse spatial and operational constraints along the primary corridor (topography, congestion, infrastructure quality, rest area availability).
- Develop representative freight transport use cases based on available data and stakeholder consultations.
- Develop indicative assumptions regarding the future evolution of freight flows and transport demand to 2035.
- Identify and prioritise the freight transport segments and corridor sections offering the highest potential for electrification, using transparent and explicitly documented criteria (e.g. freight volumes, route predictability, operational patterns and proximity to logistics hubs).
- Conduct a screening assessment of additional strategic corridors.

Deliverable: Report Chapter (≈20 pages)

2.3 Technical Assessment of Freight Corridor Electrification

Objective: Assess the technical requirements for electrifying the priority freight transport segments and corridor sections identified under Task 2.2.

Tasks / Analyses

- Assess suitable available and emerging heavy-duty electric vehicle technologies for the representative freight use cases including vehicle specifications and operational performance (range, payload, charging time, battery capacity, axle configuration), market availability, maturity and expected technology developments.
- Analyse operational feasibility (range, payload, charging frequency and operational constraints).
- Estimate vehicle energy demand and charging demand.
- Assess suitable charging concepts (depot, destination and corridor charging).
- Define indicative charging infrastructure requirements (HPC/MCS).
- Assess applicable technical standards and interoperability requirements for heavy-duty vehicle charging infrastructure.
- Assess existing and planned charging infrastructure initiatives by key stakeholders (ADM, motorway service area operators, energy providers and Charge Point Operators).
- Identify and preliminarily screen potential charging locations.
- Assess existing grid availability and identify major connection constraints.
- Assess opportunities for renewable energy integration, BESS and smart charging.
- Develop an indicative technical concept for corridor electrification.
- Outline a phased deployment sequence for charging infrastructure along the primary corridor.

Deliverable: Report Chapter (≈25 pages)

2.4 Techno-Economic Assessment

Objective: Assess the economic feasibility of freight corridor electrification based on the findings of Tasks 2.2. and 2.3.

Tasks / Analyses

- Estimate indicative vehicle investment costs.
- Estimate indicative charging infrastructure CAPEX and OPEX.
- Estimate representative Total Cost of Ownership (TCO) for selected freight use cases.
- Compare electric and conventional heavy-duty vehicles.
- Conduct sensitivity analyses (electricity prices, diesel prices, battery costs and utilisation).
- Assess indicative investment needs and financial implications.
- Analyse business, operating and investment models for vehicle deployment and charging infrastructure, including the respective roles of Charge Point Operators (CPOs), utilities, infrastructure investors and fleet operators.

Deliverable: Report Chapter (≈18 pages)

2.5 Electrification Scenarios

Objective: Develop realistic deployment scenarios for the electrification of Morocco's strategic freight transport corridors.

Tasks / Analyses

- Develop a Business-as-Usual (BAU) scenario and up to two alternative electrification scenarios until 2035.
- Quantify indicative fleet development, charging infrastructure requirements and electricity demand.
- Estimate indicative greenhouse gas emission reductions.
- Assess employment and skills implications.
- Compare opportunities, risks and implementation challenges across the scenarios.

Deliverable: Report Chapter (≈12 pages)

2.6 Recommendations, Pilot Projects and Roadmap

Objective: Translate the analytical findings into an operational implementation strategy.

Tasks / Analyses

- Develop policy and regulatory recommendations.
- Recommend institutional coordination mechanisms.
- Recommend financing approaches and investment priorities.
- Develop concepts for two to three priority pilot projects.
- Develop recommendations for capacity building and workforce development.
- Prepare a phased implementation roadmap distinguishing short-term actions (to 2030) and medium-term actions (2030–2035), including milestones and responsibilities.
- Identify priorities for further feasibility studies and data collection.

Deliverable: Report Chapter (≈15 pages)

The consolidated final report shall integrate the findings of all six tasks into a coherent, professionally structured document of approximately 115 pages (excluding the executive summary). It shall include the following elements: a foreword, a table of contents, an introduction presenting the study context and methodology, the six analytical chapters corresponding to Tasks 2.1–2.6, a consolidated conclusion and outlook, a bibliography, and a list of abbreviations. In addition, a standalone executive summary of maximum 10 pages shall be submitted as a separate deliverable in both PDF and editable format, designed for senior policymakers and non-technical stakeholders.

Methodological Approach:

The study will be implemented through a **structured, iterative, and participatory approach**, ensuring continuous alignment between analytical work, stakeholder validation, and the operational orientation of the study results. The study will be implemented in close coordination with the steering committee, which comprises the MTEDD, the MTL, the ADM, and potentially other partners.

Where comprehensive datasets are unavailable, the Contractor shall develop robust assumptions using stakeholder interviews, traffic counts, GIS analyses and representative operational cases.

Project Structure and Workshops:

The study process will be organized around **following key meetings/workshops**, aligned with the analytical phases described in Section 2 (details below in the milestone table).

- **Inception Meeting**
- **Kick-off Meeting**
- **Mid-Term Workshop**
- **Final Workshop**

Stakeholder Consultations:

The study is based on a structured consultation process involving key stakeholders, including:

- Public sector (ministries, agencies, national and local authorities)
- Private sector (logistics, transport, energy, infrastructure operators, Charging Point Operators)
- Research and technical experts (universities, research institutes, think tanks)
- Development partners and financial institutions

Stakeholder interviews will be conducted online and in-person using a standardized interview guide to ensure consistency and comparability of results. The findings will directly inform the analyses relating to freight transport flows, charging infrastructure, the regulatory framework, and business and investment models.

Visualisation and Graphical Presentation:

The contractor is required to present all study findings in a visually compelling and accessible format. Wherever possible, analytical results, data, maps, scenarios, and recommendations shall be presented through high-quality graphics, diagrams, maps, infographics, and data visualisations rather than through text alone. This includes, in particular: corridor maps and spatial visualisations of freight flows and charging site locations; comparative charts for techno-economic analyses (CAPEX/OPEX/TCO); scenario visualisations illustrating deployment pathways and key parameters; regulatory and institutional mapping diagrams; and summary infographics for key findings and recommendations. All visualisations must meet professional design standards, be legible in both print and digital formats, and be provided in editable source formats (e.g. PowerPoint, Excel, or vector graphics).

Language of Deliverables:

All deliverables, including reports, presentations, workshop materials, datasets, maps, and supporting documentation prepared under this assignment, shall be submitted in French, unless otherwise agreed in writing with GIZ. All presentations and workshop moderation shall also be conducted in French.

Milestones:

Milestones, as laid out in the table below, are to be achieved during the contract term.

Milestones/process steps	Deadline/place/person responsible
Inception meeting with Steering Committee: Validation of the methodology, responsibilities, data sharing mechanisms, detailed implementation schedule, and work plan Detailed implementation schedule, and work plan	1st week after contract signature (November 2026) Online: Team Leader & Expert 1 Rabat: Expert 2
Task 2.1 Policy, Regulatory and Institutional Framework - Report (MS Word) - PowerPoint Presentation	End of November 2026 Online: Team Leader & Expert 1 Rabat: Expert 2
Field Mission 1 to Morocco (Team Leader & Expert 1) - Official kick-off meeting with the Steering Committee (in person) - Stakeholder consultations and data collection - Meetings with key public and private stakeholders - Site visits to logistics hubs, industrial zones and key corridor sections - Validation of freight transport data, logistics chains and representative use cases	Early December 2026
Task 2.2. Freight Transport System Assessment - Report (MS Word) - PowerPoint Presentation	Mid-January 2027 Online: Team Leader & Expert 1 Rabat: Expert 2
Task 2.3 Technical Assessment of Freight Corridor Electrification - Report (MS Word) - PowerPoint Presentation	End of February 2027 Online: Team Leader & Expert 1 Rabat: Expert 2
Field Mission 2 to Morocco & Mid-term Validation Workshop (Team Leader & Expert 1)	Mid-March 2027

• Validation of the preliminary findings • On-site verification of potential charging locations • Stakeholder consultations • PowerPoint Presentation • Workshop Summary Report	
Task 2.4 Techno-Economic Assessment • Report (MS Word) • PowerPoint Presentation	End of March 2027 Online: Team Leader & Expert 1 Rabat: Expert 2
Task 2.5 Electrification Scenarios • Report (MS Word) • PowerPoint Presentation	Mid-April 2027 Online: Team Leader & Expert 1 Rabat: Expert 2
Task 2.6 Recommendations, Pilot Projects, and Roadmap • Report (MS Word) • PowerPoint Presentation	Beginning of May 2027 Online: Team Leader & Expert 1 Rabat: Expert 2
Submission of the Consolidated Draft Final Report • Consolidated Draft Final Report (MS Word) • Draft Executive Summary	Mid-May 2027
Field Mission 3 to Morocco & Final Validation and Closing Workshop (Team Leader) • Presentation of the consolidated study findings and implementation roadmap • Final stakeholder consultation and validation of recommendations • PowerPoint Presentation • Workshop Summary Report	Beginning of June 2027
Submission of the Consolidated Final Report , incorporating all comments received from GIZ, the Steering Committee and the Final Validation Workshop • Consolidated Final Report (MS Word) • Standalone Executive Summary (PDF and editable format)	End of June 2027

Period of assignment: from **02.11.2026** until **30.06.2027**.

3. Concept

In the tender, the tenderer is required to show *how* the objectives defined in Chapter 2 (Tasks to be performed) are to be achieved, if applicable under consideration of further method-related requirements (technical-methodological concept). In addition, the tenderer must describe the project management system for service provision.

Note: The numbers in parentheses correspond to the lines of the technical assessment grid.

Technical-methodological concept

Strategy (1.1): The tenderer is required to consider the tasks to be performed with reference to the objectives of the services put out to tender (see Chapter 1 Context) (1.1.1). Following

this, the tenderer presents and justifies the explicit strategy with which it intends to provide the services for which it is responsible (see Chapter 2 Tasks to be performed) (1.1.2).

The tenderer is required to present the actors relevant for the services for which it is responsible and describe the **cooperation (1.2)** with them.

The tenderer is required to describe the key **processes** for the services for which it is responsible and create an **operational plan** or schedule (1.4.1) that describes how the services according to Chapter 2 (Tasks to be performed by the contractor) are to be provided.

Project management of the contractor (1.6)

The tenderer is required to draw up a **personnel assignment plan** with explanatory notes that lists all the experts proposed in the tender; the plan includes information on assignment dates (duration and expert days) and locations of the individual members of the team complete with the allocation of work steps as set out in the schedule.

4. Personnel concept

The tenderer is required to provide personnel who are suited to filling the positions described, on the basis of their CVs (see Chapter 7), the range of tasks involved and the required qualifications.

The below specified qualifications represent the requirements to reach the maximum number of points in the technical assessment.

Team Leader - Transport & Freight Logistics Expert

Tasks of the team leader

- Overall responsibility for the quality and timely delivery of all study outputs across all tasks
- Coordinating and ensuring communication with GIZ, the steering committee (MTEDD, MTL, ADM and potentially others) and other project partners
- Lead the freight transport system assessment, techno-economic assessment, scenario development, and the elaboration of recommendations.
- Personnel management, including planning and steering of experts
- Regular reporting in accordance with agreed deadlines
- Moderation and coordination of meetings and workshops

Qualifications of the team leader

- Qualifications - Education/training (2.1.1): University degree (PhD; Master or equivalent) in transport sciences, logistics, civil engineering, economics or a comparable discipline with a strong focus on freight transport
- Language (2.1.2): C1-level proficiency in French (60%) and C1-level proficiency in English (40%),
- General professional experience (2.1.3): 10 years of general professional experience in the freight transport sector
- Specific professional experience (2.1.4): 7 years of specific experience as above. Five sub-requirements above for the following areas: freight transport flow analysis and modelling (20%); corridor planning and prioritisation (20%); freight electrification or

- alternative fuel transport (20%); heavy-duty vehicle technology or logistics infrastructure development (20%); transport sector policy and investment planning (20%);
- Leadership/management experience (2.1.5): 5 years of experience as project team leader or senior manager, including multi-disciplinary team management and stakeholder coordination
 - Regional experience (2.1.6): Minimum 5 years of professional experience in transport or logistics projects in Europe
 - Development cooperation (DC) experience (2.1.7): 2 years of experience in development cooperation projects in the transport, logistics or infrastructure sectors

Key Expert 1 - Energy, Grid & Charging Infrastructure Expert

Tasks of key expert 1

- Lead the technical assessment of freight corridor electrification, and contribute to the techno-economic assessment, scenario development and the elaboration of recommendations.

Qualifications of key expert 1

- Qualifications - Education/training (2.2.1): University degree (PhD; Master or equivalent) in energy engineering, electrical engineering, electromobility, renewable energies, or a comparable technical discipline
- Language (2.2.2): C1-level proficiency in French (60%), and C1-level proficiency in English (40%),
- General professional experience (2.2.3): 8 years of professional experience in the energy sector
- Specific professional experience (2.2.4): 5 years of specific experience as above. Five sub-requirements above for the following areas: electricity grid planning and grid connection studies (20%); high-power charging infrastructure (HPC/MCS) for heavy-duty vehicles (20%); renewable energy integration and storage systems (20%); smart charging and demand-side management (20%); techno-economic analysis of energy infrastructure (CAPEX/OPEX/TCO) and energy system modelling or scenario development (20%)

Key Expert 2 - Regulatory Affairs Expert with National Expertise

Tasks of key expert 2

- Lead the policy, regulatory and institutional framework assessment, and contribute to scenario development and the elaboration of recommendations.
- Based in Morocco, lead the coordination with local partners

Qualifications of key expert 2

- Qualifications - Education/training (2.3.1): University degree (PhD, Master's or equivalent) in law, public policy or a comparable discipline with demonstrated specialisation in energy regulation, transport policy or infrastructure investment
- Language (2.3.2): C1-level proficiency in French (60%) and B1-level proficiency in English (40%)

- General professional experience (2.3.3): 8 years of professional experience in regulatory affairs, energy or transport policy, or infrastructure investment and business model development
- Specific professional experience (2.3.4): 5 years of specific experience in at least five of the following areas: regulatory framework analysis for electric mobility or charging infrastructure and energy market regulation and tariff analysis (20%); transport sector policy and institutional analysis (20%); business and investment model development for green infrastructure; blended finance, green bonds or development finance instruments (20%); CBAM/ETS policy analysis or carbon market expertise (20%); international benchmarking of transport or energy policies (20%)
- Regional experience (2.3.6): 8 years of professional experience in Morocco with demonstrated knowledge of the Moroccan regulatory, institutional and policy environment in the energy or transport sector

Soft skills of team members

In addition to their specialist qualifications, the following qualifications are required of team members:

- Team skills
- Initiative
- Communication skills
- Socio-cultural skills
- Efficient, partner- and client-focused working methods
- Interdisciplinary thinking

The tenderer must provide a clear overview of all proposed experts and their individual qualifications.

5. Costing requirements

Assignment of personnel and travel expenses

Per diem allowances are reimbursed as a lump sum up to the maximum amounts permissible under tax law for each country as set out in the country table in the circular from the German Federal Ministry of Finance on travel expense remuneration (downloadable from the [German Federal Ministry of Finance – tax treatment of travel expenses and allowances for international business travel as of 1 January 2026 \(GERMAN ONLY\)](#)).

Accommodation allowances are reimbursed as detailed in the specification of inputs below.

With special justification, additional Accommodation costs up to a reasonable amount can be reimbursed against evidence.

All business travel must be agreed in advance by the officer responsible for the project

Sustainability aspects for travel

GIZ has undertaken an obligation to reduce greenhouse gas emissions (CO₂ emissions) caused by travel. When preparing your tender, please incorporate options for reducing emissions, such as selecting the lowest-emission booking class (economy) and using means of transport, airlines and flight routes with a higher CO₂ efficiency. For short distances, travel by train (second class) or e-mobility should be the preferred option.

CO₂ emissions caused by air travel must be offset. GIZ specifies a budget for this, through which the carbon offsets can be settled against evidence.

There are many different providers in the market for emissions certificates, and they have different climate impact ambitions. The [Development and Climate Alliance \(German only\)](#) has published a [list of standards \(German only\)](#). GIZ recommends using the standards specified there.

Specification of inputs

Fee days	Number of experts	Number of days per expert	Total	Comments
Designation of TL	1	50	50	
Designation of key expert 1	1	50	50	
Designation of key expert 2	1	30	30	Based in Morocco
Travel expenses	Quantity	Price EUR	Total EUR	Comments
Fixed travel budget	1	8.000,00	8.000,00	A budget is earmarked for travel to the following countries: Morocco. A fixed budget of EUR 8.000,00 EUR is earmarked for settling travel expenses against evidence such as: Per-diem allowance in country of assignment, Overnight allowance in country of assignment, transport You can find further information on the travel expense budget in the 'Price schedule' document. Please use the 'Explanations' column in the price schedule to break down the individual items. Settlement is possible only until the budget is depleted.
CO ₂ compensation for air travel	1	800,00	800,00	A fixed budget of EUR 800,00 is earmarked for settling carbon offsets against evidence.

Other costs	Number	Price EUR	Total EUR	Comments
Flexible remuneration	1	6.000,00	6.000,00	A budget of EUR 6.000,00 is foreseen for flexible remuneration. Please incorporate this budget into the price schedule. Use of the flexible remuneration item requires prior written approval from GIZ.

Workshops, events and trainings

- Workshop logistics (e.g. workshop venue, food and beverage) in Morocco are covered by GIZ. The contractor is responsible for content preparation and the high-quality workshop implementation (e.g. agenda, participants lists, moderation, meeting minutes and workshops summaries/reports), in close coordination with the steering committee.

6. Inputs of GIZ or other actors

GIZ and/or other actors are expected to make the following available:

- Local car transportation in Morocco related to site visits if necessary
- Logistics for workshops: Workshop venue, food and beverage, infrastructure (e.g. audio-/video-systems)

7. Requirements on the format of the tender

The structure of the tender must correspond to the structure of the ToR. In particular, the detailed structure of the concept (Chapter 3) should be organised in accordance with the positively weighted criteria in the assessment grid (not with zero). The tender must be legible (font size 11 or larger) and clearly formulated. It must be drawn up in English language.

The complete tender must not exceed 15 pages (excluding CVs). If one of the maximum page lengths is exceeded, the content appearing after the cut-off point will not be included in the assessment. External content (e.g. links to websites) will also not be considered.

The CVs of the personnel proposed in accordance with Chapter 4 of the ToRs must be submitted using the format specified in the terms and conditions for application. The CVs shall not exceed 4 pages each. They must clearly show the position and job the proposed person held in the reference project and for how long. The CVs can also be submitted in English or French language.

Please calculate your financial tender based exactly on the parameters specified in Chapter 5 Quantitative requirements. The contractor is not contractually entitled to use up the days, trips, workshops or budgets in full. The number of days, trips and workshops and the budgets will be contractually agreed as maximum limits. The specifications for pricing are defined in the price schedule.