

#	Question	Answer
1	We see under 3.1 "Langue" that we can write and submit the EoI, as well as all corresponding documentation either in French or English. We are planning to prepare our EoI (and documentation) in English. We see that the documentation that shall be filled in under Annex 3 is in French. Shall we respond to these fields written in French with our responses in English or is there another version of Annex 3 forms in English that we could use? In case of the latter, where could we find the EN version of the forms?	Responses to Annex 3 questions can be provided in English.
2	Identité du maître d'ouvrage : Pourriez-vous nous préciser quelle entité publique ou privée agit en tant que maître d'ouvrage ou porteur principal de ce projet ?	<p>Le développement des trois composantes se fera de manière concertée et intégrée entre les différentes entités du secteur public légalement compétentes pour leur développement.</p> <p>Plus précisément et tel qu'initialement structuré :</p> <ol style="list-style-type: none"> 1. L'Etat, représenté notamment par le Ministère de la Transition Energétique et du Développement Durable, sera la partie cocontractante au titre de la Composante Gazoducs ; 2. La société Nador West Med, en sa qualité de concessionnaire de gestion du Port de Nador West Med, sera l'entité chargée du développement d'infrastructures portuaires nécessaires au développement du projet (jetées, brise-lames, etc.). <p>Il convient cependant de préciser que, selon la structuration finale retenue pour chacune des Composantes, au regard notamment du projet de Loi n°67-24 (relatif à l'importation, l'exportation, le stockage, le transport, la distribution et la fourniture de gaz naturel), le Gestionnaire de Réseau de Transport sera impliqué.</p> <p>Des précisions supplémentaires seront apportées aux candidats à ce sujet au moment des phases ultérieures des procédures de mise en concurrence afférentes aux différentes composantes.</p>
3	Mode de partenariat envisagé : Est-il prévu que le projet soit exclusivement développé selon le modèle BOOT (Build-Own-Operate-Transfer)? Serait-il également possible d'envisager d'autres formules contractuelles telles que le modèle EPC+F (Engineering, Procurement, Construction + Financing) ?	<p>A ce stade, le modèle EPC+F n'a pas été envisagé.</p> <p>Des modèles fondés sur des schémas concessifs ou de contrats de partenariats public-privé sont à considérer plus spécifiquement au regard de la structuration initialement projetée pour le développement des Composantes, pour optimiser le financement.</p>
4	Mécanismes de garanties gouvernementales : Dans le cas d'un montage EPC+F, le gouvernement envisage-t-il de mettre en place un mécanisme de garantie ou de soutien (par exemple: garantie souveraine, contrat d'achat de gaz à long terme, garantie de paiement, etc.) afin de sécuriser les intérêts des investisseurs ?	Il n'est pas envisagé de solution EPC+F à ce stade.

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5	Expérience en exploitation de FSRU: Un soumissionnaire disposant d'une expérience avérée en conception et en construction de FSRU, mais n'ayant pas encore opéré de FSRU, serait-il néanmoins considéré comme éligible pour participer au projet ?	Une expérience en exploitation de FSRU est importante pour la Composante Terminal GNL. Il est possible au soumissionnaire de former un consortium avec d'autres opérateurs possédant cette expérience.
6	nous souhaiterions obtenir des éclaircissements sur les attentes relatives au partenariat public-privé (PPP), notamment en matière d'exploitation de l'infrastructure et de financement.	La structuration actuellement envisagée prévoit que la Composante Gazoducs soit réalisée dans le cadre d'un contrat de PPP soumis aux dispositions de la loi n°86-12. Le choix du modèle PPP permet d'optimiser l'efficacité des ressources publiques tout en attirant des investissements privés. Concernant l'exploitation, le partenaire privé est tenue de garantir un niveau de service optimal, d'assurer la maintenance et la durabilité de l'infrastructure, tout en assumant les risques opérationnels. En matière de financement, le PPP visera à mobiliser des capitaux privés avec une répartition des risques financiers clairement définie (dépassements de coûts, fluctuations de revenus, etc.). Enfin, les attentes incluent le respect des délais, la transparence, et la prise en compte des impacts sociaux et environnementaux pour garantir la viabilité et les bénéfices du projet à long terme.
7	Will the tender be public open tender or closed tender?	The tender process for the LNG Terminal Component and the Pipelines Component will follow a 2-stage tender process with an open RFQ followed by an RFP issued to prequalified bidders. The tender process is designed to ensure transparency and competitiveness.
8	Could you please provide the step after the submission deadline on July 23, 2025? Will there be a prequalification stage or will it a RFP?	It is today envisaged that an RFQ will be launched in Q3 2025 and RFP is targeted for Q1 2026. The commissioning of both the LNG terminal and the gas pipelines is targeted for 2027 onwards.
9	Could you please provide the expected timeline for the issuance of the Request for Proposal (RFP) and the anticipated timing for the award of the contract and the COD?	
10	Could you please advise what would be the target COD for the CCGT component? If the CCGT COD gets delayed beyond 2027, would the project intend to delay the COD of the LNG Terminal as well?	The LNG Terminal Component and the Pipelines Component are designed to serve multiple users, including existing and new industrial and gaz-fired power demand. COD of the CCGT Component will not impact start of operation of the other Components.
11	Could you clarify the expected timeline for the tender and construction of the pipelines from Port of NWM to the GME and from GME to Mohammedia?	GoM would like the LNG Terminal Component and the Pipelines Component to achieve COD in the shortest timeframe possible. Interested parties are invited to specify the conditions they consider necessary to achieve the completion of each Component in the shortest timeframe.
12	What guarantees will the Government of Morocco provide for the successful implementation of the LNG Program?	Subject to final structuring of each Component and applicable law, specific guarantee mechanisms may be considered, taking into account bankability requirements.

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13	What are the specific roles of the Ministry of Economy and Finance (MEF), the Ministry of Equipment and Water, and the Ministry of Interior in the coordination and implementation of the LNG Program?	In March 2024, a memorandum of understanding was signed by, amongst others, the MTEDD, the Ministry of Finance, the Ministry of Equipment and Water and the Ministry of Interior on the coordination of public authorities for the implementation of the Updated Gas Roadmap, including the LNGT Terminal Component and the Pipelines Component. Please refer to the following press release : https://www.environnement.gov.ma/en/133-a-la-une/4323-signature-d-un-protocole-d-accord-relatif-a-la-coordination-des-pouvoirs-publics-en-vue-de-la-mise-en-oeuvre-d-un-programme-de-developpement-d-infrastructures-gazieres-durables
14	Does the Private Partnership Law or related regulation require mandatory inclusion of a local partner or consortium with Moroccan shareholding? If so, is there a minimum threshold?	To be defined in the future tender documents, it being specified that the applicable legal framework does not contain any mandatory provisions requiring the inclusion of a Moroccan partner in a consortium formed between competitors. Please refer to the applicable legislation for further details.
15	Would it be acceptable to propose only the FSRU, not the whole LNG Terminal?	The RFQ and RFP documentation will later specify what candidates are requested to bid on.
16	If offering FSRU only is acceptable, would it be allowed to have FSRU owned by the bidder, then leased to the project for a fixed period? If this is the case, is there any idea which entity will be the charter of the FSRU?	All options can be considered at the moment. Pending confirmation based on the final project development structure. Feel free to make suggestions in your EoI answer.
17	For the LNG Terminal, who is expected to own the LNG Terminal, including the FSRU? Would it be the bidder? If yes, then is it the expectation for the bidder to have a Terminal Usage Agreement with the potential capacity off takers?	It is indeed expected that the FSRU charterer will enter into Terminal Usage Agreements with LNG Terminal Component capacity offtakers.
18	Who will be the contractual offtaker of regasified gas from the FSRU?	The FSRU capacity will be allocated to ONEE according to the commercial contracts already concluded or, as the case may be, the future agregator (cf. Draft Law No. 67-24 on the import, export, storage, transport, distribution, and supply of natural gas).
19	What are the specific Environmental Impact Assessment requirements for the project, and when will they be finalized?	The necessity to carry out an environmental impact assessment and to apply for an environmental acceptability decision in line with applicable laws and regulations (Law No. 12-03) shall be assessed by competitors as part of their due diligence.
20	What is the minimum send-out requirement (mmscfd) for the regasification system?	Minimum turndown will be confirmed in the final functional specification.
21	Can you confirm the minimum and maximum regasification sendout pressure requirements?	Pressure range will be confirmed in the final functional specification.
22	Typical FSRUs are designed to 98% RAM, please confirm if 98% will be acceptable to project instead of 98.5%.	98.5 % reliability of regas send out will remain the functional specification of the FSRU.
23	Is there any FSRU age restriction?	No more than 40 years old by the end of any charter period plus extensions.
24	How long the FSRU expected to be used for this project?	To be confirmed based upon feedback of AMI.

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25	Is the 20-year non-dry-dock requirement mandatory, or will a 10-15 year interval be considered. For FSRU using 2nd hand LNG Carriers, there could be certain limitations on the non-drydocking. Having it 10-15 years will provide more options for the project.	There is the possibility of the dry dock being reduced to 15 years depending on final project length.
26	Please confirm NBOG of 0.15% per day is acceptable instead of 0.135%, which may limite donor vessel age for conversion and narrow down donor vessel supplies and reduces flexibility for Project side.	To be confirmed in the final functional specification, but note the containment size at 98.5% will remain at 160,000m3 minimum.
27	Under the no sendout for long period and some of the low sendout cases with STS, it will be difficult for FSRU to manage BOG without dumping. Please confirm if there's any specific requiriements from Project side for equipment or requirement for BOG management plan.	To be confirmed in the final functional specification based on low send out profiles.
28	Can you provide detailed information on the specific requirements for CO2, NOx, SOx, and particulate reduction in line with net zero goals? What measures and technologies are expected to be implemented to meet these requirements?	To be confirmed in the final functional specification.
29	Please confirm seawater delta for glycol heating for regas purposes, will 7 deg.c delta T be acceptable to Project?	To be confirmed in the final functional specification, but likely to be 7 C delta.
30	Could you confirm whether the selection of tie-in points (e.g., valve station 8 for Segment 1 and 19/14 for Segment 2) is final, or still subject to technical optimisation?	To be confirmed in the final functional specification.
31	Will a joint venture (JV) or consortium type of partnership be considered for the development of the components? If so, what are the criteria for such partnerships?	A JV or Consortium can be considered for the development of any Component and that will be outlined in the Request for Qualification (RFQ) documentation.
32	Would there be any opportunity to have a workshop with the project side before the deadline of EOI submission? We feel this would provide further opportunity for both sides to align on what the best solution can be.	Multiple workshops have been held in 2024-2025. This REOI process does not include meetings with potential candidates to guarantee transparency.
33	Who is expected to handle the molecule? We assume that LNG Terminal owner are not expected to handle the molecule, i.e., the LNG SPA will be concluded without involving the LNG Terminal owner. Please confirm.	Yes. ONEE according to the commercial contracts already concluded and, as the case may be, an aggregator (cf. Draft Law No. 67-24) will be the molecule importers/suppliers. Molecules supply sits outside of the scope of either Component. GoM made that decision in octobre 2021.

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34	Would the LNG Terminal operator be required to have a contract with Nador West Med S.A. in terms of the port usage? (we assume Nador West Med S.A. is/will be owning the port facility)	Under Law No. 15-02 relating to ports and creating the National Port Agency and the Port Operating Company, Nador West Med S.A. has exclusive jurisdiction over all activities within the port perimeter. The LNG Terminal Component operator will therefore operate under one of the regimes offered by Port Law No. 15-02, with NWM SA as a counterparty. Note that NWM SA is also responsible of the IAZ and its development.
35	How are the development of port/berth for this project funded?	Nador West Med S.A. is in charge of the development of the Marine Port Infrastructure including all necessary infrastructure for this project. (see Q38)
36	Will the indicative evaluation criteria or weightings (technical, financial, ESG, vessel availability, local engagement) be shared ahead of or alongside the next phase?	The evaluation criteria will be shared in the next phases RFQ and RFP.
37	Notre société porte un vif intérêt à ce projet et envisage de soumettre une manifestation d'intérêt officielle. Avant cette soumission, nous souhaiterions envoyer une délégation pour une visite au sein de votre ministère afin d'échanger sur le contexte du projet et les mécanismes de coopération possibles.	Plusieurs ateliers ont été tenus en 2024-2025. Le processus d'AMI ne prévoit pas de rencontre avec les opérateurs par souci de transparence. Votre manifestation d'intérêt est la bienvenue.
38	Could you kindly confirm whether Nador West Med S.A. (NWM) will be responsible for the construction of the jetty infrastructure to accommodate the FSU/FSRU at the designated location within the NWM port? Or is this the scope of the Terminal Component Developer, along with the offshore/onshore storage, regasification facilities, and topside equipment?	Nador West Med, acting in its capacity of management concessionaire of the Port of Nador West Med, will be the entity in charge of developing the port infrastructure to accommodate the FSU/FSRU at the designated location within the NWM port. This shall include marine infrastructure such as the jetty structure, breakwater, mooring dolphins, fenders, and dredging works. Subject to the final structure of the LNG Terminal Component, the developer will be responsible for the offshore/onshore storage, regasification facilities, and topside equipment.
39	Could you please confirm whether, following the current EOI phase, the Ministry intends to issue a single Request for Proposal (RFP) covering all three components (LNG Terminal, pipeline, and power plant) as a combined package, or if separate RFPs will be released for each component individually?	Separate tenders will be released for each Component.
40	Is it necessary at the EOI stage to submit a joint response with confirmed consortium members, thereby committing to the same structure for the subsequent RFP phase? Or is the EOI phase non-binding with respect to consortium composition, allowing respondents the flexibility to adjust partnerships prior to RFP submission?	EOI phase is non-binding with respect to consortium composition.

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41	What kind of model for contractual arrangement the Government of Kingdom of Morocco ("Government") is pursuing for the LNG Receiving Project in the Port of NWM? As example, would the Government prefer BOT (Build-Operate-Transfer) scheme or prefer Public-Private Partnership?	The Government of Morocco and the other public entities involved are looking for the most optimal solution from a technical and economic point of view, and are ready to consider alternative schemes that comply with applicable laws (including Draft Law No. 67-24 when effective).
42	Has the Government finished a feasibility study for the LNG Receiving Project in the Port of NWM? Does the Government have a technical and/or economic study for the LNG Receiving Project in the Port of NWM? Is it possible to share any results of a study?	The Government has conducted a feasibility study for the LNG Terminal Component at the Port of NWM. This study will be shared with the relevant bidders at a later stage in the process.
43	What is the financing structure for the construction of the LNG Receiving Project? Is the Government looking for the financing Partners?	The Government of Morocco and the other public entities involved are looking for the most optimal solution from a technical and economic point of view, and are ready to consider alternative schemes that comply with applicable laws (including Draft Law No. 67-24 when effective).
44	Does the Government consider later start of the project, for example in 2028? a. In light of the tight deadline for the construction Project, did Government already investigate the availability of FSRUs in the market and does the government have any potential options for FSRUs on the market for 2027 start?	GoM would like the LNG Terminal Component and the Pipelines Component to achieve COD in the shortest timeframe possible. Interested parties are invited (i) to specify the conditions they consider necessary to achieve the completion of each Component in the shortest timeframe and (ii) propose alternatives they believe would allow to meet GoM's timing objective.
45	Does the Government consider including LNG procurement as a part of the Expression of Interest process? a. Can the Bidder and the Government agree LNG supply into the LNG Receiving Project in the Port of NWM as part of the package, which will include construction of LNG Receiving Project and the pipeline to GME and LNG long-term supply from the Bidder to the Government (or state entity nominated by the Government as a receiver and a Buyer of that Long-term LNG)? b. If LNG procurement cannot be included in the EOI process at all, could you please advise what will be the process for LNG Procurement and the timeline of the LNG procurement process in the coming future?	Molecules supply sits outside of the scope of either Component. ONEE according to the commercial contracts already concluded and, under Draft Law No. 67-24, the Aggregator will be the exclusive importer of LNG molecules into Morocco.
46	EOI mentioned Tandrara gas field, could you please advise if the Government is planning to build a pipeline from the gas field to the main demand areas?	The focus of the REOI is on the LNG Terminal Component and the Pipelines Component, not the Tandrara gas field project. Please refer to specific communication on Tandrara gas field for more details on this project.

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47	What is the envisaged commercial structure for the LNG Terminal component? Time Charter Party (TCP)? Tolling Model? BOOT? a. If TCP/BOOT who will be the contracting entity? b. If TCP who will be responsible for the permitting of the jetty topside and pipeline within the port? c. If Tolling, who will be the counterpart (Offtaker)?	Although it is planned to align this structuring with the provisions of Draft Law No. 67-24, adjustments will be made and further clarifications will be provided at the RfQ phase. All structuring options remain under consideration at this stage.
48	What is the commercial structure for the jetty topside and pipeline connection. Is it an EPC? A BOOT? Who will be the owner?	It is anticipated that Nador West Med, acting in its capacity of management concessionaire of the Port of Nador West Med, will be the entity in charge of developing the port infrastructure. As regards the superstructure and equipments to be developed (e.g. pipelines), the allocation of responsibility between Nador West Med and the LNG Terminal operator is yet to be defined taking into account the optimal structure of the Component.
49	What is the envisaged commercial model for the Pipeline Component?	The Pipeline Component is intended to be developed under a public private partnership contract, in accordance with the provisions of Law No. 86-12. Pipeline Usage Agreements will subsequently be concluded with users (ONEE according to the commercial contracts already concluded and, as the case may be, an Aggregator to be created pursuant to the provisions of Draft Law No. 67-24).
50	Can a bidder position as part of several consortiums?	This option is not contemplated but to be confirmed with respect to the final contractual structuring to be adopted. Should competitors be allowed to submit offers as part of different consortiums, specific provisions will be established under the tender documents to avoid any potential conflict of interest or distortion of competition.
51	What are the key decision timelines? a. When is the expected date for the tender launch? b. When is the expected award date? c. When is the expected contract signature date? d. What is the envisaged Commercial Operation Date?	An RFQ is to be launched in Q3 2025 followed by an RFP in Q1 2026. The LNG Terminal Component and the Pipelines Component are scheduled to be commissioned from 2027 onwards.
52	What is the design basis of the jetty?	The jetty is designed to accommodate both FSRU/FSU vessels and LNG carriers, ensuring safe berthing and operational efficiency. Key design parameters include: - Vessel compatibility: The jetty can handle Q-Flex LNG carriers with capacities of up to 215,000 m ³ . - Regasification capacity: The terminal is designed for a nominal capacity of 500 MMSCFD, with a peak capacity of 750 MMSCFD. - Site-specific conditions: The design incorporates bathymetric, geotechnical, seismic, wind load, and wave force data, ensuring resilience to local conditions. - Safety considerations: Hazard Identification Studies (e.g., gas dispersion, heat radiation, and navigation simulations) confirm the feasibility of the terminal's location for safe operations. Jetty parameters would be supplied as part of any functional specification.

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53	Contractual Counterparty: Could you provide some insight into who is expected to be the contractual counterpart for TerminalCo (the terminal component)?	Under law No. 15-02 relating to ports and creating the National Port Agency and the Port Operating Company, Nador West Med S.A. has exclusive jurisdiction over all activities within the port perimeter. The LNG Terminal Component operator will therefore operate under one of the regimes offered by Port Law No. 15-02 (to be determined at a later stage in the process), with NWM SA as a counterparty. As regards to the counterparties, it is anticipated that the users of the capacity within the LNG Terminal Component will be ONEE according to the commercial contracts already concluded and, as the case may be, an Aggregator to be created pursuant to the provisions of Draft Law No. 67-24.
54	Credit Support: Is there any intention or consideration to provide credit support or guarantees to TerminalCo?	Subject to final structuring of each Component and applicable law, specific guarantee mechanisms may be considered, taking into account bankability requirements.
55	LNG Supply: We note that LNG supply is not covered under the current EOI. Could you share any information on how LNG sourcing is expected to be structured and handled?	Molecules supply sits outside of the scope of either Component. ONEE according to the commercial contracts already concluded and, under Draft Law No. 67-24, the Aggregator will be the exclusive importer of LNG molecules into Morocco.
56	Multiple Submissions: Would it be acceptable to submit more than one EOI — for example, one as a standalone submission and another in collaboration with a potential partner? Or is it preferred that all potential partnerships are addressed within a single submission?	In the Eoi, yes. Bidding rules will be set out in the RFQ / RFP documentation.
57	Partnership Timing: Is it possible for an FSRU company to submit an EOI independently, with the option to select or confirm a Topside partner at a later stage?	In the Eoi, yes. Bidding rules will be set out in the RFQ / RFP documentation.
58	UAE Involvement: Could you kindly clarify whether there is any expected involvement from UAE entities in this EOI process, particularly in light of recent reports highlighting UAE investments in Morocco?	All interested parties are invited to express their interest in the Eoi process.
59	Could you kindly provide us with the EOI document in an editable Microsoft Word format, in English?	The only document shared for this phase of the Eoi is the one published on the official website of the Ministry
60	Given the potential size of our submission file, would it be acceptable to upload our response to an external server and share the download link in our submission? If so, do you have any preferred platforms or specific restrictions we should be aware of?	Yes, you may share the link to the folder, but it should be on a platform with access restrictions. For example, SwissTransfer (https://www.swisstransfer.com) allows password protection.
61	L'échéancier de développement du terminal et du gazoduc lié	Le RFQ doit être lancé au T3 2025 et le RFP est prévue pour le T1 2026. La mise en service des Composantes Terminal GNL et Gazoducs est prévue à partir de 2027.
62	Le modèle commercial envisagé pour le terminal et le gazoduc lié	L'ONEE a vocation à être, dans un premier temps, l'utilisateur principal de la Composante Terminal GNL et de la Composante Gazoduc. Il convient cependant de préciser qu'au regard notamment du projet de Loi n°67-24, un agrégateur sera impliqué et devenir l'usager de ces installations.

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63	L'interaction commerciale envisagée entre les nouveaux segments de gazoduc et le GME	D'un point de vue technique, les segments de gazoduc NWM-GME et GME-MOH ont vocation à être interconnectés au Gazoduc Maghreb-Europe (GME), permettant des flux bidirectionnels. Dans l'attente de la structuration finale de la Composante Gazoducs, il est anticipé que, le cas échéant, des accords d'interconnexion/interopérabilité soient conclus entre les gestionnaires de ces différentes infrastructures.
64	L'avancement des études pour le tracé du gazoduc entre le port de Nador West Med et le GME	Le tracé du gazoduc NWM-GME est prévu pour suivre le corridor de l'autoroute Nador-Guercif, actuellement en construction par le Ministère de l'Équipement et ADM.
65	Certaines spécificités techniques demandées pour le gazoduc	<ul style="list-style-type: none"> - Diamètre minimal : Le diamètre minimal requis pour les gazoducs est de 36 pouces, afin de répondre à une capacité nominale de 500 MMSCFD (5,1 Bcm/an) et une capacité de pointe de 750 MMSCFD (7,5 Bcm/an). - Conception : Les gazoducs seront souterrains et conçus pour permettre des flux bidirectionnels. - Segments secondaires : Le gazoduc GME-MOH inclura deux embranchements secondaires pour connecter les villes de Kénitra et Mohammedia. - Risques environnementaux : Les études techniques prennent en compte les risques environnementaux, notamment la biodiversité et les impacts liés à l'acquisition de terrains.
66	nous sollicitons une prorogation du délai de soumission jusqu'au 30 septembre 2025. Ce délai supplémentaire nous permettra de structurer des options optimisées, techniquement solides et bancables outre économiquement attractives, à la hauteur des ambitions stratégiques de ce projet structurant pour le Royaume	<p>Il ne sera pas possible de proroger le délai de soumission des réponses à l'AMI. Le lancement du RFQ est prévu pour le troisième trimestre 2025, et toutes les parties intéressées auront la possibilité d'y participer, sans obligation préalable d'avoir répondu à l'AMI.</p> <p>It will not be possible to extend the submission deadline for the EoI. The launch of the RFQ is scheduled for Q3 2025, and all interested parties can participate, regardless of whether they submitted an EoI.</p>