

CLARIFICATIONS

Precision Engineers & Surveyors – Package C (Survey Boat) Queries dated 26 Dec 2025 & NDMS Response

S. No.	Reference	Bidder's Queries	NDMS Response
01	IB.1.2 vs IB.2.9 / BDS	Clarify whether local ownership is mandatory or preferential	Preference will be given to local ownership.
02	IFB Cl.5 / IB.13.1 / BDS IB.13	Confirm Correct Bid Security amount applicable	PKR 15 million and ITB 13.1 is amended. BDS sheet remains correct.
03	IB.10.5.2(b) vs IB.18.10	Confirm applicable turnover period and calculation method	This has been changed and amendment issued on December 26, 2025. It is three years.
04	IB.10.5.2(a) vs IB.18.10	Clarify financial evaluation criteria for foreign bidders	Please note that all payments are in PKR including foreign bidders. There is no change in evaluation criteria.
05	IB.10.4 vs IB.18.10	Confirm applicable experience window	Five years
06	IB.10.4 vs IB.18.10	Clarify which criteria are mandatory and which are scoring-only	All are mandatory.
07	TOR – Survey Equipment Specs	Confirm brands are indicative only and (or equivalent) applies which fulfills IHO's Exclusive and Special Order	Equipment of equivalent specifications; compliant to IHO standards, S-44 for Order1a, Special Order and Exclusive Order surveys are also acceptable.
08	TOR / Technical Sections	Specify required IHO S-44 survey order	It should be IHO S-44, Survey Order-1a, Special Order and Exclusive Order compliant
09	TOR (Equipment vs Standard)	Confirm IHO S-44 compliance shall prevail	IHO S-44 compliant shall prevail
10	IB.10.4(A)(ii)	Clarify consequences if alternate vessel is also rejected	Letter of Award shall be withdrawn, in case of rejection of alternate survey boat
11	IB.15.4.3	Clarify mobilization readiness expectations and %age of Mob. Amount.	This should be minimal.
12	IB.24.1	Clarify whether extension is mandatory or subject to availability	Employer's option.
13	IB.24.1	Please confirm Bidder's right to decline extension beyond original term	Employer's option.

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14	Software	Please Clarify a specific software platform or either HYPACK MAX or QINSY	Two (02) each licensed survey software's HYPACK and HYSWEEP for SBES & MBES are mandatory
15	Tide	Please clarify acceptable tide measurement methodology	Minimum four (4) automatic water-level gauges are mandatory
16	IB.10.4(A)(ii)	Please clarify what will be the status of Bid/Performance security if vessel is rejected	NDMS will give the bidder three days to offer an alternate survey boat or otherwise Bid bond will be forfeited.

Boskalis – Packages A & B (TSHD) Queries dated 24 Dec 2025 and NDMS Response

S. No.	Reference	Bidder's Queries	NDMS Response
01		It's unfortunate that KPT could not get organized a maintenance dredging campaign during the past years causing their upcoming campaign to become urgent. Allow us to humbly observe that this should not trigger a hasty tender process. As 4 out of 5 interested bidders are requesting additional time, we once more beg to consider the same positively. We have already instructed our local bank. However, and due to several bank holidays until end of this year, they cannot assure that the bid security through a local bank can be timely issued.	There will be no extension. Bidders are required to complete all banking formalities well in advance of the bid submission deadline, as failure to do so will render a bid non-responsive.
02		As explained a 50% USD – 50% PKR ratio is incompatible with our costs structure. And especially with time chartering, the proportion of local costs is further reduced. Assuming we can pay the fuel in PKR, we need to politely insist on facilitating a 70% USD – 30% PKR ratio as it was already foreseen in PQA's tender earlier this year.	Please refer to addendum 1 of December 26, 2025. This has already been changed to USD:PKR at 60:40.
03		As discussed, NDMS will seek exemption of customs duties & taxes related to temporary import of the TSHDs which NDMS intends to time charter. In the unlikely event that such	Please refer to Addendum 2 attached where this has been addressed.

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		<p>exemption is not possible, NDMS will clarify whether a TSHD will be considered as 'construction machinery' or as 'ship' for the purposes of calculating the amount of duties & taxes to be paid upfront and for the amount to be guaranteed until reexport of the TSHDs. It is understood that bidders may quote separately a contingency for such temporary import related customs & taxes and that this will not be part of comparing the financial bids.</p>	
04		<p>We noticed that KPT and PQA keep accentuating that payments are quantity based. However, time chartering is obviously time based and some penalties may apply in the unlikely event that certain availability/productivity levels would not be achieved. For legal – and tax purposes, we reiterate our request to limit the contractual relationship to signing only a single and simple time charter party agreement per TSHD and not adding any other sort of contract agreement(s). It is understood and agreed that in the daily hire rate of the time charter we will include survey costs and the costs of a determined number of project staff members.</p>	<p>Please refer to addendum 1 of December 26, 2025. Appendix L attached to that document, addressed this.</p>
05		<p>As stated several times, the larger the TSHD, the higher the daily rate but also the higher the production and therefore the shorter the charter duration. Therefore the comparison of daily hire rates and taking a fixed 120 days charter period irrespective of the size of the TSHD, will ultimately result in more expensive dredging campaigns. We trust that the comparison shall be based on reduced charter periods for larger TSHDs.</p>	<p>There will be no change to the evaluation criteria.</p>