FOREX

US Dollar	117.98
Euro	143.83
Pound Sterling	160.48
Japanese Yen	11.38
Chinese Yuan	18.07
Qatari Riyal	32.39
Australian Dollar	89.61
Malaysian Ringit	29.06
Saudi Arab Riyal	31.44

Exchange rates fixed by Nepal Rastra Bank

Shares

Nepse 2,038.63pts -1.44%

HIGHEST LOSERS					
SFCL -8.11%	UMRH -6.3%	PMHPL -5.56%	MSMBS -5.51%	CHL -5.17%	NCCB -4.95%

MODERATE LOSERS					
NABIL -4.3%	NLIC -4.22%	RLFL -4.07%	NABBC -4.07%	CORBL -3.76%	LICN -3.69%

MODERATE GAINERS					
SCB 2.12%	UPCL 2.4%	NMB50 2.48%	RMDC 2.68%	EICPO 2.94%	NHDL 3.04%

HIGHEST GAINERS					
GBIME 3.16%	SBL 3.49%	PPCL 4.52%	MEN 4.83%	OHL 5.16%	SHL 5.67%

BULLION

PRICE PER TOLA

Fine Gold	Rs 94,100
Silver	Rs 1,280

SOURCE: FENEGOSIDA

GASOLINE WATCH

Petrol (Per Litre) Rs 107.00/-

Diesel (Per Litre) Rs 89.00/-

Kerosene (Per Litre) Rs 89.00/-

LPG (Per cylinder) Rs 1375/-

Source: Nepal Oil Corporation

Nepal revives talks for chemical fertiliser offtake agreement with India

The deal will eliminate recurring shortages during the peak growing season, officials say.

SANGAM PRASAIN
KATHMANDU, DEC 24

Nepal has revived talks for a chemical fertiliser offtake agreement with India under which it will buy a fixed amount of plant nourishers from the southern neighbour over a long term period to avoid recurring shortages during the peak growing season. The accord will be secured through a government-to-government deal, officials said.

Chemical fertiliser has become a political commodity, and Nepali farmers have been plagued by regular shortages when they need it the most, severely slashing their income and hitting the country's economic growth which largely depends on agriculture.

Shree Ram Ghimire, spokesperson for the Ministry of Agriculture and Livestock Development, told the Post that talks had started with India, with the first round being held on Wednesday. "But the discussions are at a preliminary stage," he said.

According to Ghimire, the government is planning a long-term contract with the southern neighbour for its chemical fertiliser needs. "The agreement will be based on Nepal's requirement."

He said that if the shipments imported through the regular procurement process fell short of the requirement, additional quantities of fertiliser would be obtained through the government-to-government deal.

It normally takes six months to procure chemical fertiliser following a global tender call under the Public Procurement Act. And in case the procurement is cancelled due to price volatility or other factors, there will be havoc in the farm sector.

"The new arrangement made through a government-to-government deal is not required to go through a lengthy procurement process, and it will ensure that farmers have adequate supply during times of shortages," according to ministry officials.

In 2009, in a bid to end the perennial shortages, Nepal signed an agreement with India for 100,000 tonnes of chemical fertiliser (60,000 tonnes of urea and 40,000 tonnes of DAP) annually at import parity prices. The pact allowed Nepal to purchase fertiliser directly without going through the six-month-long tendering process.

Shipments came to a stop in 2015-16 due to protests in Tarai and an Indian blockade, and the agreement too expired at the end of 2017.

In 2018, Nepal had proposed to renew the agreement to procure chemical fertiliser for at least five years at import parity prices.

The proposal was in line with the 10-year Prime Minister Agriculture Modernisation Project introduced in 2017 which aims to boost farm output substantially.

The Agriculture Ministry had proposed importing 150,000 tonnes of fertiliser (100,000 tonnes of urea and 50,000 tonnes of potash) in the first year, that is 2018.

The ministry had planned to import 170,000 tonnes in the second year under a government-to-government deal, 195,000 tonnes in the third year and 210,000 tonnes each in the fourth and fifth years.

The expected government-to-government pact has been pending since December 2018, when Nepal submitted the first draft of the proposed memorandum of understanding.

POST FILE PHOTO

Nepal's annual requirement of chemical fertilisers stands at more than 700,000 tonnes while imports amount to around 300,000 tonnes, according to the Agriculture Ministry.

According to a former secretary at the Agriculture Ministry, they had sent the proposal and several rounds of discussions were held. But India refused to provide chemical fertilisers at the import parity price.

"India told us clearly that it couldn't supply the product at the import parity price, and that it could not give the same treatment to Nepal that it gave to its farmers," the official said.

The matter made no further progress. "Since it would have been expensive for Nepal to buy fertilisers from India at the export parity price, talks on a long-term agreement did not move ahead," the former secretary said.

India also imports over 10 million tonnes of chemical fertiliser annually.

After the border was tightened due to the Covid-19 pandemic, Nepali farmers became frantic as smuggled fertiliser stopped coming, revealing how heavily dependent they are on imports from India.

A study conducted by the Finance Ministry in 2006 put the share of informal fertiliser imports at 71 percent of total supplies. Private companies in Nepal are reluctant to trade in fertiliser due to the high cost and risks, and all imports and distribution are conducted by Agriculture Inputs Company and Salt Trading, both state-owned enterprises.

Various parliamentary committees have instructed the government to set up plants to produce chemical fertiliser in Nepal, but feasibility studies carried out by the Investment Board Nepal have shown that domestic demand is too small to achieve economies of scale, making them unviable.

Experts and former officials have persistently argued that Nepal needs to explore more options to ensure timely supply of fertilisers.

According to another former agriculture secretary, the best way to end the constant shortage of chemical fertiliser in Nepal is to sign a commercial agreement with India, just like it does to import Indian oil.

According to the Agriculture Ministry, Nepal's annual requirement of chemical fertiliser stands at more than 700,000 tonnes while imports amount to around 300,000 tonnes. Demand for chemical fertiliser has shot up following the spread of commercial agriculture.

Indian automakers fear container shortage to hit parts supply, output

REUTERS
NEW DELHI, DEC 24

Automakers in India are bracing for a parts shortage and possible production losses over the next three to four months due to a global shortage of available shipping containers, said a trade body in the world's fifth biggest auto market.

Shipping freight rates have surged since July and companies are now finding it "almost impossible to sustain normal trade operations", said Rajesh Menon, director general at the Society of Indian Automobile Manufacturers (SIAM).

That is a cause for concern just as India's auto industry has started showing signs of recovery after coronavirus lockdowns eased.

SIAM represents major domestic companies such as Maruti Suzuki and Tata Motors as well as global manufacturers including Volkswagen AG and Ford Motor which are major exporters.

A global surge in demand for certain goods during the pandemic has upended normal trade flows, stranding empty cargo containers and leading to bottlenecks.

Denmark's A P Moller-Maersk, a leading container and logistics company, said overall exports from India have bounced back strongly but imports have not, leading to an imbalance and causing the container shortage. Its South Asia boss Steve Felder said they have tripled the number of empty containers they have been bringing from the Middle East in the past few weeks.

"Within the country too, we have been repositioning containers from pockets where they are available to pockets where they are in high demand," he told Reuters, predicting a return to normality in the first half of 2021.

In the meantime, major Indian auto exporters are having to book containers weeks in advance instead of days, said Vinnie Mehta, director general of the Automotive Component Manufacturers Association of India.

"Companies may also be forced to absorb the price hikes caused by a spike in freight rates and coupled with the recent surge in raw material costs," he said.

POST PHOTO: KABIN ADHIKARI

A worker cuts slabs of limestone in Bhaktapur. The material is used to decorate residential spaces.

China steps up pressure on Alibaba with anti-monopoly probe

ASSOCIATED PRESS
BEIJING, DEC 24

Chinese regulators on Thursday announced an anti-monopoly investigation of e-commerce giant Alibaba Group, stepping up the ruling Communist Party's efforts to control fast-growing tech industries.

President Xi Jinping's government worries about the dominance of competitors such as Alibaba, the world's biggest e-commerce company by sales volume, and Tencent Holding, operator of the popular WeChat messaging service and Asia's most valuable tech company. Regulators appear to be especially concerned about controlling private sector companies that are expanding into online banking at a time when Beijing is trying to reduce financial risks.

The ruling party says anti-monopoly enforcement, especially in tech industries, will be a priority next year. Since early November, regulators have tightened the reins by suspending the stock market debut of an online finance platform affiliated with Alibaba and summoned industry executives to warn them against trying to suppress competition.

"The era of free growth and ultra-high growth is really over," said Francis Lun, CEO of Geo Securities Ltd in Hong Kong. "The government will decide what you can do."

Thursday's announcement said the State Administration of Market Regulation is looking into Alibaba's policy of "choose one of two," which requires business partners to avoid dealing with its competitors. The one-sentence statement gave no details of possible penalties or a timeline to announce a result.

Proposed rules issued in November would ban exclusive contracts, subsidies and other tactics regulators say hurt competition.

"Reports of platform monopoly problems are increasing by the day," the ruling party newspaper People's Daily said in a commentary about the Alibaba probe. "Anti-monopoly has become an urgent issue."

Internet companies in the United States face similar scrutiny. Legislators and regulators are looking at whether Facebook, Google and other companies improperly hamper competition in advertising and other areas. Alibaba, set up in 1999, operates retail, business-to-business and consumer-to-consumer platforms. It has expanded at a breakneck pace into financial services, film production and other fields.

Alibaba's founder, Jack Ma, is China's richest entrepreneur and one of its most prominent businesspeople worldwide with a net worth of $59 billion. He is widely admired and a ruling party member but has run into regulatory hurdles.

In November, regulators jolted the Chinese business world by suspending the stock market debut of Ant Group, a former Alibaba subsidiary that is the world's biggest online finance platform. It would have been the top global initial public offering this year.

Economists said regulators worried about financial risks, but businesspeople suggested Chinese leaders might have focused on Ant because Ma complained at a business conference in October that regulators failed to keep up with industry development and were blocking opportunities.

Alibaba's CEO later praised regulators in a speech in a possible effort to repair relations. Ma stepped down as Alibaba chairman in 2019 but still is one of its biggest shareholders and was a leader in taking Ant to market.

Bangladesh, India finalising first bilateral rice deal in 3 years, sources say

REUTERS
DHAKA/MUMBAI, DEC 24

Bangladesh is finalising a purchase of 150,000 tonnes of rice from India's NAFED, the New Delhi-based state agency told Reuters, in what would be the first such bilateral deal in three years after floods in Bangladesh sent local prices to a record high.

India, the world's biggest rice exporter, is offering a steep discount to suppliers from rivals Thailand and Vietnam to cut its surplus after a bumper harvest.

"We are negotiating with Bangladesh," said a spokesman for NAFED (the National Agricultural Cooperative Marketing Federation of India Ltd). "NAFED is in a position to supply up to 500,000 tonnes rice to Bangladesh."

A senior official with Bangladesh's food ministry said they could buy 100,000 tonnes of parboiled rice and 50,000 tonnes of white rice under a government-to-government deal.

> India is offering a steep discount to cut its surplus after a bumper harvest.

India could sell parboiled rice at around $407 and white rice at around $417 per tonne on a cost, insurance and freight (CIF) liner out basis, an Indian government source said. The rates are about a third cheaper than those from Thailand and Vietnam.

The entire shipment is likely to be made in the first quarter of next year from the Haldia port in India's eastern state of West Bengal, which borders Bangladesh, the Indian government official added. Both the Indian and Bangladeshi government officials declined to be named as details are still being worked out.

Representatives for the trade and food ministries of India and Bangladesh did not immediately respond to requests for comment.

Bangladesh, the world's third-biggest rice producer with an output of almost 35 million tonnes a year, relies on imports from time to time to cope with shortages caused by natural disasters such as floods or drought.

Its state grains agency issued its first rice purchase tender in three years in November to boost local supplies. The country of more than 160 million people could import as much as 500,000 tonnes of rice in the year to June.

"Bilateral deals will accelerate India's rice exports," said B V Krishna Rao, president of the Indian Rice Exporters' Association.

"The government should try to seal more such deals as we have ample surplus for exports."

Government of Nepal
Ministry of Physical Infrastructure and Transport
Department of Roads
Development Cooperation Implementation Division

Strategic Road Connectivity & Trade Improvement Project (SRCTIP)

Notice No. SRCTIP/5 /077-78
Contract Identification Number: SRCTIP-DOR-CS-QCBS-11

REQUEST FOR EXPRESSION OF INTEREST

Date of first publication: **25th December, 2020 (The Kathmandu Post National Daily)**
Country:- Nepal
Name of project: Strategic Road Connectivity & Trade Improvement Project (SRCTIP)
Credit No.: IDA Credit 6673-NP

Assignment Title: Short Listing of Consulting Firms to Carry Out Road User Satisfaction Survey and Preparation of Necessary Reports

The Government of Nepal has recieved financing from the World Bank toward the cost of Strategic Road Connectivity & Trade improvement project (SRCTIP) and intends to apply part of the proceeds for consulting services. The consulting services ("the Services") include **conducting Road User Satisfaction Survey for Nagdhunga-Naubise-Mugling Road and Kamala-Dhalkebar-Pathlaiya Road section before and after the construction works and prepare necessary reports as per TOR.** The Consultant shall perform the job as per Terms of Reference (TOR). TOR is available in the website of the Department of Roads: www.dor.gov.np/home/notices.

The Department of Roads, Development Cooperation Implementation Division (DCID) now invites eligible Consulting firms ("Consultants') to indicate their interest in providing the Services. Interested Consultants should provide information demonstrating that they have the required qualifications and relevant experience to perform the Services. The short-listing criteria are:

- Core business and years in business (minimum 5 years)
- General experience of the consulting firm in any civil engineering projects.
- Relevant experience of the consulting Firm with similarity in nature, size, complexity (Conducting Social Study of Roads)
- Organizational capability of the firm for the assignment

The attention of interested Consultants is drawn to paragraphs 3.16 - 3.17 of the World Bank's Procurement Regulations for IPF Borrowers, dated July 2016, revised August 2018 (“Procurement Regulations”) setting forth the World Bank's policy on conflict of interest.

A consultant will be selected in accordance with the Quality & Cost Based Selection (QCBS) method set out in the World Bank’s Procurement Regulations.

Consultant may associate with other firms in the form of a joint venture or a sub-consultancy to enhance their qualifications. Consultant shall clearly state the form of association, if any, whether in the form of joint venture or sub consultancy in the Expression. If Consultant’s participation as Joint Venture or Sub-Consultant is not clear in the submitted document, it will be considered as Sub-Consultant. The completed/substantially completed projects within last 10 (ten) years counted from REOI submission deadline shall be considered for evaluation.

Interested Consultant may obtain further information about the service at the address below during office hour.

Expression of interest must be delivered in written form during office hours to the address below by **11th January 2021.**

Department of Roads
Development Cooperation Implementation Division
Strategic Road Connectivity & Trade Improvement Project (SRCTIP)
Jwagal, Lalitpur
Tel: +977-1-5541686: Fax: +977-1-5542532
Email: dorfcb@dor.gov.np

Government of Nepal
Ministry of Physical Infrastructure and Transport
Department of Roads
Development Cooperation Implementation Division
Jwagal, Lalitpur

TERMS OF REFERENCE

CONSULTING FIRM TO CARRY OUT ROAD USER SATISIFACTION SURVEY

UNDER

NEPAL STRATEGIC ROAD CONNECTIVITY AND TRADE IMPROVEMENT PROJECT

1. PROJECT BACKGROUND

The Government of Nepal (GoN) is implementing the Nepal Strategic Road Connectivity and Trade Improvement Project, SRCTIP (the Project), with financial support from the World Bank, to improve the efficiency and safety of select transport infrastructure, improve the efficiency of cross-border trade, and strengthen capacity for strategic road network management in Nepal. The Project is comprised of four components: (1) Trade Facilitation; (2) Regional Road Connectivity; (3) Institutional Strengthening; and (4) Contingency Emergency Response. Component Two involves the improvement of the Nagdhunga-Naubise-Mugling (NNM) road to two lane standard, and the upgrading of the Kamala-Dhalkebar-Pathlaiya (KDP) from two lanes to four lanes. This improvement and upgrading will enhance efficiency, climate resilience and safety of movement of goods and people across these two roads. The Development Cooperation Implementation Division (DCID) within the Department of Roads (DOR) is the key implementing agency for this component, through the Ministry of Physical Infrastructure and Transport (MoPIT).

DOR, DCID intends to conduct a Road User Satisfaction Survey along the corridors of these two major highways to ensure that the concerns and interest of road users are considered in the design, construction and operation of the roads. The survey will be undertaken at two periods: before construction commences and after the completion of construction work. The Survey will inform the baseline, monitoring and tracking of a citizen engagement indicator which has been included in the Results Framework for the Project. The indicator will measure the “Increase in the percentage of road users satisfied with improvements made to the road infrastructure” for both the NNM Road and KDP Road. The survey will consider key parameters in terms of access to and quality of the road, and the target is a 20 percent increase in satisfaction between the baseline and end surveys.

2. OVERVIEW TO CITIZEN ENGAGEMENT

Citizen engagement mechanisms such as satisfaction surveys are an important element for inclusion of communities and other stakeholders in the design and implementation of projects. Citizen engagement, which the World Bank defines as the two-way interaction between citizens and government (or the private sector), helps to improve development outcomes through giving citizens a stake in decision making. Nepal’s recent transition to a federal structure, as enshrined in the Constitution of Nepal 2015, represents a move towards a more accountable, participatory and inclusive system of governance. Further, the World Bank is mainstreaming citizen engagement in all World Bank-supported projects, and in particular requires projects to meet the corporate requirement of incorporating at least one beneficiary feedback indicator in World Bank projects with clearly identifiable beneficiaries. Accordingly, the citizen engagement indicator on road user satisfaction under the Project, also a beneficiary feedback indicator, serves to also help the Project meet World Bank corporate requirements on CE. This TOR is to inform the recruitment of a consulting firm to undertake a survey aimed at establishing a baseline and subsequent monitoring of the CE indicators of the project.

3. OBJECTIVES OF THE ASSIGNMENT

The main objective of the consulting services is to undertake the CE-focused survey along the NNM road and the KDP road. The survey will be undertaken two times for each road: the first survey will provide a quantitative baseline measure on road user satisfaction to be included in the Results Framework for the Project and the second/final survey will measure the overall percentage increase or decrease in road user satisfaction against the baseline. The purpose of the survey is to understand the perceptions of road users on the improvement and upgrading made to the NNM road and KDP road in terms of access and quality.

4. SCOPE OF WORK

In consultation and agreement with DOR-DCID, the Firm will undertake the following:

i. Survey design and planning
   - Confirm and finalise the draft scope, objectives, survey methods (for example, questionnaire, interviews), main groups of road users to survey, and sampling methodology – as based on Survey methodology developed by DOR-DCID. The road user is clearly not a homogenous group; rather the 'Road user' is made up of a number of potential target groups with many individuals being a member of two or more such groups. The Consultant should seek to elicit views from a broader cross section of such target groups as reasonably practicable. The survey should accordingly include a simple profile of respondents. The Consultant will develop the methodology and plan to carry out the survey. The methodology should seek to maximize the utility of the information gathered, the response rate of the "Surveyed" and the statistical significance of the results. The information should be gathered in a format, finalized in consultation with DOR-DCID.
   - Confirm survey attributes to measure (for example, travelling time, safety of road, accessibility), and develop survey questions against identified attributes
   - Determine data collection methods (for example, paper-based or mobile-based application) and locations for conducting surveys. Considering the ongoing COVID-19 situation, the perspective firms should come up with a contingency plan detailing how they will continue performance of the contract with a minimum of delay, interruption or other disruption in the event of a security or health and safety event which affects the ability of the Firm to perform the services.
   - Define methodology for calculating satisfaction levels
   - The Consultant will pilot the proposed survey mechanisms and indicators on a small sample of various target groups with a view to refining them both before finalization and shall use the same in the main survey. A short report on the outcome of this pilot survey incorporating necessary changes shall be prepared and submitted to DOR- DCID. The pilot survey would usually be done along other similar roads, rather than along the proposed NNM road and KDP roads.

ii. Survey launch
   - Undertake data collection/survey at
     (i) prior to the commencement of construction; and
     (ii) after completion of construction works

iii. Survey presentation
   - Analyse data and produce interim reports on survey findings each time the survey is conducted, and shall make presentation of draft reports to DOR-DCID and final reports presentation to DOR-DCID/World Bank Office.

5. FIRM'S QUALIFICATION/ EXPERIENCE REQUIREMENT

Firm must have sufficient qualification and experience to carry out the assignment. As a minimum, the consultant (firm) must have (i) 5 years of standing in consulting and (ii) experience of conducting Social Study of Roads (>=20Km).

6. TEAM QUALIFICATIONS

6.1 Expert Inputs

27 person-months of key expert input is estimated to carry out the assignment. The consultants are advised to assess their requirement and propose their own staff composition and staff input for efficient performance as per the Terms of Reference. If the proposed consultant's team is found inadequate or not sufficient during the performance of the services, then additional staff shall be provided by the consultant at their own cost. ***The inputs will be Intermittent in Nature.***

Key Expert Input

Position	Number	Total Person Months
Team Leader	1	14
Social Scientist	1	13
Total		**27**

Non Key Staffs

Position	Number	Total Person Months
Data Enumerators/Field Surveyors	2	26
Total		**26**

Note: The above list of key professionals and estimated person month is for reference only. The Consultant is responsible to review the required services and may propose own requirements for the key professional and other support staff that required to complete the proposed services in satisfactory manner. Financial proposal should include all the direct and indirect costs necessary to execute the services as elaborated in the TOR.

6.2 Key Personnel Qualification Requirement

I. Team Leader

Educational Qualification	
• Required	• Master's degree in business / statistics / sociology / or related field
Experience	
• Total Experience • Experience in Related Field • Experience in the Proposed Field of Expertise	• 10 years • 5 years in Road related Works • Proven extensive experience in leading the planning, developing, and undertaking of surveys, including coordinating logistics, and preparing findings • Demonstrated capacity to manage a team • Experience working and engaging with communities • Experience working with international development organizations such as the World Bank is preferred
Language	• Excellent verbal and written communication skills in Nepali and English Language

II. Social Scientist

Educational Qualification	
• Required	• Master's degree in sociology / social development/ statistics or related field
Experience	
• Total Experience • Experience in Related Field • Experience in the Proposed Field of Expertise	• 10 years • 5 years in Road related Works • Experience of working in the field of social science, with proven experience in addressing road safety, occupational health and safety, and working and engaging with communities, including poor and vulnerable groups • Experience working with international development organizations such as the World Bank is preferred
Language	• Excellent verbal and written communication skills in Nepali and English Language

III. Data Enumerators/Field Surveyors

Educational Qualification	
• Required	• Bachelor's degree in business/statistics/ICT/sociology or related field
Experience	
• Total Experience • Experience in Related Field • Experience in the Proposed Field of Expertise	• 5 years • 1 years in Road related Works • Experience of working in the field of data collection, analysis, with experience in collating and conducting analysis data survey sets, and producing findings
Language	• Excellent verbal and written communication skills in Nepali and English Language

7. REPORTING AND TIMELINES

The consulting services shall be implemented over 6 years from the commencement date in intermittent schedule.

The Consultant shall submit 6 (six) -hard copies of Final Reports of each studies and a soft copy of the report as follows

The Consulting Firm will report directly to the DOR-DCID focal person. The Firm must be able to provide all deliverables in English:

S.N	Work Description/ Reporting's	Tentative Deadline	Remarks
1	Survey methodology and survey questionnaire/Inception Report	Draft: May 15, 2021 Final: June 15, 2021	15 days
2	Report on Piloting the proposed survey mechanism NNM Road Baseline survey and Report	Data collection undertaken: July-August 2021 Findings and Report: September 2021	3.5 months
3	KDP Road Baseline survey and Report	Data collection undertaken: September-October 2022 Findings and Report: November 2022	3 months

S.N	Work Description/ Reporting's	Tentative Deadline	Remarks
4	NNM Road Endline survey and Final Road User Satisfaction Report	Data collection undertaken: December 2024-January 2025 Findings and Report: February 2024	3 months
5	KDP Road Endline survey and Final Road User Satisfaction Report	Data collection undertaken: September-October 2026 Findings and Report: November 2026	3 months
		Total Intermittent input required	13 months +1 months to mobilise/demob

Note: - The consultant shall submit 3 copies of draft report of each surveys. The above proposed deadline are tentative estimates only, it may change as per circumstances encounter.

8. GENERAL OBLIGATIONS

8.1 The Consultant's Obligations

The Consultant should avail all key experts, administrative and support staffs as well as all logistical support to complete the assignment. All inputs are considered to be costed and included in the Technical and Financial Proposals.

The Consultant is responsible to provide office working spaces for all its experts and other staffs, transportation and insurance obligations for its experts and other staff as per legal requirements in Nepal.

The Consultants shall provide the DOR, DCID all the documents related with the Study including filled questionnaires, public consultation documents and others.

8.2 The Employer's Obligations

The Client will provide all the available study reports and related information available with the Client. The Client will also help the consultant team to coordinate with the DOR offices, and other governmental offices for related activities, as necessary