

REQUEST FOR EXPRESSIONS OF INTEREST  
CONSULTING SERVICES FOR BANK-EXECUTED OPERATIONS  
*SIMPLIFIED COMPETITIVE SELECTION PROCESS*

PROJECT NAME: Brief assessment of shore power and green fuel bunkering readiness in the Caribbean

Selection Process #: RG-T4478-P002

SELECTION METHOD: Simplified Competitive

COUNTRY: Regional

SECTOR OR DEPARTMENT: Energy

TC NAME: Promote the energy transition in shipping and ports services in the Caribbean

FUNDING – TC #: ATN/OC-21218-RG

LINK TO TC DOCUMENT: <https://www.iadb.org/document.cfm?id=EZIDB0002104-461656999-29>

**Attention Consulting Firms: Important Update Regarding BEO Bidder Portal Registration**

Effective July 1, all consulting firms, both new and previously registered in the [BEO Portal](#), must add their Business Partner Number (BP Number) to their organization's profiles to participate or continue participating in a BEO procurement process.

Please refer to the [FAQs](#) in the Portal for more details on "How to Find or Obtain Your BP Number".

Avoid delays by not waiting until the last moment to complete this update. This process may take up to **48 hours** to complete and could prevent your organization from participating in a BEO Process.

For further questions or assistance, use the [live chat](#) on the BEO Bidder Portal page or email us at [ocs.procurement@iadb.org](mailto:ocs.procurement@iadb.org)

The Inter-American Development Bank (the Bank) was established in December of 1959 to help accelerate economic and social development in Latin America and the Caribbean. Today, the Bank is a major catalyst in mobilizing resources for the region (For more information about the Bank, please refer to the Bank's website at [www.iadb.org](http://www.iadb.org).)

*Section 1. Purpose of this Request for Expression of Interest*

1.1 The Bank is executing the above-mentioned project. The Bank intends to contract consulting services described in this Request for Expressions of Interest (REOI). The purpose of this REOI is to obtain sufficient information to enable the Bank to evaluate if the eligible consulting firms (CF) have the experience and qualifications relevant to provide the consulting services requested by the Bank.

1.2 As defined in the Corporate Procurement Policy ([GN-2303-33](#)), participating CF must be from a Bank's Member Country<sup>1</sup> or Territory<sup>2</sup> to be eligible to submit an Expression of Interest (EOI). CF with the required experience relevant to the assignment shall be assessed. The Bank will conduct the assessment and ranking of the EOI submitted by the CF that expressed interest. The Bank will invite CF to submit a proposal in the order in which the ranking is established. If the proposal of the first-ranked CF is acceptable, the CF will be invited to negotiate a Contract. If the negotiations with the first-ranked CF fail, the next-ranked CF may be invited to submit a proposal and negotiate.

1.3 This REOI is not to be construed as either an RFP or an offer to contract and in no way obligates the Bank to contract anyone. The Bank reserves the right to reject any and all participating CF for any or no reason without having to provide an explanation. The Bank does not bind itself in any way to select any participating consulting firm. No debrief will be provided as to why CF have or have not been shortlisted.

## Section 2. Instructions to the eligible consulting firms

2.1 Expressions of interest must be delivered using the *Bidder Portal for the Selection and Contracting of Consulting Firms for Bank-Executed Operations* (the Portal) (<http://beo-procurement.iadb.org>) by: Tuesday 22nd April, 5:00 P.M. (Washington, D.C., Time) in PDF format only (Max. 45MB).

2.2 To access the Portal, the CF must generate a registration account, including *all* the data requested by the Portal. If any of the information requested is not included, the consulting firm will not be able to participate in this or any other Bank-executed selection process for operational work. If the consulting firm has been previously registered, please validate that you have *all* the consulting firm's information updated and complete before submitting an EOI.

2.3 Eligible CF may partner in the form of a Consortium/joint venture (JV) to enhance their qualifications. Such Consortium/JV shall appoint one of the CF as the representative responsible for the communications, the registration in the Portal, and the submission of the corresponding documents.

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<sup>1</sup> **Member Countries:** Argentina, Austria, Bahamas, Barbados, Belgium, Belize, Bolivia, Brazil, Canada, Colombia, Costa Rica, Chile, Croatia, Denmark, Dominican Republic, Ecuador, El Salvador, Finland, France, Germany, Guatemala, Guyana, Haiti, Honduras, Israel, Italy, Jamaica, Japan, Mexico, Netherlands, Nicaragua, Norway, Panama, Paraguay, People's Republic of China, Peru, Portugal, Republic of Korea, Slovenia, Spain, Suriname, Sweden, Switzerland, Trinidad & Tobago, United Kingdom, United States, Uruguay and Venezuela.

<sup>2</sup> **Eligible Territories:** a) Guadeloupe, French Guiana, Martinique, Reunion – as Departments of France; b) U.S. Virgin Islands, Puerto Rico, Guam – as Territories of the USA; c) Aruba – as a constituent country of the Netherlands; and Bonaire, Curacao, Saint Marten, Saba, St Eustatius – as Departments of the Netherlands; d) Hong Kong – as a Special Administrative Region of the People's Republic of China.



2.4 Interested CF may obtain further information during office hours, 09:00 AM to 05:00 PM (Washington, D.C. Time), by sending an email to: Mr. Roberto Aiello ([raiello@iadb.org](mailto:raiello@iadb.org))

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2.5 The Bank hereby invites eligible CF to indicate their interest in providing the services described below in the draft Terms of Reference for the consulting services. Interested CF must provide information establishing that they have the necessary experience and are qualified to perform the services. So that all responses may be properly evaluated, eligible CF must include in their submissions the information requested in the following section, with full and clear explanations.

### *Section 3. Consulting Services*

3.1 The consulting services include the provision of outputs for Component II of the Technical Cooperation (TC): “Promote the energy transition in shipping and ports services in the Caribbean.” The Bank has identified three value chains which are crucial for decarbonization of this sector: the marine fuel value chain, the shipbuilding value chain and the shipping operations value chain.

The consulting firm must assess the feasibility of shore power implementation and green fuel bunkering in seven countries: Barbados, The Bahamas, Belize, Guyana, Jamaica, Suriname and Trinidad & Tobago. The study must evaluate national infrastructure and the potential for renewable energy integration, future demand scenarios, existing and potential green fuel production, supply chain logistics as well as any regulatory barriers that may exist. The final deliverable will be a comprehensive report with feasibility insights, technical assessments, and strategic recommendations tailored to each country’s unique context

This project has an estimated budget of \$70,000. The timeframe for the performance of services is approximately 4 months.

3.2 Although there is no standard format for presenting an Expression of Interest, eligible CF must submit an EOI containing the following information:

- 1) Basic Information—Provide the official name of CF, the contact’s name, email

address, phone numbers, and office address (es) of the key contact (s) responsible for the EOI.

- 2) Background—Provide a description of the CF. The CF may include brochures or documents that provide information about its organization, history, mission, structure, and number of staff.
- 3) Experience related to the requested consulting services—Provide all kinds of evidence the CF considers appropriate to show its experience and expertise in delivering services similar to those described in Annex A, Terms of Reference (e.g., brochures, reports, studies, description of similar assignments, references to cases in which it has provided similar services, experience in similar conditions, availability of appropriate skills among staff, etc.)

3.3 Estimated budget: \$70,000

#### *Annex A. Draft Terms of Reference*

Please note that the attached Terms of Reference may be subject to changes by the Bank. The CF that have been shortlisted will be notified of these changes.

#### *ANNEX A – Terms of reference*

##### Promoting the energy transition in shipping and ports services in the Caribbean

Technical Cooperation Number: RG-T4478

Component II: Brief assessment of shore power and green fuel bunkering readiness in the Caribbean

##### 1. Background and Justification

Shipping and port services are of key importance to the ONE Caribbean countries for logistics and trade. Between 80% and 90% of international trade by volume is enabled through bulk and container carriers, as well as oil and chemical tankers. Together, these

types of vessels account for 20% of the global fleet, but they are responsible for 85% of the net greenhouse gas (GHG) emissions associated with the shipping sector. The 2018 fuel mix for international shipping comprised 79% heavy fuel oil, 16% marine diesel oil, 4% liquefied natural gas (LNG), and less than 0.1% methanol<sup>3</sup>.

Reducing carbon emissions from the shipping industry will contribute to combating climate change. However, this sector is a complex ecosystem composed of various value chains that require efforts by all stakeholders to achieve this goal. The Bank has identified three value chains as the keys to steering decarbonization efforts in this sector: the marine fuel value chain, the shipbuilding value chain, and the shipping operations value chain.

- *The marine fuel value chain:* This value chain encompasses exploration, transportation, processing, and distribution of fuel to fueling locations as well as consumption by ship operators. Some shipbuilders and engine manufacturers are building ships with engines that can operate on methanol and fuel oil, or on liquefied natural gas (LNG) and fuel oil. Given the lack of alternative and cost-equivalent low-carbon/zero-emission fuels, ships equipped with dual-fuel engines run primarily on conventional fuel oil. A wide range of low-carbon/zero-emission fuels is under development, such as green LNG, green methanol, green ammonia, and green hydrogen, with different timelines for market availability.
- *The shipbuilding value chain:* Shipbuilding phases include design, procurement of construction materials, ship assembly, post-production maintenance, refitting, and end-of-life recycling. All phases need to address decarbonization. Ships designed for minimal GHG emissions have optimized hydrodynamic hull design, wind support when sailing, use dual-fuel and high-efficiency engines, and use systems to optimize routing and port arrival. Steel for manufacturing ships should be sourced from low-carbon production suppliers. Circularity principles for design and construction maximize reuse when a ship has reached the end of use.
- *The shipping operations value chain:* This value chain covers fueling, provisioning, loading, boarding, voyaging, unloading, disembarking, and refueling. Ship operators have opportunities to reduce GHG emissions, including leveraging the size and speed of ships and fleets, demanding hydrodynamic designs and dual-fuel engines or ships (partially) powered by biodiesel and electricity. Carbon reduction measures also apply to seaports which are a crucial part of the operational chain. Ports can accelerate decarbonization in the shipping industry with infrastructure for storing and bunkering alternative fuels as well as onshore power supplies.<sup>4</sup>

For the Caribbean to take advantage of its clean generation capacity, while at the same time support the deployment of alternative fuels for shipping, energy planners must prepare for future renewable power demand and consider these in power generation expansion plans. Additionally, policymakers must create enabling conditions for decarbonization, including targeted regulatory measures, financial incentives, and safety regulations.

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<sup>3</sup> A pathway to decarbonize the shipping sector by 2050. IRENA, 2021.

<sup>4</sup> UNCTAD Transport and Trade Facilitation Newsletter N°94 - Second Quarter 2022.

## 2. Objectives

The objective of this technical cooperation (TC) is to support the seven ONE Caribbean countries (Bahamas, Barbados, Belize, Guyana, Jamaica, Suriname, and Trinidad and Tobago) in promoting the energy transition in shipping and port services. Specifically, this component will generate comprehensive insights into the energy and infrastructure readiness of selected ports in the region, supporting the IDB's strategic objectives for maritime sector decarbonization.

## 3. Scope of Services

The consulting firm (or “the firm”) will assess the feasibility of shore power activation and green fuel bunkering hubs in the region. The study will be limited to one port per country, covering all seven countries included in the One Caribbean IDB Initiative: Barbados, The Bahamas, Belize, Guyana, Jamaica, Suriname and Trinidad & Tobago. Travel would be desirable to facilitate direct engagement with key stakeholders across participating countries.

## 4. Key Activities

The following activities will be undertaken by the firm:

### Shore Power Feasibility Assessment

- Review national infrastructure data to assess key requirements, including berth availability, electrical connections, and compatibility with shore power systems.
- Assess the electrical load capabilities and constraints of the existing national grid to determine feasibility.
- Analyze demand scenarios, considering vessel types, frequency, maximum concurrency, and projected energy consumption.
- Review national energy data to assess potential energy sources, including opportunities for renewable energy integration to support shore power implementation.

### Green Fuel Bunkering Readiness Assessment

- High-level assessment of the existing and potential production capacity for green fuels such as green hydrogen, its derivatives, and biofuels, including plans already in development.
- Review supply chain logistics, covering fuel storage, transportation and bunkering infrastructure.
- Identify key barriers such as policy constraints, investment gaps, and technological challenges.
- Analyze country data to assess domestic production, import capacity, and existing bunkering volumes for green fuel readiness.

- Present findings in a visually accessible format, utilizing tables and graphics for ease of information sharing.

#### Stakeholder Engagement

- Engage with CARILEC and other stakeholders to validate findings and enhance credibility.
- Identify potential public-private partnerships and funding mechanisms, with illustrative examples.
- Gather insights on regulatory frameworks, market demand, and environmental considerations, leveraging findings from relevant reports, e.g., MTCC Caribbean's Regulatory Gap Analysis.

#### Report Development and Finalization

- Compile findings, including feasibility insights, technical assessments, and economic implications.
- Advise on strategic recommendations aligned with each country's unique needs and context.
- Integrate stakeholder feedback and prepare a final report for submission.

### 5. Outcome and Deliverables

Deliverable 1: Develop a work plan explaining the methodology to be used by the firm to carry out its tasks, including the mechanisms to be used for the collection and analysis of information. This description must be complemented by a detailed schedule of activities.

Deliverable 2: Prepare a draft report on shore power and green fuel bunkering readiness based on the key activities outlined above.

Deliverable 3: Submit a final report and deliver a presentation to key stakeholders, taking into consideration comments from the draft report.

### 6. Project Schedule and Milestones

The duration of the consultancy will be 4 months. Three deliverables are expected:

- Work plan
- Draft report
- Final report and presentation

### 7. Reporting Requirements

All reports must be completed in English. Reports should contain a contents page and an executive summary. The firm must take into account good practices regarding

citation of references.

#### 8. Consulting Team

A firm with experience in technical, economic, and/or commercial studies regarding the shipping sector is required. The firm shall be technologically neutral and not have preferences for or any partnership with any vendor of specific technologies or technical solutions that are proprietary to the latter.

The consulting firm should propose a team with the experience, capabilities, and organization structure capable to execute the activities described in this Terms of Reference.

#### 9. Supervision and Acceptance Criteria

The firm will work under the supervision of the Bank's Energy Division (INE/ENE) and coordinate, as needed, with the Transport Division (INE/ENE) and the Climate Change Division (CCS).

Deliverables will be accepted based on agreements on the scope of services herein and approach outlined by the firm at inception. Additionally, deliverables will be reviewed and approved by Mr. Roberto Aiello ([raiello@iadb.org](mailto:raiello@iadb.org)), Principal Regional Energy Specialist.

#### 10. Schedule of Payments

Payments will be made in United States Dollars (USD) and will be paid based on the acceptance of agreed deliverables.