



## Technical Assistance Report

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Project Number: 53117-001  
Knowledge and Support Technical Assistance (KSTA)  
August 2019

# Supporting the Implementation of the Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation Initiatives

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Asian Development Bank

## ABBREVIATIONS

ADB	–	Asian Development Bank
BIMSTEC	–	Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation
BTILS	–	BIMSTEC Transport Infrastructure and Logistics Study
DMC	–	developing member country
FTA	–	free trade area
RCI	–	regional cooperation and integration
TA	–	technical assistance

## NOTE

In this report, “\$” refers to United States dollars.

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## KNOWLEDGE AND SUPPORT TECHNICAL ASSISTANCE AT A GLANCE

<b>1. Basic Data</b>		<b>Project Number:</b> 53117-001	
<b>Project Name</b>	Supporting the Implementation of the Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation Initiatives	<b>Department/Division</b>	SARD/SARC
<b>Nature of Activity</b>	Capacity Development	<b>Executing Agency</b>	Asian Development Bank
<b>Modality</b>	Regular		
<b>Country</b>	REG (BAN, BHU, IND, MYA, NEP, SRI, THA)		
<b>2. Sector</b>		<b>Subsector(s)</b>	
		<b>ADB Financing (\$ million)</b>	
		<b>Total</b>	<b>0.00</b>
<b>3. Strategic Agenda</b>		<b>Subcomponents</b>	
Inclusive economic growth (IEG)	Pillar 1: Economic opportunities, including jobs, created and expanded	<b>Climate Change Information</b>	
Regional integration (RCI)	Pillar 1: Cross-border infrastructure Pillar 2: Trade and investment	Climate Change impact on the Project	Low
<b>4. Drivers of Change</b>		<b>Components</b>	
Governance and capacity development (GCD)	Client relations, network, and partnership development to partnership driver of change	<b>Gender Equity and Mainstreaming</b>	
Knowledge solutions (KNS)	Knowledge sharing activities	Some gender elements (SGE)	✓
Partnerships (PAR)	Official cofinancing Regional organizations		
<b>5. Poverty and SDG Targeting</b>		<b>Location Impact</b>	
Geographic Targeting	No	Not Applicable	
Household Targeting	No		
General Intervention on Poverty	No		
SDG Targeting	Yes		
SDG Goals	SDG9		
<b>6. Risk Categorization</b>		Low	
<b>7. Safeguard Categorization</b>		Safeguard Policy Statement does not apply	
<b>8. Financing</b>			
<b>Modality and Sources</b>		<b>Amount (\$ million)</b>	
<b>ADB</b>		<b>0.00</b>	
None		0.00	
<b>Cofinancing</b>		<b>1.50</b>	
United Kingdom Fund for Asia Regional Trade and Connectivity under the Regional Cooperation and Integration Financing Partnership Facility (Full ADB Administration)		1.50	
<b>Counterpart</b>		<b>0.00</b>	
None		0.00	
<b>Total</b>		<b>1.50</b>	
<b>Currency of ADB Financing:</b> USD			

## I. INTRODUCTION

1. The knowledge and support technical assistance (TA) aims to address the needs of the member states and the secretariat of the Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC) to advance regional cooperation and integration (RCI) among member states in select thematic areas.<sup>1</sup> The TA will produce innovative and operationally relevant knowledge solutions to critical development issues and develop capacity to strengthen cooperation to collectively address the challenges facing the region.

2. The TA is aligned with the Regional Cooperation and Integration Operational Plan, 2016–2020 in three outcome-focused operational directions: connectivity, competitiveness, and regional common goods.<sup>2</sup> The TA is also fully aligned with the Strategy 2030 of the Asian Development Bank (ADB), which identifies fostering RCI through enhanced connectivity and competitiveness, among others, as an operational priority.<sup>3</sup> The TA is also generally aligned with the country programs as RCI is an important undertaking in all seven BIMSTEC member states.

## II. ISSUES

3. BIMSTEC is a regional organization comprising seven member states lying in the littoral and adjacent areas of the Bay of Bengal: Bangladesh, Bhutan, India, Nepal, and Sri Lanka in South Asia; and Myanmar and Thailand in Southeast Asia. The organization began in 1997 through the Bangkok Declaration with the objective of harnessing shared and accelerated growth through cooperation in 14 areas of common interests including transport, energy, trade, technology, tourism, agriculture, public health, environment, and climate change. The regional group bridges South Asia and Southeast Asia and reinforces relations among these countries.

4. The Bay of Bengal region, home to about 1.5 billion people or about 22% of the world's population, had a combined gross domestic product of \$3.4 trillion in 2017. Since 2015, BIMSTEC member states have sustained an average 6.5% economic growth trajectory by using regional resources and geographical advantages. However, more than 2 decades since its establishment, BIMSTEC still has considerable untapped RCI potential, especially in connectivity, trade, and tourism. Constraints include insufficient financial resources for transport connectivity and other RCI initiatives, absence of appropriate policies and strategies in key RCI areas, and limited human resources and capacity of the BIMSTEC secretariat and member states in planning and implementing RCI initiatives. These have led to higher cost of intraregional trade, inefficient cross-border movement of goods and people, and lower-than-expected tourist arrivals.

5. **The need to accelerate trade facilitation efforts.** Trade—one of the initial six sectors of BIMSTEC cooperation at its inception in 1997—plays an increasingly important role in national and global economic growth. The Framework Agreement on the BIMSTEC Free Trade Area (FTA), which was signed and came into force in 2004, outlined steps to address tariff and nontariff barriers and achieve the BIMSTEC FTA. The BIMSTEC Trade Negotiating Committee held 20 rounds of negotiations for finalizing agreements and protocols that would form integral parts of the BIMSTEC FTA, including agreements on trade in goods, trade in services, rules of origin, trade facilitation, and protocol to amend the Framework Agreement. BIMSTEC leaders directed

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<sup>1</sup> The TA first appeared in the business opportunities section of ADB's website on 3 June 2019.

<sup>2</sup> ADB. 2016. [\*Operational Plan for Regional Cooperation and Integration, 2016–2020: Promoting Connectivity, Competitiveness, Regional Public Goods, and Collective Action for Asia and the Pacific\*](#). Manila.

<sup>3</sup> ADB. 2018. [\*Strategy 2030: Achieving a Prosperous, Inclusive, Resilient, and Sustainable Asia and the Pacific\*](#). Manila.

the BIMSTEC Trade and Economic Ministerial Meeting and its subsidiary bodies to expedite the finalization of all related agreements of the BIMSTEC FTA, particularly taking concrete steps to enhance trade facilitation.<sup>4</sup> Tariffs have generally been declining in most favored nation and free trade agreement rates in Asia, but nontariff barriers continue to impede smooth trade transactions. It is thus expected that gains from trade facilitation may surpass the benefits from further tariff reduction.

6. **Untapped regional tourism potential.** Tourism, one of the initial six sectors of BIMSTEC cooperation, has a high multiplier effect and is a catalyst for economic growth and employment generation. BIMSTEC adopted the Plan of Action for Tourism Development and Promotion in 2005 and established the BIMSTEC Tourism Information Center and BIMSTEC Tourism Fund to facilitate joint tourism activities among the member states. BIMSTEC also created a network of tour operators among the member states. However, because of various constraints including insufficient investment in tourism infrastructure and the lack of a common BIMSTEC tourism marketing strategy, tourist arrivals are below expectations, and huge tourism potential remains untapped. Given the civilizational, historical, and cultural linkages among the member states, and the rich potential to develop tourism in the region, BIMSTEC leaders tasked relevant authorities to devise strategies and take concrete steps to promote tourism that include specialized tourist circuits and ecotourism, particularly a Buddhist tourist circuit, a temple tourist circuit, and an ancient cities trail (footnote 4).

7. **Inadequate human resources and capacity.** The BIMSTEC secretariat was established in Dhaka, Bangladesh in September 2014 to serve the BIMSTEC member states. Currently, the secretariat has 25 full-time staff to coordinate, monitor, and facilitate BIMSTEC activities and programs on 14 priority sectors. Given the amount and challenges of work, the existing human resources and capacity of the BIMSTEC secretariat remain inadequate and need to be further augmented to enable it to fulfill its responsibilities effectively and efficiently. The BIMSTEC member states' agencies also need enhanced capacity to plan and implement RCI initiatives, in view of changing priorities and emerging challenges in the region.

8. **ADB assistance on transport connectivity.** ADB assisted the BIMSTEC secretariat and member states through two previous TA projects to develop policies and programs to address regional transport connectivity issues, a fundamental requirement in any RCI process.<sup>5</sup> ADB carried out the BIMSTEC Transport Infrastructure and Logistics Study (BTILS) and the Updating and Enhancement of the BTILS, and prepared the BIMSTEC Master Plan for Transport Connectivity, which provided policies, strategies, and projects for regional transport connectivity between South Asia and Southeast Asia.<sup>6</sup> The 12th BIMSTEC Ministerial Meeting in 2009 and the 15th BIMSTEC Ministerial Meeting in 2017 endorsed the BTILS and the Updating and Enhancement of the BTILS. ADB has completed the master plan, which is expected to be endorsed for implementation by the BIMSTEC member states in 2019.

9. ADB's work helped improve infrastructure connectivity and trade facilitation in the BIMSTEC region, and BIMSTEC leaders expressed great appreciation in the fourth BIMSTEC

<sup>4</sup> Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation. 2018. [Fourth BIMSTEC Summit Declaration](#). Kathmandu (30–31 August 2018).

<sup>5</sup> ADB. 2006. [Technical Assistance for Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation \(BIMSTEC\) Transport Infrastructure and Logistics Study](#). Manila; and ADB. 2011. [Technical Assistance for Support for the Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation II \(BIMSTEC-II\)](#). Manila.

<sup>6</sup> ADB. 2006. [Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation \(BIMSTEC\) Transport Infrastructure and Logistics Study](#). Manila; and ADB. 2018. [Updating and Enhancement of the BIMSTEC Transport Infrastructure and Logistics Study](#). Manila.

Summit Declaration (footnote 4). Future cooperation will focus on implementing the policies, strategies, and projects recommended by the BTILS, the Updating and Enhancement of the BTILS, and the master plan. Some transport connectivity projects identified in the master plan do not yet have funding sources, further delaying addressing connectivity roadblocks in the region. In addition, given the changing economic, social, environment, and political landscape in the region, a forward-looking approach and long-term plan is crucial to identify opportunities and challenges for better connectivity in the region. Mobilizing adequate financial resources is an urgent and important task.

10. **Remaining challenges and opportunities.** Despite the efforts and achievements made by the member states and secretariat of BIMSTEC, ADB, and other development partners, considerable challenges persist, and, as a consequence, opportunities in trade facilitation, tourism promotion, capacity development, and transport connectivity in the BIMSTEC region remain untapped. More work needs to be done to further RCI initiatives in the region. The BIMSTEC secretariat wrote to the ADB President in October 2018 to pursue expanding cooperation between the two organizations, and requested ADB's further assistance to carry out analytical studies and provide strategies or policy recommendations on transport connectivity financing, trade facilitation, and tourism promotion.

11. The TA will respond to the request, and further support the capacity building of the BIMSTEC secretariat and member states on RCI planning and implementation. ADB's continued assistance will help BIMSTEC maximize the use of the region's resources and geographical advantages to harness shared and accelerated growth through mutual cooperation. The TA considered and incorporated lessons learned from previous TA projects in designing this TA, including allowing for more time for multicountry and multiagency consultations, and enhancing the capacity of the BIMSTEC secretariat and the government agencies of member states.

### III. THE TECHNICAL ASSISTANCE

#### A. Impact and Outcome

12. The TA is aligned with the following impact: regional cooperation and integration among member states of BIMSTEC strengthened.<sup>7</sup> The TA will have the following outcome: policies for improving RCI in transport connectivity financing, trade facilitation, and tourism promotion enhanced.<sup>8</sup>

#### B. Outputs, Methods, and Activities

13. **Output 1: Analytical studies on select thematic areas produced.** The TA will examine challenges and opportunities facing the BIMSTEC region on transport connectivity financing, trade facilitation, and tourism promotion. The study on transport connectivity financing will (i) analyze possible financing options, including domestic and global capital markets, and (ii) suggest feasible financing models involving governments, private entities, public-private partnerships, and multilateral and bilateral financing. The study on trade facilitation will assess key challenges and recommend needed policy reforms to address nontariff trade barriers. The study on tourism promotion will identify tourism potentials in the region and propose an enabling environment for tourism to prosper. The TA may also conduct analytical studies on other thematic areas upon the request of BIMSTEC secretariat and its member states.

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<sup>7</sup> Defined by the project.

<sup>8</sup> The design and monitoring framework is in Appendix 1.

14. **Output 2: Capacity development interventions for the Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation secretariat and member states implemented.** Activities will include consulting with the BIMSTEC secretariat and member states on the capacity development programs they would need to successfully implement RCI initiatives. Such programs may include training activities on project management including development, implementation, and monitoring; financial management and economic analysis of projects; and technical report writing. The TA will also conduct other programs including regional policy meetings, conferences, workshops, and other knowledge-sharing and awareness-raising events in partnership with think tanks, centers of excellence, development partners, and secretariats of other subregional programs.

### C. Cost and Financing

15. The TA is estimated to cost \$1,500,000, which will be financed on a grant basis by the United Kingdom Fund for Asia Regional Trade and Connectivity under the Regional Cooperation and Integration Financing Partnership Facility and administered by ADB.<sup>9</sup> The key expenditure items are in Appendix 2.

16. The United Kingdom Fund for Asia Regional Trade and Connectivity will finance the TA activities and outputs, including operational expenses in the form of consulting services, training events, conferences, workshops, and other TA-related activities. The TA will not use the funds for civil works, procurement of large-scale equipment, and permanent staffing costs.

### D. Implementation Arrangements

17. ADB will administer the TA through the Regional Cooperation and Operations Coordination Division of the South Asia Department, in close consultation with the BIMSTEC secretariat and member states, and with Southeast Asia Department. ADB will engage individual consultants, procure goods, and organize workshops for the implementation of TA activities. The table summarizes the implementation arrangements.

Implementation Arrangements			
Aspects	Arrangements		
Indicative implementation period	August 2019–June 2021		
Executing agency	ADB		
Consultants	To be selected and engaged by ADB		
	Individual selection	International expertise (24 person-months)	\$501,600
	Individual selection	National expertise (77 person-months)	\$471,000
Procurement	To be procured by ADB as the executing agency		

<sup>9</sup> Per the United Kingdom Fund for Asia Regional Trade and Connectivity implementing guidelines, eight developing member countries (DMCs) in Central Asia and South Asia—Afghanistan, Bangladesh, India, the Kyrgyz Republic, Myanmar, Nepal, Pakistan, and Tajikistan—are eligible to receive support. Other DMCs can be supported if they cooperate or collaborate with one or more of the eight selected DMCs through a subregional program (e.g., the Central Asia Regional Economic Cooperation Program, the Greater Mekong Subregion Economic Cooperation Program, and the South Asia Subregional Economic Cooperation Program) or other subregional and regional groups and forums. As BIMSTEC members, Bhutan, Sri Lanka, and Thailand are also eligible to receive support from the United Kingdom Fund for Asia Regional Trade and Connectivity under this TA.



Aspects	Arrangements		
	Shopping	Computers, software, and small office equipment	\$10,000
Disbursement	The TA resources will be disbursed following ADB's <i>Technical Assistance Disbursement Handbook</i> (2010, as amended from time to time).		
Asset turnover or disposal arrangement upon TA completion	Equipment will be turned over to the BIMSTEC secretariat following ADB guidelines upon completion of the TA.		

ADB = Asian Development Bank, BIMSTEC = Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation, TA = technical assistance.

Source: ADB.

18. **Consulting services.** ADB will engage the consultants following the ADB Procurement Policy (2017, as amended from time to time) and its associated project administration instructions and/or staff instructions.<sup>10</sup> ADB will recruit consultants individually because (i) they will operate in different countries; (ii) the timing of engagement will differ between countries; (iii) consultants will work and generate outputs independently of one another; and (iv) consultant management will be performed by staff of the Regional Cooperation and Operations Coordination Division, South Asia Department. ADB will consider output-based (lump-sum) contracts for consulting services, as appropriate.

19. **Cofinancier arrangements.** The United Kingdom Fund for Asia Regional Trade and Connectivity under the Regional Cooperation and Integration Financing Partnership Facility requires semiannual progress reports on project implementation, as well as requests for approval for major changes in project scope, duration, or funding arrangement.

#### IV. THE PRESIDENT'S DECISION

20. The President, acting under the authority delegated by the Board, has approved the Asian Development Bank administering technical assistance not exceeding the equivalent of \$1,500,000 to be financed on a grant basis by the United Kingdom Fund for Asia Regional Trade and Connectivity under the Regional Cooperation and Integration Financing Partnership Facility for Supporting the Implementation of the Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation Initiatives, and hereby reports this action to the Board.

<sup>10</sup> Terms of Reference for Consultants (accessible from the list of linked of documents in Appendix 3).

## DESIGN AND MONITORING FRAMEWORK

Impact the TA is Aligned with			
Regional cooperation and integration among member states of BIMSTEC strengthened. <sup>a</sup>			
Results Chain	Performance Indicators with Targets and Baselines	Data Sources and Reporting Mechanisms	Risks
<b>Outcome</b> Policies for improving regional cooperation and integration in transport connectivity financing, trade facilitation, and tourism promotion enhanced	By 2021: a. At least two new policy recommendations for improved regional cooperation and integration adopted by BIMSTEC member states and secretariat (2018 baseline: not applicable)	a. Policy recommendations and minutes of BIMSTEC meetings	Support from BIMSTEC member states is not sustained.
<b>Outputs</b> 1. Analytical studies on select thematic areas produced	By 2021: 1a. At least one study each on financing for transport connectivity, trade facilitation, and tourism promotion finalized and submitted to BIMSTEC secretariat (2018 baseline: not applicable)	1a. Final study on transport connectivity financing, trade facilitation, or tourism promotion	Delay in the governments' submission of inputs for the studies may set back the implementation schedule.
	1b. At least two dissemination workshops organized (2018 baseline: not applicable)	1b. Workshop summaries	
2. Capacity development interventions for BIMSTEC secretariat and member states implemented	By 2021: 2. At least 80% of the participants of the workshops, training programs, and learning events, with at least 30% of them women, reported increased knowledge and awareness on select thematic areas (2018 baseline: not applicable)	2a. Evaluation reports on training sessions	High staff turnover in partner institutions in the member states may disrupt TA implementation.

<p><b>Key Activities with Milestones</b></p> <p><b>1. Analytical studies on select thematic areas produced</b></p> <p>1.1 Hold consultation meetings with the BIMSTEC secretariat and government agencies to identify the scope of analytical studies (Q4 2019–Q1 2020)</p> <p>1.2 Gather relevant data and conduct review of literature to support the analytical studies (Q1 2020–Q1 2020)</p> <p>1.3 Prepare draft studies (Q1 2020–Q2 2020)</p> <p>1.4 Conduct stakeholder consultations to present drafts and preliminary findings (Q2 2020–Q3 2020)</p> <p>1.5 Finalize the reports by incorporating the comments from stakeholders (Q3 2020–Q1 2021)</p> <p>1.6 Organize workshops to disseminate the results of the studies (Q1 2021–Q2 2021)</p> <p><b>2. Capacity development interventions for the BIMSTEC secretariat and member states implemented</b></p> <p>2.1 Assess training needs of the BIMSTEC secretariat and member states (Q4 2019–Q1 2020)</p> <p>2.2 Design capacity building programs in financing for transport connectivity, trade facilitation, and tourism promotion (Q1 2020–Q2 2020)</p> <p>2.3 Conduct capacity building programs (Q2 2020–Q1 2021)</p> <p>2.4 Organize regional policy dialogues, workshops, seminars, conferences, and other knowledge-sharing events (Q2 2020–Q2 2021)</p> <p><b>TA Management Activities</b></p> <p>Engage consultants</p>
<p><b>Inputs</b></p> <p>United Kingdom Fund for Asia Regional Trade and Connectivity under the Regional Cooperation and Integration Financing Partnership Facility: \$1,500,000</p>
<p><b>Assumptions for Partner Financing</b></p> <p>Not Applicable</p>

BIMSTEC = Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation, Q = quarter, TA = technical assistance.

<sup>a</sup> Defined by TA.

Source: Asian Development Bank.

**COST ESTIMATES AND FINANCING PLAN**  
(\$'000)

Item	Amount
<b>United Kingdom Fund for Asia Regional Trade and Connectivity under the Regional Cooperation and Integration Financing Partnership Facility<sup>a</sup></b>	
1. Consultants	
a. Remuneration and per diem	
i. International consultants	502.0
ii. National consultants	471.0
b. Out-of-pocket expenditures	
i. International and local travel	199.0
2. Goods (purchase) <sup>b</sup>	10.0
3. Training, seminars, workshops, forums, and conferences	
a. Facilitators and resource persons	30.0
b. Venue rental and related facilities	50.0
c. Participants	150.0
d. Representation <sup>c</sup>	10.0
4. Printed external publications <sup>d</sup>	10.0
5. Miscellaneous administration and support costs <sup>e</sup>	10.0
6. Contingencies	58.0
<b>Total</b>	<b>1,500.0</b>

Note: The technical assistance (TA) is estimated to cost \$1,500,000 as presented in the table, to be financed with a grant from the United Kingdom Fund for Asia Regional Trade and Connectivity under the Regional Cooperation and Integration Financing Partnership Facility.

<sup>a</sup> Administered by the Asian Development Bank.

<sup>b</sup> Goods to be purchased will consist of computers, software, and small office equipment. These will be turned over to the Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation secretariat upon completion of the TA following Asian Development Bank guidelines.

<sup>c</sup> Includes representation costs following ADB (Budget, Personnel, and Management Systems Department; and Strategy and Policy Department). 2013. Use of Bank Resources: Regional Technical Assistance and Technical Assistance vs. Internal Administrative Expenses Budget. Memorandum. 26 June (internal).

<sup>d</sup> Printed external publications are necessary to achieve output 1: analytical studies on select thematic areas produced. The printed publications will help facilitate the involvement of targeted stakeholders and high-level government officials. The number of copies will not exceed 2,000 and the costs will remain below \$10,000.

<sup>e</sup> Includes administrative costs to support TA implementation and administration in accordance with para. 22 of ADB. 2013. Administering Grant-Financed Technical Assistance Projects. *Project Administration Instructions*. PAI 5.09. Manila.

Source: Asian Development Bank estimates.

### **LIST OF LINKED DOCUMENTS**

<http://www.adb.org/Documents/LinkedDocs/?id=53117-001-TARreport>

1. Terms of Reference for Consultants